



**Argyll and Bute Council**  
**Comhairle Earra-Ghàidheal Agus Bhòid**

*Executive Director: Douglas Hendry*

*Kilmory, Lochgilphead, PA31 8RT*  
*Tel: 01546 602127 Fax: 01546 604435*  
*DX 599700 LOCHGILPHEAD*  
*12 March 2020*

**NOTICE OF MEETING**

A meeting of the **HELENSBURGH & LOMOND AREA COMMITTEE** will be held in the **MARRIAGE ROOM, HELENSBURGH AND LOMOND CIVIC CENTRE** on **THURSDAY, 19 MARCH 2020** at **9:30 AM**, which you are requested to attend.

Douglas Hendry  
Executive Director

**BUSINESS**

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES**
  - (a) Minute of the Previous Meeting of the Helensburgh and Lomond Area Committee held on Thursday, 19 December 2019 (Pages 3 - 8)
4. **PUBLIC QUESTION TIME**
5. **POLICE SCOTLAND UPDATE** (Pages 9 - 10)  
Report by Inspector Roderick MacNeill, Police Scotland
6. **AREA SCORECARD FQ3 2019/20** (Pages 11 - 28)  
Report by Executive Director with responsibility for Customer Support Services
7. **SUPPORTING COMMUNITIES FUND APPLICATIONS 2020/21** (Pages 29 - 36)  
Report by Chief Executive
8. **POST WINTER UPDATE** (Pages 37 - 74)  
Report by Interim Executive Director with responsibility for Roads and Infrastructure
9. **WEST CLYDE STREET, HELENSBURGH FLOOD ALLEVIATION** (Pages 75 - 78)  
Report by Interim Executive Director with responsibility for Roads and Infrastructure

**10. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE COVERING REPORT (Pages 79 - 80)**

Report by Interim Executive Director with Responsibility for Development and Economic Growth

- (a) Helensburgh, Cardross and Dumbarton Cyclepath Update (Pages 81 - 88)

Report by Interim Executive Director with Responsibility for Development and Economic Growth

- E1** (b) Helensburgh, Cardross and Dumbarton Cyclepath Update - Update on Land Negotiations (Pages 89 - 92)

Exempt Appendix by Interim Executive Director with Responsibility for Development and Economic Growth

**11. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN (Pages 93 - 100)**

The Committee will be asked to pass a resolution in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973 to exclude the public for items of business with an "E" on the grounds that it is likely to involve the disclosure of exempt information as defined in the appropriate paragraph of Part I of Schedule 7a to the Local Government (Scotland) Act 1973.

The appropriate paragraph is:-

**E1 – Paragraph 6** - Information relating to the financial or business affairs of any particular person (other than the authority)

**Helensburgh & Lomond Area Committee**

Councillor Lorna Douglas	Councillor George Freeman
Councillor Graham Hardie	Councillor David Kinniburgh
Councillor Barbara Morgan (Vice-Chair)	
Councillor Aileen Morton	Councillor Ellen Morton (Chair)
Councillor Gary Mulvaney	Councillor Iain Paterson
Councillor Richard Trail	

Contact: Iona Campbell Senior Committee Assistant - 01586 555251

**MINUTES of MEETING of HELENSBURGH & LOMOND AREA COMMITTEE held in the  
MARRIAGE SUITE, HELENSBURGH AND LOMOND CIVIC CENTRE  
on THURSDAY, 19 DECEMBER 2019**

**Present:** Councillor Barbara Morgan (Chair)

Councillor Lorna Douglas	Councillor Aileen Morton
Councillor George Freeman	Councillor Iain Paterson
Councillor Graham Archibald Hardie	Councillor Richard Trail
Councillor David Kinniburgh	

**Attending:** Shona Barton, Committee Manager  
Douglas Whyte, Team Leader – East  
Robert Williamson, Head Teacher  
Laureen McIlroy, Service Planning Manager  
Charlotte Craig, Business Improvement Manager  
Melissa Simpson, Hermitage Park Manager  
Arlene Cullum, Senior Development Officer

**1. APOLOGIES**

Apologies for absence were intimated on behalf of Councillor Ellen Morton and Councillor Gary Mulvaney.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest intimated.

**3. MINUTES**

(a) **Minute of the Previous Meeting of the Helensburgh and Lomond Area Committee held on Thursday, 19 September 2019**

The Minute of the previous meeting of the Helensburgh and Lomond Area Committee held on Thursday, 19 September 2019 was approved as a correct record.

**4. PUBLIC QUESTION TIME**

Mr Alastair Moore and Mr John McGall, Rhu Community Council, asked the following question:

We would be grateful if the Area Committee will consider a road safety initiative by Rhu residents for the provision of a much needed pedestrian pavement in lower Pier Road, Rhu. We include this plea in writing with supporting photographs.

The carriageway in Pier Road, according to A&BC, is substandard in width with a significant section of the road entirely without footpath and would not meet current design standards. Two – level surface shared pedestrian lanes are incorporated into the carriageway further reducing road lane width rendering vehicular pass through

impossible without lane encroachment. These lanes do not comply with the requirements of Equality Act and force pedestrians to turn their back to oncoming traffic; a dangerous practice contrary to the Highway Code. Moving Traffic encroachment into lanes is a common everyday occurrence with pedestrians prevented from stepping out of harm's way to avoid collision because of a high grass embankment at one side and a stone wall at the other, which effectively traps them in the lanes. The risk to pedestrians is exacerbated by the use of Pier Road as a timber haulage route, where up to 5,000 HGVs journey per year – with loads of 44 tons, now takes place with the industry suggesting this will go on in perpetuity.

Pier Road is in a conservation village and forms part of the 'Highlandman's Road' which is, in itself, a popular tourist attraction for hillwalking groups but also links the tourist attractions of Hill House in Helensburgh and Glenarn Gardens & Marina in Rhu. It is also the route to school for children and residents catching public transport on the A814 and probably the busiest residential road in the village with traffic flow rates currently in excess of 100 vehicles per hour. With the first steps in the future development of McKenzie Estate now underway, these figures are likely to increase significantly going forward. When congestion takes place on the A814, either due to increased Base traffic or the A814 being temporarily closed, those with local knowledge see this route as a means to bypass delays and as a result normal traffic volumes increase dramatically.

The increased risk to pedestrians has had a negative impact on our community. The frightening effect it has had is self-evident when you learn of and see local residents and their families being forced to give up their use of the public realm for fear of serious injury. The risk was confirmed at a multi-agency meeting on Friday 31<sup>st</sup> May 2019 when a Police Scotland traffic officer, having seen and assessed this situation on Pier Road first hand, stated in his report that the shared use of Pier Road near the junction of A814 was a significant concern and pedestrian safety was being compromised. He recommended A&BC should take action. Mr Jim Smith, our Roads and Amenities Manager who was also in attendance stated "If I could give you a pavement here and now I would... but you have to get the funding in place."

It is the opinion of residents that this section of road incorporating a shared lanes scheme is inherently dangerous for all pedestrians and is no longer fit for purpose. They feel it is therefore essential, to ensure pedestrian safety, a formal pavement be constructed and this view is shared and supported by R&SCC. It would seem it is physically feasible to construct a pavement on the east side of Pier road where a 180 meter grass verge approximately 1.2 meters wide exists. The verge is formed from 5 parcels of land which may require Compulsory Purchase; a process which we fully understand can be difficult even though one resident, so concerned about public safety, has strongly indicated willingness to donate the land, approximately 30% of the entire verge, for free.

It is therefore with respect we ask this committee to take the necessary requisite action to provide the tax paying residents of Rhu with a much needed pavement and instigate the first stage of this process in regard to Compulsory Purchase. In recognising funding may be in short supply, we also ask the Committee to consider any and all funding opportunities.

Councillor Freeman noted that he agreed with everything which had been raised by Mr Moore and Mr McGall and had a copy of the report from the road policing department in Dumbarton which stated that the lack of a footpath was clearly

compromising the safety of pedestrians. Councillor Freeman advised that following a site visit in May which he attended alongside Councillor Paterson and a number of agencies the Head of Roads and Infrastructure Services had agreed a number of actions, including attempting to identify funding via sustrans and other avenues but there has been no feedback following this. Councillor Freeman noted that it had been agreed during the site visit in May that white lines would be repainted at a mini roundabout near the site within 2-3 weeks but this has not yet been done and continues to be a hazard.

Councillor Morgan advised that she had received an e-mail from concerned residents and had visited the site herself so could appreciate the concerns raised.

Councillor Paterson expressed concern for the potentially serious repercussions of the outlined problem and noted that he would fully support residents of Rhu and the Community Council and endorse their concerns. Councillor Paterson noted that two incidents had been raised at the previous Community Council which had been reported to the police. Councillor Paterson advised that he had received assurance from the Head of Roads and Infrastructure Services that the white lines at the mini roundabout would be painted by the end of January.

Councillor Morton advised that there had been an unfortunately high turnover of Roads Officer and staffing issues have now improved which would hopefully see outstanding works completed shortly. Councillor Morton noted that she would agree that the Area Committee would be happy to look at the issue and progress it, although previous similar situations had been stymied by issues regarding land ownership and funding.

Councillor Morgan agreed that the Committee would be happy to progress this and it would be passed on to the relevant officer for follow up and response.

### **5. AREA SCORECARD FQ2 2019/20**

The Committee gave consideration to a paper presenting the Area Report and Scorecard for Financial Quarter 2 2019/20 (July – September 2019) and illustrating the agreed performance measures.

#### **Decision**

The Helensburgh and Lomond Area Committee agreed:

1. to note the performance presented on the Scorecard and supporting commentary;
2. that upon receipt of the Quarterly Performance Scorecard they contact either Sonya Thomas or the Responsible Named Officer with any queries; and
3. to note that work is ongoing and to respond to Sonya Thomas with requests or comments regarding the layout and format of the Report and Scorecard.

(Reference: Report by Executive Director with responsibility for Performance and Improvement, dated 19 December 2019, submitted)

**6. HERMITAGE ACADEMY SCHOOL REPORT ANNUAL UPDATE**

The Committee gave consideration to a progress report which provided information on the school roll, levels of attainment in literacy and numeracy; school leaver destination returns; attainment for all; attendance, absence and exclusion rates and the recognition of wider achievements within the school.

**Decision**

The Helensburgh and Lomond Area Committee thanked Mr Williamson for his presentation and agreed to note the contents of the report and commend the work being done by the school.

(Reference: Report by Head Teacher, Hermitage Academy, dated 19 December 2019, submitted)

**7. HOUSING SERVICES ACTIVITY UPDATE - STRATEGIC HOUSING INVESTMENT PLAN (SHIP) - ANNUAL UPDATE**

The Committee gave consideration to a report which provided an update on the Housing Services activity within the Helensburgh and Lomond area.

**Decision**

The Helensburgh and Lomond Area Committee agreed to note the contents of the report.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth, dated 19 December 2019, submitted)

**8. ARGYLL AND BUTE HEALTH AND SOCIAL CARE PARTNERSHIP ANNUAL PERFORMANCE REPORT**

The Committee gave consideration to the Health and Social Care Partnership Annual Performance Report.

**Decision**

The Helensburgh and Lomond Area Committee agreed to note the contents of the report.

(Reference: Report by Chief Officer with Responsibility for Health and Social Care Partnership, dated 27 November 2019, submitted)

**9. HERMITAGE PARK UPDATE**

The Committee gave consideration to a report and presentation providing an update on the Hermitage Park construction works and activity plan.

**Decision**

The Helensburgh and Lomond Area Committee agreed:

1. to note the contents of the report; and
2. to thank Melissa Simpson, Hermitage Park Manager, for her service and to congratulate and wish her the best in her new career.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth, dated 19 December 2019, submitted)

#### **10. COMMERCIAL SERVICES PROPERTY UPDATE**

A report providing members with an update on the development and sale of properties in the Helensburgh and Lomond area was before the Committee for noting.

##### **Decision**

The Helensburgh and Lomond Area Committee noted the contents of the report.

(Reference: Report by Executive Director with responsibility for Commercial Services, dated 19 December 2019, submitted)

#### **11. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE**

A report providing members with an update in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton was before the committee for noting.

Councillor Kinniburgh asked in terms of standing order 10.9 that the report be referred to the next meeting of the Committee, this was unanimously agreed.

##### **Decision**

The Helensburgh and Lomond Area Committee agreed that the report would be considered at the next meeting of the Committee.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth, dated 19 December 2019, submitted)

#### **12. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN**

The Helensburgh and Lomond Area Committee Workplan at at December 2019 was before the Committee for noting.

##### **Decision**

The Helensburgh and Lomond Area Committee noted the contents of the workplan.

(Reference: Helensburgh and Lomond Area Committee Workplan, dated 19 December 2019, submitted)

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Helensburgh & Lomond Area Committee Update – March 2020

Police Scotland update.

Inspector Roddy MacNeill

Helensburgh town centre ASB has continued a downward trend with a reduction of 49% from October 2019 to end of January 2020.

Recent meeting of licenced premise managers on 11.02.20 did not raise any concerns regarding the management of, and policing of, their premises. Police will continue to afford as much time as possible to the town centre to minimise ASB.

We have conducted a number of joint visits with landlords to problematic tenants over the preceding 3 months and this has proved a useful toll in combating ASB. Police have issued warning re persistent noise and ASB. 2 persons have been moved from particular addresses which has caused a reduction in ASB.

Speeding continues to be a concern raised at Community Council meetings. We are servicing the problematic areas as best we can with high visibility officers with the speed gun. I have requested the traffic survey equipment be set on the B872 at Faslane to survey the traffic using the road, this is in response to a recent fatality at this location and concerns raised re the current 60MPH limit.

Joint working with the MOD continues, we have recently completed delivering an Internet safety Input to all 11 primary schools to over 500 pupils. This was followed by an Internet safety poster competition sponsored and judged by the local Rotary Club.

Helensburgh is receiving 3 new Probationary Constables during March which are addition resources rather than replacements and will allow for more pro-activity and general patrols.

Contact Assessment Model (CAM) now operational across Helensburgh & Lomond, all calls into the police will go through a triage style system where the call will be graded using the THRIVE system

THREAT – HARM – RISK – INVESTIGATION – VULNERABILITY – ENGAGEMENT

From this assessment a resource will be despatched if deemed appropriate, diary calls will be scheduled for non-urgent calls at a later time / date and partner agencies will be requested to attend at non-police incidents rather than police attending everything. This is freeing up resources to attend the required calls more efficiently and will allow for more pro-active and preventative policing due to the reduction in call demand.



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**ARGYLL AND BUTE COUNCIL**
**HELENSBURGH AND  
LOMOND AREA COMMITTEE**
**CUSTOMER SUPPORT SERVICES**
**19 MARCH 2020**


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**AREA SCORECARD FQ3 2019/20**


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**1 Background**

- 1.1 This paper presents the Area Report and Scorecard for Financial Quarter 3 2019/20 (October-December 2019) and illustrates the agreed performance measures.
- 1.2 A summary of all the measures is included at the start of the report. The summary provides an overview of the number of measures and how many are Red, Amber, Green or No Target.
- 1.3 As agreed at the previous Area Committee meeting the individual car park income is presented in the covering report as follows:

In the report there are no 'trend' arrows for the car park income as it is a cumulative total.

As soon as current commitments allow the necessary work in Pyramid will be done to enable the individual car park income to be presented in the performance report.

Car Park	FQ3 18/19	FQ4 18/19	FQ1 19/20	FQ2 19/20	FQ3 19/20
<b>Arrochar</b>	£7,283	£7,048	£9,273	£16,189	£6,383
<b>Luss</b>	£20,324	£12,268	£35,009	£50,105	£15,215
<b>H'Burgh Pier</b>	£5,553	£8,234	£6,231	£6,078	£10,175
<b>Sinclair St</b>	£1,206	£2,001	£1,010	£368	£720
<b>TOTAL</b>	<b>£34,366</b>	<b>£29,551</b>	<b>£51,523</b>	<b>£72,741</b>	<b>£32,493</b>

There is a significant shortfall of approximately £130,030 due to the TRO process not being finalised. Argyll & Bute Council are carrying out a full review of the TRO process to address previous issues with specifically the Mull TRO which was legally challenged. This has delayed Duck Bay TRO ultimately reducing anticipated income.

- 1.4 Positive destinations – it is proposed that the success measure currently reported to all Area Committees is removed as school leaver destination statistics are no longer published.

The following measure has been identified by Education. It is proposed that the Area Committee agreed to the inclusion of the following Participation measure.

***The proportion of 16 – 19 year olds participating in a positive destination (Education, Training or Employment.)***

The information is currently recorded in the Skills Development Scotland (SDS) Datahub. Further analysis of the data can indicate patterns such as young people not participating or young people that we have lost contact with.

The measure can now be reported quarterly at both Council and Area level. The current Argyll and Bute wide participation rate as of FQ3 2019/20 is 93.16%.

For information this data is then collated annually for the Annual Participation Measure which is reported in FQ2. Latest data for Argyll and Bute (2019) shows a participation rate of 94.8%.

- 1.5 To improve the response to performance queries, it is requested that either the Responsible Named Officer or Sonya Thomas are contacted once the Quarterly Performance Report is received with any queries. This should enable some queries being resolved or clarified prior to the Area Committee meeting, and therefore being carried forward as Actions at a subsequent meeting.
- 1.6 A short key to symbols / layout is attached. (Appendix 1).
- 1.7 An illustration of how the Business Outcomes align to the Corporate Outcomes is attached. (Appendix 2).

**2 Recommendations**

- 2.1 It is recommended that the Area Committee notes the performance presented on the Scorecard and supporting commentary.
- 2.2 It is recommended that the Area Committee agree to the removal of the Positive Destinations success measure and the inclusion of the Participation in a Positive Destination measure.
- 2.3 It is recommended that upon receipt of the Quarterly Performance Report the Area Committee contact either the Responsible Named Officer or Sonya Thomas with any queries.
- 2.4 The Area Committee are asked to note that work is ongoing and to respond to Sonya Thomas with requests or comments regarding the layout and format of the Report and Scorecard.

**3.0 IMPLICATIONS**

3.1	Policy	None
3.2	Financial	None
3.3	Legal	None
3.4	HR	None
3.5	Fairer Scotland Duty	No impact assessment required for this report.

3.5.1	Equalities	N/A
3.5.2	Socio-economic Duty	N/A
3.5.3	Islands	N/A
3.6	Risk	None
3.7	Customer Service	None

### **Interim Executive Director with responsibility for Customer Support Services**

**Jane Fowler**  
**Head of Customer Support Services**

For further information, please contact:  
 Sonya Thomas  
 Performance and Improvement Officer  
 Customer Support Services  
 01546 604454

Appendix 1: Key to symbols

Appendix 2: Illustration of Business Outcomes aligned to Corporate Outcomes

Appendix 3: FQ3 2019/20 H&L Word Report in pdf format

## **PERFORMANCE REPORTS – KEYS TO SYMBOLS**

### **WORD REPORT**

#### **STATUS SYMBOL**

- This is colour coded and indicates if the performance is good – Green; or off track – Red

#### **TREND ARROW**

- This indicates the trend of the performance between the last two periods

#### **NAME IN BRACKETS (StreetScene)**

- This indicates not only where in Pyramid you can find the data but also what team in the council deals with this element of performance

#### **GREY SUCCESS MEASURE**

- This indicates that the performance measure is a council-wide one

#### **WHITE SUCCESS MEASURE**

- This indicates that the performance measure is a local area one

### **ON GRAPHS IN PYRAMID**

#### **GREEN**

- Performance is positively within desired parameters / meeting target / positively exceeding target

#### **RED**

- Performance is negatively out-with desired parameters / not meeting target / negatively exceeding target

#### **KEY**

- There is a key / explanation to each graph indicating Target / Actual / Benchmark alongside each graph

### **THE SCORECARD**

- This is a plain summary of the success measures
- It mirrors the word report – BUT without commentary / names / teams
- It is simply a picture

Joint Over-arching Vision	Argyll and Bute's Economic Success is built on a growing population						
Council Mission	Making Argyll and Bute a place people choose to Live, Learn, Work and do Business						
	Choose Argyll, Love Argyll						
	A Place people choose to Live			A Place people choose to Learn	A Place people choose to Work and Do Business		Getting It Right
Corporate Outcomes	People live active healthier and independent lives	People will live in safer and stronger communities	Children and young people have the best possible start	Education, Skills and training maximise opportunities for all	Our economy is diverse and thriving	We have an infrastructure that supports sustainable growth	
Business Outcomes	<b>BO101</b> We Ensure Information And Support Is Available For Everyone.	<b>BO104</b> Our Communities Are Protected And Supported.	<b>BO106</b> Our Looked After Young People Are Supported By Effective Corporate Parenting.	<b>BO108</b> All Our Children And Young People Are Supported To Realise Their Potential.	<b>BO110</b> We Support Businesses, Employment And Development Opportunities.	<b>BO113</b> Our Infrastructure Is Safe And Fit For The Future.	<b>BO115</b> We Are Efficient And Cost Effective.
	<b>BO102</b> We Provide Support, Prevention And Opportunities To Help People Make Better Lifestyle Choices.	<b>BO105</b> Our Natural And Built Environment Is Protected And Respected.	<b>BO107</b> The Support And Lifestyle Needs Of Our Children, Young People, And Their Families Are Met.	<b>BO109</b> All Our Adults Are Supported To Realise Their Potential.	<b>BO111</b> We Influence And Engage With Businesses and Policy Makers.	<b>BO114</b> Our Communities Are Cleaner And Greener.	<b>BO116</b> We Engage And Work With Our Customers, Staff And Partners.
	<b>BO103</b> We Enable A Choice Of Suitable Housing Options.				<b>BO112</b> Argyll & Bute Is Promoted To Everyone.		<b>BO117</b> We Encourage Creativity And Innovation To Ensure Our Workforce Is Fit For The Future.
CROSS-CUTTING	Socio-Economic Duty, Equalities, Gaelic						
OUR VALUES	<p style="text-align: center;"><b>Caring, Committed, Collaborative &amp; Creative</b>  <b>Cùramach, Dealasach, Cruthachail agus Com-pàirteach</b></p>						

## HELENSBURGH & LOMOND FQ3 2019/20 OVERALL PERFORMANCE SUMMARY

The table below presents a summary of all of the success measures in the scorecard. They show the performance against targets and the trend against the previous quarter's performance. Measures with 'no trend data' are the cumulative Car Parking income measures.

### SUMMARY OF PERFORMANCE AGAINST TARGETS

FQ2 2019/20	FQ3 2019/20	
15	11	GREEN
7	10	RED
9	10	NO TARGET
31	31	TOTAL

### H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
<b>Corporate Outcome No 1 - People live active, healthier and independent lives</b>								
Number of affordable social sector new builds - H&L (Housing Services)	●	↓	16	16	0	0	Allan Brandie	<b>FQ3 2019/20 H&amp;L</b> No new affordable housing completions during Qtr 3 2019/20.
								<b>FQ2 2019/20 H&amp;L</b> 30 new build completions in total during quarter 2: 14 units at Lochdon, Mull 16 units at Castle Wood, Helensburgh. In addition around 91 units onsite or in development for completion during quarter 3 and 4. Completions for Q2 (& note one added to Q1 figures – acquisition rather than new build in Southend but was delivered via SHIP so included in our SHIP stats).
DEG103_01 [PR103_01]- Number of new affordable homes completed per annum. (Housing Services)	●	↓	30	30	22	22	Allan Brandie	<b>FQ3 2019/20 A&amp;B</b> Affordable housing completions = 22 completed. 18 in OLI and 4 in MAKI.
								<b>FQ2 2019/20 A&amp;B</b> 30 new build completions in total during quarter 2: 14 units at Lochdon, Mull 16 units at Castle Wood, Helensburgh. In addition around 91 units onsite or in development for completion during quarter 3 and 4. Completions for Q2 (& note one added to Q1 figures – acquisition rather than new build in Southend but was delivered via SHIP so included in our SHIP stats).

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
<b>Corporate Outcome No.2 - People live in safer and stronger communities</b>								
Car Parking income to date - H&L (Streetscene H&L) <b>ANNUAL CUMULATIVE TOTAL</b>	●	↑	£ 225,055	£ 124,264	£ 286,787	£ 156,757	Hugh O'Neill	<b>FQ3 2019/20 H&amp;L</b> There is a significant shortfall of approximately £130,030 due to the TRO process not being finalised. Argyll & Bute Council are carrying out a full review of the TRO process to address previous issues with specifically the Mull TRO which was legally challenged. This has delayed Duck Bay TRO ultimately reducing anticipated income.
								<b>FQ2 2019/20 H&amp;L</b> There is a significant shortfall of approximately £100,000 due to the TRO process not being finalised. Argyll & Bute Council are carrying out a full review of the TRO process to address previous issues with specifically the Mull TRO which was legally challenged. This has delayed Duck Bay TRO ultimately reducing anticipated income.
Car Parking income to date - A&B (Streetscene) <b>ANNUAL CUMULATIVE TOTAL</b>	●	↑	£ 750,020	£ 578,254	£ 955,747	£ 796,190	Hugh O'Neill	<b>FQ3 2019/20 A&amp;B</b> There is a shortfall in excess of £159,557 across all of Argyll & Bute, although the deficit has decreased from FQ2. This can be attributed to the delays in TRO process for Duck Bay and Mull which has resulted in a significant reduction in the anticipated income.
								<b>FQ2 2019/20 A&amp;B</b> There is a shortfall in excess of £200,000 across all of Argyll & Bute. This can be attributed to the delays in TRO process for Duck Bay and Mull which has resulted in a significant reduction in the anticipated income.
A&B - Number of Parking Penalty Notices Issued (Streetscene)		↓	No Target	1,345	No Target	1,196	Hugh O'Neill	<b>FQ3 2019/20 A&amp;B</b> Commentary provided at area level.
								<b>FQ2 2019/20 A&amp;B</b> Commentary provided at area level.
H&L - Number of Parking Penalty Notices Issued (Streetscene H&L)		↑	No Target	600	No Target	652	Hugh O'Neill	<b>FQ3 2019/20 H&amp;L</b> Line marking in town centre areas not complete - especially John Street. Wardens covering in other areas.
								<b>FQ2 2019/20 H&amp;L</b> Line painting required on resurfaced areas. Within RPZ, John Street is still awaiting bay markings and removal of yellow lines to allow enforcement. Increased attendance/duties at events required this quarter.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
Dog fouling - total number of complaints H&L (Streetscene H&L)		↓	No Target	17	No Target	18	Tom Murphy	<b>FQ3 2019/20 H&amp;L</b> A total of 18 dog fouling complaints were received in the Helensburgh and Lomond area for the period FQ3, this is on a par with last quarter. It is hoped over the coming months we see a reduction in the number of complaints received as the service is very aware of the public's perception on dog fouling.
								<b>FQ2 2019/20 H&amp;L</b> A total of 17 dog fouling complaints were received over the FQ2 period, this is a reduction from the previous quarter, when 28 complaints were received. It is hoped that we can continue to see a reduction in the complaint numbers as the service is very aware of the public's perception on dog fouling.
Dog fouling - total number of complaints A&B (Streetscene)		↓	No Target	47	No Target	59	Tom Murphy	<b>FQ3 2019/20 A&amp;B</b> The surge in complaints for the FQ3 quarter is unacceptable and the service will arrange for additional patrols when resource permits. The reasons for this increase may be to do with poor dog ownership. The reduction in the number of Amenity Enforcement Wardens from 9 FTEs to 4 FTEs, has seen an obvious reduction on patrols therefore less visibility as a deterrent. The other reason for the increase in complaints may be due to the time of year and dark nights, some dog owners become less reluctant to clearing up after their dogs.
								<b>FQ2 2019/20 A&amp;B</b> There are still complaints coming in regarding dog fouling, however they are reducing. The Council will continue to work closely with partners and are aware of the public's perception on this.
LEAMS - H&L Helensburgh (Cleanliness Monitoring Systems) <b>AVERAGE MONTHLY DATA FOR QUARTER</b>	●	↓	73	72	73	70	Tom Murphy	<b>FQ3 2019/20 H&amp;L</b> The level of performance for the FQ3 period exceeded the national standard of 67 with October 70, November 69 and December 72, however there is room for improvement and it is hoped that for FQ4 Helensburgh and Lomond will meet the benchmark figure set at 73.
								<b>FQ2 2019/20 H&amp;L</b> The level of performance over the FQ2 period was good, with July 72, August 72 and September 73, however there is room for improvement as the national standard is set at 67 and the Council's benchmark figure set at 73.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
LEAMS - Argyll and Bute monthly average (Cleanliness Monitoring Systems) <b>AVERAGE MONTHLY DATA FOR QUARTER</b>	●	⇓	73	80	73	79	Tom Murphy	<b>FQ3 2019/20 A&amp;B</b> The level of street cleanliness performance across the areas is at a very good standard, the service uses the annual report from Keep Scotland Beautiful and monthly inspections to assess the data and make appropriate alterations to work schedules to ensure that the level of performance is maintained.
								<b>FQ2 2019/20 A&amp;B</b> The level of performance remains at a very good standard, the service uses the annual report from Keep Scotland Beautiful and monthly inspection to assess the data and make appropriate alterations to ensure that the level of performance is maintained. The role of the Amenity Wardens have had a key influence around littering and dog fouling to assist in maintaining the good level of performance.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
<b>Corporate Outcome No.3 - Children and young people have the best possible start</b>								
No Area Committee Measures to report on for Corporate Outcome 3								
<b>Corporate Outcome No.4 - Education, skills and training maximises opportunities for all</b>								
% HMIE positive Primary School Evaluations - H&L (Authority Data)	●	⇒	0 %	0 %	0 %	0 %	Maggie Jeffrey	<b>FQ3 2019/20 H&amp;L</b> There were no primary school inspections finalised in this period.
								<b>FQ2 2019/20 H&amp;L</b> There were no primary school inspections finalised within this quarter.
% HMIE positive School Evaluations Primary incl Gaelic - A&B (Authority Data)	●	↑↑	0 %	0 %	75 %	17 %	Louise Connor	<b>FQ3 2019/20 A&amp;B</b> Arinagour Primary and Lochnell Primary Inspections were finalised this quarter.
								<b>FQ2 2019/20 A&amp;B</b> There were no school inspections finalised during this period.
% HMIE positive Secondary School Evaluations - H&L (Authority Data)	●	⇒	0 %	0 %	0 %	0 %	Maggie Jeffrey	<b>FQ3 2019/20 H&amp;L</b> There were no secondary school inspections finalised in this quarter.
								<b>FQ2 2019/20 H&amp;L</b> Hermitage Academy follow up inspection was published on 27/8/2019.
HMIE positive Secondary School Evaluations - A&B (Authority Data)	●	⇒	0 %	0 %	0 %	0 %	Maggie Jeffrey	<b>FQ3 2019/20 A&amp;B</b> There were no secondary schools inspections finalised in this quarter.
								<b>FQ2 2019/20 A&amp;B</b> Hermitage Academy follow through inspection was finalised on 27/8/2019.
Percentage of pupils with positive destinations - A&B (Authority Data)			0 %	0 %	0 %	0 %	Martin Turnbull	<b>FQ3 2019/20 A&amp;B</b> School leaver destination statistics are no longer published but instead the focus is on the publication of the annual Participation Measure every August; reporting and providing more detailed analysis on a much wider group of young people (all 16-19 year olds). School Leaver Destination data for specific schools now requires to be collated from information available on Insight.
								<b>FQ2 2019/20 A&amp;B</b> School leaver destination statistics are no longer published but instead the focus is on the publication of the annual Participation Measure every August; reporting and providing more detailed analysis on a much wider group of young people (all 16-19 year olds). School Leaver Destination data for specific schools now requires to be collated from information available on Insight.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
<b>Corporate Outcome No.5 - The economy is diverse and thriving</b>								
Householder Planning Apps: Ave no of Weeks to Determine - H&L (Planning Applications)	●	↑	8.0 Wks	8.3 Wks	8.0 Wks	7.7 Wks	Peter Bain	<b>FQ3 2019/20 H&amp;L</b> Householder planning applications were determined within the target of 8 weeks by the H&L team. Average time taken was 7.7 weeks, which is particularly impressive given that there were 33% more householder applications than the same quarter last year.
								<b>FQ2 2019/20 H&amp;L</b> Resilience of the H&L team has been reduced as a result of Service Redesign with periods of officer absence during FQ2 adversely affecting performance. Target has been fractionally missed for the second successive quarter following a six year period of achievement. Staff resilience is expected to remain at reduced levels for FQ3 however recruitment has been commenced with a view to addressing this issue in the medium to longer term.
Householder Planning Apps: Ave no of Weeks to Determine - ABC (Planning Applications)	●	↓	8.0 Wks	7.1 Wks	8.0 Wks	7.4 Wks	Peter Bain	<b>FQ3 2019/20 A&amp;B</b> Householders applying for planning permission in Argyll and Bute continue to receive good service. Performance has remained below the 8 week determination target for over six years now. FQ3 saw a 20% increase in householder applications on the same quarter last year.
								<b>FQ2 2019/20 A&amp;B</b> Householders applying for planning permission in Argyll and Bute continue to receive good service. Performance has remained below the 8 week determination target for over six years now.
								<b>Benchmarking Update: FQ4</b> Benchmark figures for Scotland and The Rural Nine - published by The Scottish Government - are up-to-date as at FY18/19 FQ4. Readers should note that since the reporting frequency changed from quarterly to biannually (in FY18/19) information is generally published at the end of January and July.
% of Pre-application enquiries processed within 20 working days - H&L (Planning Applications)	●	↓	75.0 %	92.3 %	75.0 %	75.6 %	Peter Bain	<b>FQ3 2019/20 H&amp;L</b> Turnaround of pre-apps within H&L has now been above the target of 75% for four years, demonstrating consistency.
								<b>FQ2 2019/20 H&amp;L</b> Turnaround of pre-apps has been above the 75% target for four years now.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
% of Pre-application enquiries processed within 20 working days - A&B (Planning Applications)	●	↓	75.0 %	80.6 %	75.0 %	75.0 %	Peter Bain	<b>FQ3 2019/20 A&amp;B</b> The target to process 75% of pre-application enquiries within 20 working days has been achieved for the third consecutive quarter.
								<b>FQ2 2019/20 A&amp;B</b> 75% target achieved in FQ2. Officer level performance reporting was recently rolled out to assist Area Team Leaders in monitoring individual performance. Aimed at assisting the prioritisation of workload, this would appear to be paying dividends already.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
<b>Corporate Outcome No.6 - We have infrastructure that supports sustainable growth</b>								
Street lighting - H&L percentage of faults repaired within 10 days (Street Lighting - Maintenance)	●	↓	75 %	84 %	75 %	54 %	Hugh O'Neill	<b>FQ3 2019/20 H&amp;L</b> Responses to reactive repairs have been affected by a combination of December annual leave and sickness absence, coupled with commitments to programmed project works in FQ3. The limited availability of the qualified electricians, able to inspect and either re-categorise or rectify "DARK LAMPS" had caused the response rates to drop. Assessments are being made on the programming of reactive repairs and project works during January, towards addressing both commitments in FQ4.
								<b>FQ2 2019/20 H&amp;L</b> The performance has remained largely static over the period, with a 1% improvement on FQ1. East electrician, based in Dunoon was able to reach the majority of Lomond locations within the 10 day target.
RIS113_04 [RA113_04]- Percentage of street lighting repairs completed within 10 days (Street Lighting - Maintenance)	●	↓	75 %	79 %	75 %	36 %	Hugh O'Neill	<b>FQ3 2019/20 A&amp;B</b> Priority was given to installing LED luminaires which has had an impact on the delivery of repairs. The current focus is clearing the backlog of repairs which will be completed prior to the LED works being finalised.
								<b>FQ2 2019/20 A&amp;B</b> Installation of LED luminaires as part of the luminaire replacement project. Works are nearing completion across the Council's network. The new LED Luminaires are proving more reliable with a number of dark lamps being reported significantly reduced. We are also in the process of replacing a number of columns in the poorest condition.
Total number of Complaints regarding Waste Collection H&L (Streetscene H&L)		↓	No Target	2	No Target	4	Tom Murphy	<b>FQ3 2019/20 H&amp;L</b> For the FQ3 period there were only 4 waste collection complaints received for the Helensburgh and Lomond area. Given the large number of properties both domestic and commercial serviced and the also the range of services being delivered, from general waste, recyclable waste, glass recycling and food waste collections, this is an excellent service.
								<b>FQ2 2019/20 H&amp;L</b> There has been a marked improvement on the number of complaints regarding waste collection for the Helensburgh/Lomond area for the FQ2 period, with only 2 complaints received as opposed to 8 for the FQ1 period. This level of performance from our waste collection service is excellent given the large number of domestic and commercial properties serviced as well as the wide range of services being delivered from general waste, kerbside comingle collections, glass recycling and food waste kerbside collections.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
Total number of Complaints regarding Waste Collection - A&B (StreetScene)		↑	No Target	7	No Target	6	Tom Murphy	<b>FQ3 2019/20 A&amp;B</b> The number of service complaints has again dropped from the previous quarter, only 6 complaints were received in relation to the service across the whole of the district. Given the inclement weather and vehicle breakdowns this is very good. In general terms all collections were carried out, however in some areas these may have been a few days late. Information regarding delayed uplifts is passed to the customer from the customer contact centre advising them of the amended uplift date. Where collections were running late the information was posted on the Council web page to inform the public of the alterations to collection days.
								<b>FQ2 2019/20 A&amp;B</b> The number of service complaints are lower this period than last, which is very good. In general terms all collections were carried out although in some areas they may have been a day or so late due to breakdowns. Where collections were running late, this information was posted on the Council's web page to inform the public.
Shanks - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↑	No Target	45.1 %	No Target	49.7 %	John Blake	<b>FQ3 2019/20 Waste PPP Area</b> 49.7% recycled, composted and recovered (29.2% recycled, composted plus 20.5% recovered). Year to date figure is 44.9% (26.5% recycled, composted plus 18.4% recovered).
								<b>FQ2 2019/20 Waste PPP Area</b> 45.1% recycled, composted and recovered (29.1% recycled, composted plus 16% recovered). Year to date is 42.7% recycled, composted and recovered.
Islands - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↓	No Target	45.9 %	No Target	44.1 %	John Blake	<b>FQ3 2019/20 Islands</b> 44.1% recycled, composted and recovered. Year to date figure is 43.5%.
								<b>FQ2 2019/20 Islands</b> 45.9% recycled, composted and recovered. Year to date is 44.1%.
H&L - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↓	No Target	55.1 %	No Target	49.3 %	John Blake	<b>FQ3 2019/20 H&amp;L</b> 49.3% recycled, composted and recovered (41% recycled, composted plus 8.3% recovered). Year to date is 53.6% (45.9% recycled, composted plus 7.7% recovered).
								<b>FQ2 2019/20 H&amp;L</b> 55.1% recycled, composted and recovered (47.7% recycled, composted plus 7.4% recovered). Year to date is 55.4% recycled, composted and recovered.

### H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
RIS114_01 [RA114_01]- Percentage of Waste Recycled, Composted and Recovered (Waste Management Performance)	●	↑↑	40.0 %	48.4 %	40.0 %	49.0 %	John Blake	<b>FQ3 2019/20 A&amp;B</b> 49.0% recycled, composted and recovered (34.3% recycled, composted plus 14.7% recovered) Year to date figure is 47.6% (34.5% recycled, composted plus 13.1% recovered).
								<b>FQ2 2019/20 A&amp;B</b> 48.4% recycled, composted and recovered in Q2 (36.8% recycled, composted plus 11.6% recovered). Year to date - 47% recycled, composted and recovered.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
<b>Making It Happen</b>								
H&L Teacher Absence (Education Other Attendance)	●	↓	1.50 Days	1.66 Days	1.50 Days	1.87 Days	Anne Paterson	<b>FQ3 2019/20 H&amp;L</b> H&L have increased slightly in work days lost. There are currently 6 members of staff off on long-term absence in this area, due to a variety of absence reasons.
								<b>FQ2 2019/20 H&amp;L</b> The absence rate for teachers in Helensburgh and Lomond has decreased in comparison the previous quarter. The decrease is attributable to a reduction in days lost due to seasonal infections and medical treatment.
A&B Teacher Absence (Education Other Attendance)	●	↓	1.50 Days	1.53 Days	1.50 Days	2.05 Days	Anne Paterson	<b>FQ3 2019/20 A&amp;B</b> FQ2 (Jul-Sep) is the summer period with few staff at work, therefore is traditionally the lowest quarter for sickness absence. FQ3 (Oct-Dec) traditionally experiences an increase in absence days lost due to seasonal colds and flus. The most amount of days lost are due to stress, medical treatment and cancer which all lie within the long term absence category. Currently there is almost a 50/50 split in terms of number of short term vs long term absence.
								<b>FQ2 2019/20 A&amp;B</b> Overall teacher absence has reduced during the second quarter although remains slightly above target. The overall trend for teachers absence is reducing.
H&L LGE Only (HR1 - Sickness absence ABC)	●	↓	2.36 Days	2.51 Days	2.36 Days	3.47 Days	Carolyn McAlpine	<b>FQ3 2019/20 H&amp;L</b> H&L have increased slightly in work days lost. There are currently 5 members of staff off on long-term absence in this area. This is currently attributable to an increase in absences related to medical treatment.
								<b>FQ2 2019/20 H&amp;L</b> Absence levels for Helensburgh and Lomond LGE staff has reduced this quarter in comparison to the previous quarter and is now within target. The reduction in mainly attributable to a reduction in absence relating to medical treatment and stress.

## H&L Area Scorecard FQ3 2019/20

Performance element	Status	Performance Trend	Target FQ2	Actual FQ2	Target FQ3	Actual FQ3	Owner	Comments
A&B LGE Staff Summary - Combined Office & Non Office (HR1 - Sickness absence ABC)	●	↓	2.36 Days	3.03 Days	2.36 Days	3.29 Days	Carolyn McAlpine	<b>FQ3 2019/20 A&amp;B</b> FQ2 (Jul-Sep) is the summer period with few staff at work, therefore is traditionally the lowest quarter for sickness absence. FQ3 (Oct-Dec) traditionally experiences an increase in absence days lost due to seasonal colds and flus. The most amount of days lost are due to stress, medical treatment and cancer which all lie within the long term absence category. Currently there is almost a 50/50 split in terms of number of short term vs long term absence.
								<b>FQ2 2019/20 A&amp;B</b> Absence levels for overall LGE staff has reduced this quarter in comparison to the previous quarter but remains above target. The reduction is mainly attributable to a reduction in colds, flu and absence relating to medical treatment.

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**ARGYLL AND BUTE COUNCIL**

**Helensburgh and Lomond**

**Area Committee**

**CHIEF EXECUTIVE'S UNIT**

**19<sup>th</sup> March 2020**

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**SUPPORTING COMMUNITIES FUND 2020/21**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 The purpose of this report is to decide on the distribution of the Supporting Communities Fund (SCF) for 2020/2021.
- 1.2 The total Supporting Communities Fund budget made available by the Council for allocation in Helensburgh & Lomond for 2020/21 is £23,678.
- 1.3 It is recommended that 11 applicants are awarded funding from the Supporting Communities Fund budget totalling £23,678.

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**ARGYLL AND BUTE COUNCIL**

**Helensburgh and Lomond**

**Area Committee**

**CHIEF EXECUTIVES UNIT**

**19<sup>th</sup> March 2020**

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**SUPPORTING COMMUNITIES FUND 2020/21**

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**2.0 INTRODUCTION**

- 2.1 The report details recommendations for the award of the Supporting Communities Fund to Third Sector organisations.
- 2.2 The total Supporting Communities Fund budget made available by the Council for allocation in Helensburgh & Lomond for 2020/21 is £22,500. In addition, there is a carry forward from the financial period 2018/19 of £1,178 from returned grant funding making a total amount available for allocation of £23,678.
- 2.3 Applicants could apply for a total of £2,500. The total amount applied for, from 18 eligible applications, is £40,348. The total fund available is £23,678.
- 2.4 Applications are scored against criteria set out in the guidance which includes reduced scoring for repeat applicants and requirements to evidence impact on issues including social and rural isolation. (<https://www.argyll-bute.gov.uk/council-and-government/third-sector-grants>)

**3.0 RECOMMENDATIONS**

- 3.1 It is recommended that 11 applicants are awarded funding from the Supporting Communities Fund budget totalling £23,678. These are listed with an award recommendation in Table 1 under 4.0 of the report.

## 4.0 DETAIL

- 4.1 18 eligible applications, requesting a total of £40,348, were scored and assessed. Applications to the fund are listed in alphabetical order, by applicant name, in Table 1.
- 4.2 Applicants can receive full funding of their project up to a maximum of £2,500. It may be the case that some projects have an element of reliance upon other funds. (<https://www.argyll-bute.gov.uk/council-and-government/third-sector-grants>)
- 4.3 All applications provided satisfactory essential information on governance and finance to be eligible for scoring. The scoring is based on a set of criteria outlined in the guidance to the Fund and made available on the council's website.
- 4.4 Of the applications received, 9 of the applicants were not in receipt of an award in the previous year.
- 4.5 11 applications are recommended to be awarded funding from the total available of £23,678. The applications recommended for award of funding are indicated by the award amount shown in column 'Award 2020/21' in Table 1. Details of these projects are in Table 2.
- 4.6 Unsuccessful applicants are marked 'no award'. Information on resources and training available to support organisations looking for alternative funding will be provided to applicants which are not recommended for an award.
- 4.7 Delivery of any project funded will be subject to end of project monitoring. The results of this, showing the impact of the project and any funds to be returned, are brought to Area Committee in autumn 2021.

**Table 1 – Supporting Communities Fund Recommendations of Award 2020/21**

Ref No	Organisation	Grant 19/20	Total Project Cost	Amount Requested	Award 2020 / 21
1	Arrochar and Tarbet Community Development Trust	£2,000	£2,000	£2,000	no award
2	Arrochar, Tarbet and Ardlui Community Council	n/a	£2,300	£2,300	£1068
3	Bicentenary Pipe Band Championships*	n/a	£7,550	£2,500	no award
4	Enable Scotland - Jean's Bothy	£2,468	£2,800	£2,500	£2,500
5	Gareloch Riding for the Disabled Association	£2,316	£4,928	£2,500	£2,500
6	Garelochhead Station Trust	£2,245	£49,116	£2,460	£2,460
7	Grey Matters Active Ageing	£1,018.50	£6,500	£2,500	£2,500

Ref No	Organisation	Grant 19/20	Total Project Cost	Amount Requested	Award 2020 / 21
8	Helensburgh & Lomond Autism	n/a	£1,938	£1,938	no award
9	Helensburgh & Lomond Carers SCIO	n/a	£5,469.60	£2,500	£2,500
10	Helensburgh Amateur Swimming Club	n/a	£2,300	£2,000	no award
11	Helensburgh Art Hub	n/a	£2,970	£2,500	£2,500
12	Helensburgh Festive Lighting Charitable Trust	n/a	£4,340	£2,500	no award
13	Helensburgh Savoy Musical Theatre Group*	£2,500	£16,100	£2,500	no award
14	Loch Long Jetty Association*	£1,900	£10,844.80	£2,500	£2,500
15	Project 81 Youth and Community Enterprise Ltd	£2,477	£3,021.58	£2,500	£2,500
16	Rhu and Shandon Community Council	n/a	£850	£850	£850
17	Rosneath Peninsula Highland Gathering*	£2,500	£14,450	£2,000	no award
18	Welcome In	£2,125	£2,864	£1,800	£1800
		<b>Total Available</b>			<b>£23,678</b>
<i>*Events and Festivals</i>		<b>Total Recommended</b>			<b>£23,678</b>

Table 2 – Supporting Communities Fund Recommendation

Ref	Organisation	Application Detail
2	Arrochar, Tarbet and Ardlui Community Council	To landscape the area around the Arrochar War Memorial, in line with the proposed celebrations of 75 <sup>th</sup> Anniversary of VE Day. The project seeks to improve the grounds of the memorial for visitors and residents, and bring the community together to maintain the site. Costs are requested for the excavation and preparation of ground, for soil, plants, shrubs and deer management provisions.
4	Enable Scotland - Jean's Bothy	To deliver an 'Illustrating mental health through the creative arts' project. This will include photography, song writing, art and drama sessions over a 6 month period that will culminate in an exhibition to showcase members' work, progress and experiences. Costs are requested towards the delivery of 20 sessions including

Ref	Organisation	Application Detail
		tutor fees, materials, and venue hire for the exhibition.
5	Gareloch Riding for the Disabled Association	Funding is requested towards the livery costs for the group's second carriage driving pony Isaac. The upkeep of a second pony will allow for more carriage driving sessions to be made available for children, young people and adults living with a range of disabilities.
6	Garelochhead Station Trust	Costs towards a drop-in facility for veterans and their families to access information and take part in activities. The project aims to reduce social isolation, improve health and wellbeing, and signpost to relevant support. Funding is requested towards the rent of an office space as a drop in facility, provision of office supplies and transportation for group members to educational and social activities.
7	Grey Matters Active Ageing	To establish the Grey Matters Active Ageing Centre. The centre will seek to provide a hub for older peoples activities, to help reduce social isolation and provide volunteering opportunities. Funding is requested towards rent of the premises.
9	Helensburgh & Lomond Carers SCIO	To provide a programme of holistic therapies for adult carers at the Health Centres in Kilcreggan and Garelochhead, and the Carers Centre in Helensburgh. The project seeks to provide brief respite for carers through the provision of therapies including traditional Indian head massage, aromatherapy, and reflexology. Costs are requested towards therapist fees to deliver 288 sessions.
11	Helensburgh Art Hub	To deliver Helensburgh Art Hub's '2020 Summer Sessions'. The project will provide 30 sessions during the 6 week summer holiday period and will include a range of creative activities, classes and workshops. The sessions will be aimed at children, adults and people with additional support needs. Funding is requested towards artist fees, materials and refreshments.
14	Loch Long Jetty Association	To establish the Loch Long Adventure Challenge, a new community sporting event for Arrochar which will showcase the Loch Long pontoon and celebrate the Year of Coasts and Waters 2020. Costs are requested towards toilet hire, timing hire and insurance.
15	Project 81 Youth and Community Enterprise Ltd	Funding is requested for staff costs to deliver the 'Volunteering @R81' project. The project seeks to enable young people to gain confidence and increase their knowledge and skills through volunteering. Costs are requested for staff time to prepare and deliver 31 youth volunteering sessions, 9 volunteer training

Ref	Organisation	Application Detail
		sessions and 5 community events.
16	Rhu and Shandon Community Council	To deliver a programme of health and wellbeing information sessions in Rhu and Shandon targeting a range of issues including dementia, mental health, arthritis and cervical screening. The programme aims to raise awareness in the community and signpost to available support. Costs requested include venue hire, promotional materials and travel expenses for speakers.
18	Welcome In	To provide a programme of therapeutic activities for people recovering from addiction, as well as those who experience mental health issues and loneliness. The project aims to deliver a range of therapies including meditation and massage, to help improve the physical, mental and social wellbeing of participants. Funding is requested to pay for therapist fees.

## 5.0 CONCLUSION

- 5.1 The Supporting Communities Fund application and assessment process has been completed as set out within existing guidance to the fund.
- 5.2 The recommendations made fully allocate the funding available for financial year 2020/2021.
- 5.3 Due to the high demand from community groups to the Supporting Communities Fund, and the reduction of funds available through Council budget savings over the past 4 years, it is expected that the Community Planning Manager will review the fund and bring recommendations to a future Policy and Resources Committee meeting.

## 6.0 IMPLICATIONS

- 6.1 Policy: n/a
- 6.2 Financial: Recommendations in the report are limited to the budget allocation available in 2020/21 for the Supporting Communities Fund in H&L.
- 6.3 Legal: Applications are initially assessed to ensure that groups are constituted with managed accounts.

- 6.4 HR: n/a
- 6.5 Fairer Scotland Duty: The Supporting Communities Fund supports community groups in tackling poverty, reducing inequality and building a fairer and more inclusive Scotland.
- 6.5.1 Equalities - protected characteristics: Applicants are given the options of receiving the application in large print and other languages.
- 6.5.2 Socio-economic Duty: None known
- 6.5.3 Islands: n/a
- 6.6 Risk: risk to the public pound is managed through the assessment and scoring, and through the end of project monitoring process.
- 6.7 Customer Service: None

## **7.0 APPENDICES**

None.

**Chief Executive Pippa Milne**

**Policy Lead Cllr Rory Colville**

**Community Planning Manager Rona Gold**

13 February 2020

**For further information contact:** Kirsty Moyes on 01436 657635

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**ARGYLL AND BUTE COUNCIL****HELENSBURGH AND LOMOND AREA  
COMMITTEE****ROADS AND INFRASTRUCTURE  
SERVICES****19 MARCH 2020**

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**POST WINTER UPDATE**

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**1.0 INTRODUCTION**

- 1.1 As part of the work plan for Area Committees agreed by the Area Committee Chairs and Chief Executive last year, it was agreed that an annual report be brought to the Area Committee seeking any views and comments that could be put forward for consideration as potentials for policy change through the Environment, Development and Infrastructure Committee.
- 1.2 This report invites comments from Area Committees for consideration by the Environment, Development and Infrastructure Committee for any potential policy amendments.

**2.0 RECOMMENDATIONS**

- 2.1 Members are asked to consider this report and put forward any comments or views to be considered as part of the 2020/21 Winter Policy which is intended to be presented to the Environment, Development and Infrastructure Committee in September 2020.

**3.1 BACKGROUND**

- 3.1 Each year, Roads and Infrastructure Services refresh their Winter Maintenance Policy. The most recent version of the report to the Environment, Development and Infrastructure Committee in September 2019 and the associated appendices and policy document is appended to this report (Appendix 1).
- 3.2 The policy sets out priorities for treatment and routes that will be 'pre-treated' in advance of winter hazards. In prolonged winter conditions the policy provides for all roads to be treated with resources being allocated to focus on the hierarchy of priorities (i.e. the lower priorities will only be cleared once the higher priorities have been treated and are clear).
- 3.3 The policy is a comprehensive document setting out the management,

governance and operational requirements for the winter service. The policy sets out signing provision to warn the travelling public of roads that are unsuitable for use during extreme winter conditions. The policy also provides a protocol for the reduction in use of salt and preservation of remaining stocks in the unlikely event of replenishment salt stocks not being available. This was introduced following the severe winters of 2009/10 and 2010/11.

- 3.4 Currently the Council pre-treat approximately 52% of the road network and utilise four priority categories (1 – 4). Essentially, whilst only 52% of the network is treated prior to the onset of snow or ice, the full network would be treated in a prolonged winter event. As part of this current financial years budget process, an extra £500k of budget was made available for winter which right sizes the budget based on recent years' average cost. The current budget provision provides sufficient resource for an average winter. There is no surplus within the budget provision therefore it is suggested that if any additional treatments were carried out, any additional costs would need to be delivered through efficiencies.
- 3.5 As part of the current in year budget settlement, Council allocated an additional £500k to offset historic overspends. £50k of this funding has been allocated to help improve community resilience during winter conditions. As part of the community resilience proposal, as an initial step we aim to better engage with our local communities and involve them in our winter maintenance programme. Where possible, this will involve empowering communities to work with the Council during winter weather events. The model we will be taking forward to engage with community groups is based on that used for the festive lights, the main difference being that we will be looking to initiate an initial scheme for community resilience for the 2020/21 winter season. Based on experiences elsewhere, we anticipate that there may be a slow start up which gathers momentum over short period of time.
- 3.6 Officers have liaised with representatives from Aberdeenshire Council and the Ayrshire Roads Alliance, both of which have successfully trialled community engagement and involvement through Snow Wardens (Aberdeenshire) and Community Engagement (Ayrshire Roads Alliance). Over a period in excess of three years each authority has seen a rise in members of their community being trained and given access to personal protective equipment as well as grit/shovels from the authority to help clear snow and ice from their local community. Both authorities are clear that a structured media campaign is required to get communities on board along with help and guidance. This includes resource from the Council to facilitate community engagement, training, media, provision of equipment etc.
- 3.7 A winter maintenance review is to be carried out during the 2019/20 and 2020/21 winter seasons. The review is considering vehicle type and procurement, staffing issues and route optimisation. Currently we are going through an initial procurement process for route optimisation. Multiuse vehicles may reduce the overall vehicle numbers required to deliver the year round service by maximising the use of chassis units with demountable bodies. These changes are scheduled to be incorporated in 2021/22. At present these

measures are still to be finalised through the vehicle procurement process as a consequence of the Departmental Re-Design which amalgamated Roads, Amenity and Waste resources in each area, into a single multifunctional operational workforce.

#### **4.0 CONCLUSION**

4.1 As part of the work plan for Area Committees agreed by the Area Committee Chairs and Chief Executive last year, it was agreed that an annual report be brought to the Area Committee seeking any views and comments that could be put forward for consideration as potentials for policy change through the Environment, Development and Infrastructure Committee.

#### **5.0 IMPLICATIONS**

5.1 Policy – winter maintenance policy is in place and goes before the EDI Committee each year for consideration.

5.2 Financial – from within existing revenue budgets

5.3 Legal – none known

5.4 HR – none known

5.5 Equalities – none known

5.6 Risk – none known

5.7 Customer Service – none known

**Interim Executive Director with Responsibility for Roads and Infrastructure**

Kirsty Flanagan

**Policy Lead for Roads and Infrastructure** Cllr Robin Currie

February 2020

**For further information contact:** Jim Smith, Head of Roads and Infrastructure

#### **APPENDICES**

Appendix 1 – Winter Maintenance Policy 2019/20 covering report and associated appendices

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE

ROADS AND INFRASTRUCTURE  
SERVICES

12 SEPTEMBER 2019

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**WINTER SERVICE POLICY 2019/20**

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**1.0 EXECUTIVE SUMMARY**

- 1.1** Each year Members consider for approval the Council's Winter Service Policy. The format and general content of the Winter Service policy 2019/20 remains similar to 2018/19.
- 1.2** The policy sets out priorities for treatment and routes that will be 'pre-treated' in advance of winter hazards. In prolonged winter conditions the policy provides for all roads to be treated with resources being allocated to focus on the hierarchy of priorities (i.e. the lower priorities will only be cleared once the higher priorities have been treated and are clear).
- 1.3** The policy is a comprehensive document setting out the management, governance and operational requirements for the winter service. The policy sets out signing provision to warn the travelling public of roads that are unsuitable for use during extreme winter conditions. The policy also provides a protocol for the reduction in use of salt and preservation of remaining stocks in the unlikely event of replenishment salt stocks not being available. This was introduced following the severe winters of 2009/10 and 2010/11.
- 1.4** It is recommended that the Committee:-
- Notes the proposals for community resilience
  - Notes weather summary from 2018/19 at Appendix 1
  - Approves the 2019/20 Winter Maintenance Policy at Appendix 2
  - Approves the Salt Use Reduction and Preservation of Stocks Protocol at Appendix 4.

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ARGYLL AND BUTE COUNCIL

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ROADS AND INFRASTRUCTURE  
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12 SEPTEMBER 2019

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## WINTER SERVICE POLICY 2019/20

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### 2.0 INTRODUCTION

2.1 This report presents the Winter Service Policy 2019/20 which remains in a similar format and covers a similar network to the Policy approved by this Committee in previous years. This is generally based on the network and times of the public bus service with additional priority and resources allocated to strategic high speed roads.

### 3.0 RECOMMENDATIONS

3.1 It is recommended that the Committee:-

- Notes the proposals for community resilience
- Notes weather summary from 2018/19 at Appendix 1
- Approves the 2019/20 Winter Maintenance Policy at Appendix 2
- Approves the Salt Use Reduction and Preservation of Stocks Protocol at Appendix 4.

### 4.0 DETAIL

#### Winter Maintenance Policy 2019/20

4.1 The proposed Winter Maintenance Policy for 2019/20, in terms of treatment standards and routes, remains largely unchanged from that approved by the Council in 2011. The number and category of pre-treatment salting routes remains the same including the amendments introduced to cater for the transfer of A83 Kennacraig – Campbeltown to the Trunk Road network in August 2014. No other direct changes to the category or length of routes treated is proposed at this time. The current level of treatments is based largely around the public bus service network.

4.2 The advisory signs of alternative routes in severe snow conditions remain similar to the four routes proposed in previous years. Details on sign configuration and locations are contained in Appendix 3 of this report.

- 4.3 Winter stand-by arrangements will commence on Friday 1 November 2019 and will continue until Friday 17 April 2020. There are a total of 31 treatment routes detailed in the policy's operational planning web-based management tool.
- 4.4 The Winter Treatment Fleet for 2019/20 will consist of 17 hired gritters from Econ Ltd. 1 contractor vehicle on Jura, one shared route assisted by 1 contractor in Lochgoilhead and 12 Council vehicles. This provides 31 main frontline vehicles with 2 spare vehicles to cover breakdowns. In addition, there are 2 x 7.5 tonne tipper vehicles which also incorporate 'multispread' units (gritting attachments) and ploughs and a further 4 x 7.5 tonne tippers that can accommodate ploughs giving a total of 6 extra vehicles that can be deployed together with tractors and 'V' ploughs if conditions demand.
- 4.5 The requirement to manage drivers' hours within the delivery of all Council Services directly impacts on the retention of the Council's Operator Licence. Drivers from across the operational teams (grounds, waste, roads) deliver the pre-treatment service, in conjunction with external contractor assistance on the islands of Jura and partly in North Cowal. In extended periods of extreme winter conditions consideration will be given, at an operational level, to prioritising services to ensure that winter treatments can be delivered. This may result, for example, in refuse collections and other services being temporarily suspended in order to prioritise the clearing of ice and snow. Such measures are only likely in prolonged periods of extreme weather.
- 4.6 Steps are being taken to increase the available driver "pool" by utilising other council drivers including grounds and waste disposal operatives. Discussions are ongoing to resource additional resilience being provided by engaging assistance from external contractors on some mainland routes where in-house coverage is limited. In extreme and prolonged weather events and where other priority tasks occur (such as responses to road traffic collisions, collapsed culverts etc) resource may need to be allocated based on a risk based priority.
- 4.7 The table below indicates the statistical variations in operational activities over the last five winter seasons. Weather patterns vary with some years experiencing hazards more widespread and in others more concentrated on inland and higher routes. The equivalent Full Fleet runs statistic is used to indicate an approximation to the budget allowance. The application of salt varies between 10gm<sup>2</sup> and 40gm<sup>2</sup> depending on a number of factors including road surface temperature, forecast and residual salt. In parallel with these methods, grit and sand are applied in snow conditions. The route with the individual highest number of turn-outs, remains consistently the A819 East Lorn Strategic Route.
- 4.8 Footways and footpaths will only be treated, in periods of lasting hazard, when it is considered by the winter management team that the physical condition of the footways and footpaths makes it necessary and treatments will be effective. Footways and footpaths will usually only be treated during normal working hours. Our staffing levels are such that we generally don't have sufficient labour available to deal with footways and footpaths in parallel with treatments of the carriageway.
- 4.9 In specific locations additional information and diversion signing will be erected to further inform drivers of the hazardous conditions on some routes and advise them of alternative routes where available resources will concentrate on maintaining treatments. There are three roads where signing to indicate specific alternative routes are available. The sign is deployed for these road closures are detailed in Appendix 3.

1. A817 "Haul Rd" , Lomond.  
Snow gates at A82 and A814 "central" roundabout  
Diversion via A818 Arden - A814 Garelohead
2. C46 Glen Aros / Glenbellart road , Mull Signs  
at Aros Bridge and Dervaig Primary School  
Diversion via A848Tobermory
3. C9 Glenfinart Road ( The Larach) , Cowal  
Signs at Whistlefield Hotel and Sligrachan Bus turning head;  
Diversion via A880 Cot House
4. C11 Otter Hill road ( Bealach an Drain) , Cowal  
Signs at Glendaruel A886 and Otter Ferry B8000;  
Diversion via A8003 Tighnabruich and Kames.

Appendix 1 to this report provides a summary of the 2018/19 winter conditions.

<b>Winter Season</b>	<b>2014-15</b>	<b>2015-16</b>	<b>2016-17</b>	<b>2017-18</b>	<b>2018-19</b>
Equiv Fleet Runs	82nr	58nr	66nr	110nr	62nr
Salt used tonnes	19,204t	10,151t	11,457t	22,992t	13,059t
Most turned out run	A819 = 120nr	A819 = 107nr	A819 = 99nr	A819 = 162nr	A819 = 109nr

- 4.10 The Council's Winter Maintenance budget has been increased by £500k in Financial Year 2019/20 to an operational budget of £2.12M . This provides the capability to deliver the equivalent of approximately 62 full runs over the coming winter season. This is an increase in estimated runs from the previous years 55 runs. The actual cost of winter maintenance is dependent upon the severity of winter conditions and is a financial risk in that the service responds in accordance with set policy to variable weather events that are not predictable. In the financial year 2018/19 the Hire Gritter Supplier went into administration and thanks to strong financial procurement management the council did not suffer any detrimental financial burden, in fact we were able to save over £250k in hire costs.
- 4.11 Overall the financial cost for 2018/19 was £1.89million against a budget of £1.62million, however had we not saved the £250k from the hire contract we would have overspent the budget with a projected outturn of over £2million. If we have a similar number of runs in this coming winter season, the additional budget figure will mean that we can deliver the service within the available budget. The actual cost of winter maintenance will be dependent upon the severity of winter conditions and is an ongoing financial risk in that the service responds in accordance with set policy to variable weather events that are not predictable.
- 4.12 The current 2019/20 Gritter Hire Contract with Econ Ltd has cost £515k, which is approximately £20k more than last year's costs, however in light of previous older less

reliable fleet, we have ensured this contract delivers vehicles less than 1 year old vehicles which will increase reliability and efficiency.

- 4.13 As of 19 April 2019, the Council held a stock of 10,572 tonnes of salt. Provisional replenishment orders will be called forward from mid-Oct, for 4,000 tonnes. This will top up capacity in storage facilities to the target starting stock of +14,000 tonnes.
- 4.14 The Salt Use Reduction and Preservation of Stocks protocol was introduced in December 2010 in light of severe shipping and material shortages is attached at Appendix 4.
- 4.15 The assessment of school routes subject to pre-treatment before 08:00hrs, as required under Priority 3b of the route hierarchy, in section 4 of the Policy, will be assessed each year after the confirmation of enrolment numbers from the autumn intake. Once the levels of occupancy on school bus routes have been confirmed, amendments will be made as necessary to the pre-treatment route plans and descriptions.

### **Community Engagement**

- 4.16 As part of the current in year budget settlement, Council allocated an additional £500k to offset historic overspends. £50k of this funding has been allocated to help improve community resilience during winter conditions. As part of the community resilience proposal, as an initial step we aim to better engage with our local communities and involve them in our winter maintenance programme. Where possible, this will involve empowering communities to work with the Council during winter weather events.
- 4.17 Officers have liaised with representatives from Aberdeenshire Council and the Ayrshire Roads Alliance, both of which have successfully trialled community engagement and involvement through Snow Wardens (Aberdeenshire) and Community Engagement (Ayrshire Roads Alliance). Over a period in excess of three years each authority has seen a rise in members of their community being trained and given access to personal protective equipment as well as grit/shovels from the authority to help clear snow and ice from their local community. Both authorities are clear that a structured media campaign is required to get communities on board along with help and guidance. This includes resource from the Council to facilitate community engagement, training, media, provision of equipment etc.

### **Transport Scotland**

- 4.18 Following the decision to trunk the southern section of the A83, Transport Scotland are now roads authority for this section of road. Argyll and Bute Council continue to provide a winter service and reactive emergency repair service on behalf of Transport Scotland via Bear Scotland to the section of trunked A83 between Kennacraig and Campbeltown.

### **Winter Review**

- 4.19 A winter maintenance review is currently underway during the 2019/20 and 2020/21 winter seasons. The review is considering vehicle type and procurement, staffing issues and route optimisation. Multiuse vehicles may reduce the overall vehicle numbers required to deliver the year round service by maximising the use of chassis units with demountable bodies. These changes will be incorporated in 2021/22 in line with current contracts for hire of winter vehicles. At present these measures are still to

be finalised through the vehicle procurement process as a consequence of the Departmental Re-Design which amalgamated Roads, Amenity and Waste resources in each area, into a single multifunctional operational workforce.

## 5.0 CONCLUSION

- 5.0 This report details the Council's Winter Maintenance Policy for 2019/20 and highlights the pressures on resources and operational effectiveness due to the constraints of future funding levels and best practice advice.
- 5.1 Committee is asked to approve the Winter Service Policy 2019/20 and note the details in appendices 1 – 3.

## 6.0 IMPLICATIONS

- 6.1 Policy It is considered to be good practice for Committee to confirm policy for winter maintenance activity on an annual basis. This report seeks to achieve the above.
- 6.2 Financial The Council's Winter Maintenance budget has been increased to £2.12M this financial year. This provides the capability to deliver the equivalent of approximately 62 full runs of the treatment fleet over the season. The actual cost of winter maintenance is dependent upon the severity of winter conditions and is a financial risk in that the service responds to weather events that are not predictable. Should the criteria for school bus routes change this will have a financial effect on the budget.
- 6.3 Legal The Winter Maintenance Policy sets out the Council's level of service provision for winter maintenance
- 6.4 HR Staffing levels have reduced over recent years, this can make it challenging to have sufficient staff to deal with a severe winter event. Processes are in place for external suppliers to assist in geographic specific locations with additional support being levered in by framework contracts should severe weather persist.
- 6.5 Equalities /Fairer Scotland Duty None known
- 6.6 Risk The proposed policies are designed to reduce the Councils exposure to risk.
- 6.7 Customer Services The winter service has been designed to maintain access to the Councils Strategic Road Network during winter conditions.

**Executive Director with responsibility for Roads and Infrastructure Services - Pippa Milne**

**Head of Roads and Infrastructure - Jim Smith**

**Policy Lead Councillor Roddy McCuish**

August 2019

**For further information contact:** Jim Smith, Head of Roads & Infrastructure Services 01546 604324

## **APPENDICES**

1. Summary of 2018/19 winter conditions
2. 2019/20 Winter Service Policy
3. Advisory Signing – Road Closures in Severe Conditions.
4. Salt Use Reduction and Preservation of Stocks Protocol ( 2018 revised)

## **Appendix 1 – Summary of 2018-19 Winter Conditions**

### **Weather Summary Nov 2018 – April 2019**

A winter of fluctuating conditions with short spells of wintry weather interspersed between wet and mild conditions. Only one distinct snow event period, the two weeks in mid- January leading to lowest temperatures of Minus 10 Deg C Road Surface Temperatures (RSTs). Two periods of unseasonably warm conditions in February and March. A classic “marginal” winter with frequent “wash-off” conditions removing salt from the network and requiring repetitive treatments in advance of the next risk of borderline sub-zero conditions.

### **Weather forecasts and observations – Oct-Nov 2018**

Wintry conditions came early in 2018, due to a Polar Vortex forcing northerly winds and arctic air over the British Isles during the last week of October. Sub-zero temperatures were forecast from Friday 26<sup>th</sup> October onwards, largely in clear dry conditions. Road Surface temperatures dropped to a minimum of Minus 2.3 C at the Leanach - Cowal sensor overnight into Sat 27<sup>th</sup> October. Temperatures of Minus 3.3C to Minus 3.7C were recorded between the Blaran and Salachray sensors on A816 over the nights of Sun 28<sup>th</sup> to Wed 31<sup>st</sup> Oct, in Western mainland districts. Sensors in Lorn East, Cowal and Lomond were recording RSTs of Minus 1.5C to Minus 2.3 C during this time. A brief respite to marginal but positive RSTs on Thu 1<sup>st</sup> November before a return to a hard frost Friday a.m. 2<sup>nd</sup> Nov. also affecting island domains of Bute and Mull. Throughout this week Islay/Jura and Kintyre sensor generally indicated marginal but positive RSTs. Although initially dry and sunny during the day, light rain began to affect the area from Tuesday 30<sup>th</sup> onwards, affecting road surfaces before more persistent rain and milder conditions developed from Fri 2<sup>nd</sup> November onwards. RSTs recovered in the first two weeks of November to overnight minima of Plus 3.5C to Plus 8C , with little risk of winter hazards, however localised flooding and windblown tree debris was a feature of 9<sup>th</sup> – 11<sup>th</sup> Nov period.

From 16<sup>th</sup> November, colder air from the East gave drier conditions but with dips in temperature in intermittent cloud cover, to marginal sub-zero RSTs mainly in Lorn East, West and Mid-Argyll. This trend continued, with a slight improvement Thursday night 22<sup>nd</sup> Nov. through the weekend to Tuesday 27<sup>th</sup> Nov. with RSTs dropping to between Minus 1 and Minus 3 Deg C in most domains overnight until the easterly airflows and clear spells were replaced with a series of Atlantic weather fronts bringing wind and rain and milder conditions through to 1<sup>st</sup> December.

### **Weather forecasts and observations – December 2018**

December started as November had finished with mild and wet conditions, however icy roads and sub-zero temperatures were forecast from 2<sup>nd</sup> Dec in NE domains, extending to all areas on 3<sup>rd</sup> and 4<sup>th</sup> with overnight minimum RSTs recorded as marginal minus 0.2Deg C to 0.6Deg C on 3<sup>rd</sup> on A816, A819 and A815 sensors before dipping below Minus 4 Deg C at Salachray and Leanach on 4<sup>th</sup> with all sensors subzero, followed by a low of Minus 3.3Deg C at Accurrach on 5<sup>th</sup> Dec. before temperatures recovered again on 6<sup>th</sup>. RSTs dipped again on 9<sup>th</sup> and 10<sup>th</sup> with a low of Minus 3.3 Deg C at A816 Blaran on 10<sup>th</sup> and after a brief period of mild conditions with rain, dipped again on the nights of the 14<sup>th</sup> to

17<sup>th</sup> Dec. mainly in central, northern and eastern domains. Minimum RST of Minus 3.6 Deg C at A817 Haul Road on 16<sup>th</sup> Dec. A further spell of mild and wet weather with warm fronts coming in off the Atlantic was followed by a change to northerly wind and a sharp frost on 23<sup>rd</sup> Dec. Forecasts for central domains indicated sub-zero RSTs throughout the day . Observed minimum temperatures of Minus 1.1C at Blaran on 23<sup>rd</sup>, dropping to Minus 5.3C on 24<sup>th</sup> with all sensors sub-zero overnight. On Christmas morning Leanach sensor recorded Minus 4C with temperatures at sensors North and East of the boundary of Argyll as low as Minus 6C. The remainder of the month from Christmas Day to Hogmanay was generally mild with periods of rain or misty conditions. Minimum overnight temperatures no lower than Plus 6C to plus 3C on 27<sup>th</sup> and 31<sup>st</sup> Dec.

### Weather forecasts and observations – Jan 2019

The seasonal trend for short duration periods of hazards between longer spells of milder conditions continued into the first two weeks of 2019. A sharp frost on 1<sup>st</sup> Jan saw overnight temperatures drop dramatically from Plus 0.7 to Plus 5.5 Deg. C on Hogmanay, to Minus 0.4 to Minus 6.4 Deg C overnight into 2<sup>nd</sup> January. Sub-zero temperatures persisted throughout the day on 2<sup>nd</sup> in some areas of Cowal and Lorn although improvements moved North and East over the following 36hrs, with temperatures no lower than Minus 0.1 – 0.2 at A886 Leanach–Cowal and A819 Accurrach–Lorn E , with the minimum at B842 Stewarton-Kintyre , Plus 4 Deg C overnight 3<sup>rd</sup>Jan.

Milder, cloudy conditions then took over until the morning of Tue 8<sup>th</sup> where marginal conditions were observed in Lorn East. Clear skies that evening allowed RSTs to drop to Minus 2.9 Deg C by early morning at Leanach but only dropping to marginal Plus 0.2C at Dervaig – Mull and Ballygrant - Islay. The next series of weather fronts passed over Scotland from the Atlantic returning conditions to mild with cloud cover and frequent rain. Overnight temperatures fluctuated in intermittent clear spells, no lower than plus 6.7C at Accurrach on 12<sup>th</sup> but dipping to Minus 4.3C at Haul Rd and minus 4.6C at Leanach of 16<sup>th</sup> Jan. Another brief mild spell ended on 20<sup>th</sup> and 21<sup>st</sup> with minimum overnight RSTs of Minus 4.3 C.

The first widespread snow event of the season arrived early on Tue 22<sup>nd</sup> January. Routes were largely clear at 06:30hrs but by 09:30hrs severe disruption was experienced in Western districts and spread to the whole area thereafter. Frequent and intense snow showers continued to move South-East over the area throughout the day before giving way to a hard frost with overnight RSTs of Minus 6.3 C at A816 Salachray on 22<sup>nd</sup> -23<sup>rd</sup> .

Subzero RSTs continued into Thu 24<sup>th</sup> in all districts with the exception of milder conditions in the South West (Islay / Kintyre) with a minimum RST of Minus 3.7C at A816 Salachray. A brief respite overnight into Friday 25<sup>th</sup> through to Saturday of milder conditions with rain, gave way to clearer conditions with frosts returning early morning Sunday 27<sup>th</sup> Jan. with overnight lows on Mon 28<sup>th</sup> of Minus 5.9 at A816 Salachray.

The second and more disruptive snow event of the season so far, developed overnight Monday into Tuesday 29<sup>th</sup>. This again caused widespread traffic disruption due to the frequency of intense but localised showers, affecting several high level roads at first but extending to the whole network by 08:00hrs. Snow showers continued throughout the day before an overnight frost and more snow arrived on Wed 30<sup>th</sup>. Overnight temperatures

continued to drop due to the effects of lying snow, all sensors in Argyll reading sub-zero from 29<sup>th</sup> with RSTs ranging from Minus 1.3C to Minus 4.7C , dropping to Minus 4.9C to Minus 10.1C at A886 – Leanach – Cowal overnight to Fri 1<sup>st</sup> Feb. In clearer conditions from 31<sup>st</sup>, the hazard remaining was ice, associated with compacted snow on footways or lower priority carriageways.

### Weather forecasts and observations – Feb 2019

Lying snow from the events of late January contributed to the lowest overnight temperatures of the season so far on the evenings of 1<sup>st</sup> and 2<sup>nd</sup> of February, with Leanach – Cowal recording a minimum RST of Minus 10.1 Deg C. A warm front passed over the area early on Sunday morning, bringing a band of rain. Although prior to this minimums RSTs of Minus 7.3 Deg C were recorded. Due to the low temperatures inland, snow affected most high level roads from 08:00hrs before slowly clearing during the day. Overnight temperatures dropped briefly to Zero on Sunday evening, in the North East of the area before a general improvement RSTs were generally in the region Minus 1 to Minus 4 Deg C although this fluctuated on some nights before another mild spell with frequent weather fronts of rain took effect from 6<sup>th</sup> Feb , with milder overnight RSTs.

Named Storm “Erik” affected the country over the period 8<sup>th</sup> – 10<sup>th</sup> February. Strong winds and rain affected inland areas and coastal routes were affected by flooding and wave bourn debris. Areas of Sandbank, Tarbert and Helensburgh were affected by high tides on Friday morning 8<sup>th</sup> but only the C18 Keprigan Road at Southend - Kintyre was actually closed due to debris. Weather conditions meant that it was not until Monday 11<sup>th</sup> that clearance operations with mobilised. Clear skies on Sunday morning resulted in additional areas on Mull and Islay becoming critical, sub-zero RSTs developing wider that previously forecast. A widespread frost on Sunday evening into Monday saw temperatures vary from Minus 0.4 Deg C in Oban to Minus 4.3 C at A816 Salachray on the morning of Mon 11<sup>th</sup>. Thereafter the week was mild with some shower activity, until a minor dip in RSTs on Friday 15<sup>th</sup> with A817 Haul Road, A819 Accurrach and A886 Leanach all hovering just below zero RST. Milder conditions with another warm flow of southerly air lasted over the weekend to Mon 18<sup>th</sup> Feb. For the bulk of the remaining ten day period, conditions reached “record” levels with temperatures exceeding the norm on most nights. Until 23<sup>rd</sup> there was very little in the way of precipitation and overnight temperatures of Plus 5 DegC were being recorded. Between 24<sup>th</sup> and 28<sup>th</sup>, clearer conditions allowed RSTs to dip to marginal conditions in isolated inland domains. RSTs of minus 0.3Deg C being recorded at Leanach and Accurrach sensors on consecutive nights running up to the end of the month.

### Weather forecasts and observations – March 2019

March started with a return to mild but wet conditions, after the “mini-heatwave” of unseasonably mild weather in the second half of February. Overnight minimum temperatures forecast to be marginal but positive over the initial period. The predicted strong winds and disruption associated with, Named Storm Freya, did not develop as strongly as predicted in Argyll as this storm travelled farther south over England than predicted. No treatable hazards were forecast within the first week to 7<sup>th</sup> March. However, clear spells overnight allowed fluctuation of the overnight temperatures to

develop. Marginal Minus 0.8 to 0.6 Deg C on 6<sup>th</sup> and 8<sup>th</sup> were short lived hazards before a dramatic change overnight into Fri 8<sup>th</sup> where minimum RSTs were recorded as Minus 1.2 Deg C down to Minus 3.7 Deg C recorded across the rural road sensor network.

Strong winds were an accompanying feature of the second full week of March, as Named Storm Gareth travelled over Northern Ireland and Scotland, over the weekend, with disruption caused by fallen trees overnight 11<sup>th</sup> – 12<sup>th</sup> – 13<sup>th</sup> in Cowal, Lomond, Mid-Argyll and Lorn, unusually there were no issues on Bute or the outer isles of Mull, Islay etc.

Temperatures varied on 10<sup>th</sup> to 13<sup>th</sup> with a range in rural sites of Minus 0.8C to Minus 2.5C although generally urban sites remained positive but marginal. Sub-zero temperatures returned between 16<sup>th</sup> and 18<sup>th</sup> with a range of RSTs from marginal Minus 0.2 DegC Dunoon to Minus 1.8 C at Leanach on 16<sup>th</sup> and again Minus 3.0 C there on 17<sup>th</sup>.

Thereafter overnight minimum RSTs for the remainder of the month, were much milder approaching double figures apart from a slight dip on 23<sup>rd</sup> to Minus 0.1C at Leanach and Accurrach and again Minus 0.3C at Leanach on 25<sup>th</sup> but generally Plus 5 to Plus 9 Deg C. Overnight 30<sup>th</sup> - 31<sup>st</sup> March there was an isolated dip with RSTs of Minus 0.3 to Minus 0.7 DegC recorded on the two Mull sensors, to Minus 1.7DegC at Leanach and Minus 2.8DegC at Blaran but with eastern domain sensors and urban sites generally 1 – 1.5Deg C milder.

### Weather forecasts and observations – April 2019

Monday 1<sup>st</sup> April saw a dramatic change for the conditions at the end of March with milder air flows and rain forecast through 2<sup>nd</sup> onwards. This resulted in an effective overnight temperature swing, improving by 5 Deg C in 24 hrs. Minimum RSTs Plus 2 Deg C but in clearer and generally drier conditions on Tue/Wed RSTs in inland domains forecast as marginal, RSTs dropped to Minus 0.6 Deg C at A819 Accurrach and A816 Blaran on the morning of 2<sup>nd</sup> and Minus 0.6 at Dervaig – Mull on 4<sup>th</sup> along with Minus 0.7 to Minus 0.5 DegC A816 sensors. Intermittent rain and days of dry and clear conditions resulted in a fluctuation in overnight minimum RSTs. Plus 5.2 C at Blaran on 7<sup>th</sup> , Plus 2.1 C on A817 Haul Road on 8<sup>th</sup> and Plus 4.7C at A886 Leanach on 9<sup>th</sup> .

During this time national forecasts predicted snow showers in cold airflows from Norway but little of this reached the West coast, so the effect on Argyll was minimal, with just some hail slush for a while on Thu 4<sup>th</sup> although locations were varied as showers were unpredictable. A long clear sunny day on 9<sup>th</sup> lead to Maximum RSTs of over 28 Deg C in upland sites but this then resulted in a dramatic temperature drop , with grass frost and ice on vehicles on the morning of 10<sup>th</sup> April. Minimum RSTs recorded as MINUS 1.4 Deg C at Leanach, MINUS 1 Deg C Blaran and Accurrach and MINUS 0.5 C at Salachray although road surfaces were generally dry. In clear sunny conditions daytime maximum RSTs again climbed as high as Plus 32 Deg C. but dropped to marginal Minus 0.7DegC overnight in generally dry conditions, resulting in another grass frost on the morning of Thu 11<sup>th</sup>

This pattern of marginal temperatures in variable cloud cover continued until 14<sup>th</sup> April with overnight RSTs Plus or Minus 0.5Deg C for limited periods, in generally dry conditions. Temperatures improved with overnight lows in rural areas continuing to climb with Plus 8 Deg C the minimum at A819 Accurrach on 20<sup>th</sup> April, with urban sensors by then in double figures. Temperatures generally stayed at this level for the remainder of April but with a

trend downwards towards the May-day holiday weekend. Remaining dry with no surface hazards, despite a late season dip to Minus 0.5 Deg c at Leanach and Accurrach overnight on 3<sup>rd</sup> May before recovery during the day in clear sunny weather to PLUS 31.5 Deg C.

Appendix 2 – 2019/20 Winter Service Policy



# WINTER SERVICE POLICY 2019-20

<b>Author</b>	Network and Standards Manager
<b>Owner</b>	Head of Roads & Infrastructure Services
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## 1. INTRODUCTION

- 1.1 Argyll & Bute Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to "...take such steps as it considers reasonable to, prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads" in the Council area, which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.
- 1.2 Argyll and Bute Council will consider implementation of the recommendations included in the UK Roads Liaison Group document - Well Managed Highways Infrastructure, code of practice (first published October 2016 ) within the practicalities of resources and geography. The Council, through its officers, will liaise and take guidance from the Society of Chief Officers of Transportation in Scotland (SCOTS), Winter Service Subgroup on the consistent approach to implementation, in the context of the Geographical and Climatic conditions relevant to Scotland.
- 1.3 It is the aim of Argyll & Bute Council to provide a service with respect to the above that will:-
- a) Ensure the provision of a standard of treatment appropriate to the prevailing weather conditions.
  - b) Establish patterns of working which will produce the greatest benefit from the deployed resources, with the view to reducing the level of risk and the extent of any delays to the public, caused by adverse weather conditions.
  - c) At all times comply with the requirements of the Health & Safety at Work Act 1974.

## 2. OUTLINE PRINCIPLES

The Council, through the Executive Director of Development and Infrastructure Services, will:-

- a) Set policy and strategy and monitor the winter maintenance service.
- b) Arrange weather forecasts to assist the Winter Management team to determine the daily winter maintenance treatment strategy.
- c) Provide specialist winter maintenance plant. e.g. snow plough attachments, bulk gritters, demountable gritters, towed gritters and loading shovels.
- d) Provide salt, grit, grit bins, snow gates and signing.
- e) Provide organise and manage a trained labour force.
- f) Provide non specialist plant e.g. lorries for demountable gritters, pickups, non-specialist loading equipment, hand tools, tarpaulins and the like.

### **3. MANAGEMENT ARRANGEMENTS**

- 3.1 The Executive Director of Development and Infrastructure Services is responsible for implementing the Council's Winter Service Policy.
- 3.2 The Head of Roads and Infrastructure Services has overall responsibility for ensuring that the Council's winter maintenance activities are carried out in line with the Council's Winter Service Policy.
- 3.3 The Operations Manager is responsible for the day to day operation of the Council's winter service policy. He is responsible to the Head of Roads and Infrastructure Services for the appointment of a Weather Service Provider (forecaster), collection of winter management and weather data, maintaining salt stocks, winter plant and communications, training of staff, preparation of rotas for on-call Managers and Area Supervisors.
- 3.4 The Operations Manager in consultation with the Network and Standards Manager shall appoint appropriate staff as Winter Managers. The Winter Manager on duty is responsible for consulting with the Duty Manager and approving the draft winter plan of action together with any subsequent updates to that plan produced by the on-call Duty Manager.
- 3.5 Duty Managers are responsible for analysing forecast data, liaising with the forecast provider and producing the daily winter maintenance action plan and gaining approval from the Winter Manager. They will ensure that the daily winter maintenance action plan is submitted to local areas for action by 15:00 hrs each day. They will monitor the weather information and make any changes to the action plan as conditions require.
- 3.6 The Operations Manager will ensure that the appointed staff in their areas are aware of and understand the strategies and priorities as stipulated. On receiving the Duty Manager's approved daily winter action plan they will ensure, through the Area Winter Supervisor, that the plan is correctly implemented. They will ensure, wherever practicable, that adequate resources are available to fully undertake the Council's Winter Service Policy.
- 3.7 Discussions will take place between Senior Management to monitor performance, at regular meetings. Any problems highlighted by the Duty Managers will be resolved at local level, where possible. Duty Managers will be relieved by other Area Office staff, from any local management responsibilities, during their weekly duty requirements.
- 3.8 Provision of the Winter Service on Council roads will normally run from the nearest Friday to the 1st November through to 15th April each season. However, this period may be extended, at either end, to accommodate prevailing weather conditions.
- 3.9 Daily communication will take place with the Trunk Roads Service provider to inform each other of their respective treatment proposals. The Council work in partnership with the Trunk Road Operation Company and provide the winter and

emergency response service for A83 Trunk Road, Campbeltown to Kennacraig section. Treatment instruction for this road is received as part of the daily TR plan and actions are recorded on the TR gritlog form and transmitted to their control room on completion.

#### 4.0 POLICY ON TREATMENT PRIORITIES

##### 4.1 Carriageway treatment

4.1.2 Prior to the commencement of each winter the Operations Manager will produce carriageway gritting routes based generally on the following principles:-

<b>Priority 1</b> Strategic high speed, main traffic routes						
Lomond - A814 Dumbarton- Garelochhead, A818 Arden (A82) - Helensburgh						
Cowal - A815 Cairndow – Dunoon Ferry						
Lorn / Mid-Argyll - A816 Oban - Lochgilphead, A819 Dalmally – Inveraray						
	04:00 – 08:00hrs		08:00 – 16:00 hrs		16:00 – 22:00 hrs	22:00 – 04:00 hrs
Mon - Sat	Pre-treat as required + reactive	as	Pre-treat as required + reactive	as required + reactive	Pre-treat as required + reactive	Reactive as reported conditions dictate
Sun & PH	Pre-treat as required + reactive	as	Pre-treat as required + reactive	as required + reactive	Pre-treat as required + reactive	Reactive as reported conditions dictate

<b>Priority 2</b> Other “A” and “B” classified roads, Except where treatment is categorized under Priority 3 bus routes, or less.						
A814 Garelochhead –Arrochar, A815 Dunoon-Toward, A817 Haul Road & B833 Rosneath Peninsula, A880 to Ardentinny, A885 Sandbank, A886 Strachur– Colintraive, A8003 Tighnabruaich, A844 / A845 & A886 on Bute, A846 / A847 on Islay, A846 on Jura, A848 / A849, A884 & B8073 Tobermory – Dervaig, on Mull, B828 / B839 to Lochgoilhead , B842 Southend –Carradale, B843 to Machrihanish, B844 / B8003 to Easdale & Cuan, B8024 Kilberry Loop , B841 / B8025 Achnamara & Tayvallich. Plus Principal Accident and Emergency routes or roads to hospitals and routes to Police stations, Fire stations and Ambulance depot accesses Other selected streets in main urban areas e.g. steep hills, etc where route efficiency permits.						
	06:00 – 08:00hrs		08:00 – 16:00 hrs		16:00 – 22:00 hrs	22:00 – 0600 hrs
Mon -Sat	Pre-treat as required + reactive		Pre-treat in advance (if possible) + reactive		Reactive as reported conditions dictate	Reactive - only in extreme conditions
Sun & PH	Pre-treat as required + reactive		Pre-treat in advance (if possible) + reactive		Reactive as reported conditions dictate	Reactive - only in extreme conditions

<b>Priority 3</b> Any section of public road, outwith P1 & P2 above, subject to :- Main Public Service bus routes as timetables require that can be met within operational time bands. Should it be impractical to cover a service then the operator must be notified or Main School Bus routes prior to or during term days only.					
New designation		06:00 – 08:00hr	08:00 – 16:00 hrs	16:00 – 22:00 hrs	22:00 – 0600 hrs
<b>Priority 3</b>	Mon-Fri	Pre-treat as required	Pre-treat in advance (if	No treatment unless stable	No Treatment

<b>Service Route</b>		+ reactive	possible) + reactive	conditions forecast a.m.	
	W/E	Pre treat in advance of journey, if possible, but no guarantee. Timetabled days only.			
<b>Priority 3 School Route</b> (12 or more occupied seats)	Mon- Fri	Pre-treat as required + reactive	Pre-treat in advance + reactive	No treatment unless stable conditions forecast a.m. (Not Friday p.m.)	No Treatment
	No treatments out-with School Term days (apart from Sunday evenings in advance, if stable conditions forecast Monday a.m.)				

<b>Priority 4</b> All other public roads, Only as actual conditions dictate and resources are deemed to be effective.				
	06:00 – 08:00hr	08:00 – 16:00 hrs	16:00 – 22:00 hrs	22:00 – 0600 hrs
Mon - Fri	No treatment	Reactive (may include pre-treat)	Reactive – only in extreme conditions	No treatment
W/E & PH	No treatment	Reactive – only in extreme conditions	No treatment	No treatment

4.1.3 The above route priorities are set around the requirements to pre-treat in advance of freezing conditions or react to developed hazards within a reasonably practicable timescale within the confines of the resources available. Under standard conditions, pre treatment routes are designed to be completed within 3 hours of mobilisation.

4.1.4 Where hazards re-occur after treatment or in conditions where instantaneous hazards occur, resources may be required to concentrate on re-application of several treatments prior to moving on. In such circumstances the highest priority routes, experiencing such conditions, will generally be treated first and resources will only be released to other priorities once it is determined that treatments have an expectation of remaining effective.

## 4.2 Footway and Footpath Priorities

421 At the start of each winter, the Network and Standards Assistant Manager will produce footway and footpath treatment routes based generally on the following principle.

Priority 1 - Urban Shopping Areas and Precincts

Priority 2 - Other areas of high pedestrian concentration, e.g. in the vicinity of hospitals and schools.

Priority 3 - Steep hills in housing developments and in the vicinity of residential homes for the elderly.

422 Footways and footpaths will only be treated, in periods of lasting hazards, when the Duty Manager, in consultation with Area staff, considers that their physical condition makes it necessary and treatments will be effective. They will usually only be treated during normal working hours.

### 4.3 Resources

#### 4.3.1 Labour

To ensure that an adequate labour resource is available to allow treatment to be carried out, arrangements are in place with Amenity Services section to participate in the supply of additional labour when conditions require.

#### 4.3.2 Plant

Plant to assist with the clearance of snow and spreading of salt has been provided by Roads and Infrastructure Services. Attachments to mowers to allow footpath ploughing will be fitted at the start of each season, where practicable. Footway salt spreading barrows are provided for use by available labour when required.

### 4.4 Cycleways

- 4.4.1 Only cycleways contiguous with roads and footways will be treated in conjunction with any planned treatments.

## 5. WINTER STANDBY, STANDBY PROCEDURES AND GRITTING GUIDELINES

- 5.1 The formal winter standby period for Council roads will normally be from the end of the working day on the Friday nearest to 1st November to the Friday nearest to 15th April. This period may be extended at either end as the prevailing weather conditions dictate.

### 5.2 Shift and Standby Procedures.

- 5.2.1 During the operational period, standby arrangements will be operated on a formal home standby basis, with call-out as required. Arrangements will be put in place to allow mobilisation of any frontline vehicle within 1 hour of call out.

- 5.2.2 Standby rotas will include sufficient drivers to ensure that the priority 1 routes can be treated within 3 hours of commencing treatment

- 5.2.3 On receipt of a weather forecast indicating medium to heavy snow, sufficient additional operatives will be placed on standby to cover all priority 1 & 2 routes and any priority 3 routes likely to be affected as timetables indicate, by the forecast.

### 5.3 Carriageway Treatment

- 5.3.1 Carriageways will generally be treated in the order of priority as specified in section 4.

- 5.3.2 By 13:00 each day during the winter months, having considered the most recent weather forecast, the level of residual salt on the road

network and the available resources, the Duty Manager will compile an Action Plan for carriageway treatment for the following twenty-four hours. The Winter Manager will review, recommend any adjustments if needed and then approve the proposed plan.

- 533        Precautionary treatment for frost and light snow will be spread at a target rate of 10g/m<sup>2</sup> of salt.
- 534        Precautionary treatment for conditions where frost is forecast after rain should be delayed as long as possible to reduce loss of salt due to wash-off. This should not preclude the treatment of routes during showers where freezing of rain on contact has been predicted, or is reported.
- 535        Precautionary treatment when heavy snow falls are expected should be at a rate of between 20 and 40g/m<sup>2</sup> of salt according to the anticipated severity of snowfall and confidence level of the forecast.
- 536        In conditions where current snowfall is forecast to continue, substitution of salt with abrasive materials, sand or grit, will be instigated until such time as showers cease and any use of de-icing materials are deemed to be more effective. In extreme or persisting conditions, all material spreading will cease until there is an expectation that any deposits will remain on the carriageway and be effective in aiding traction.
- 537        In marginal conditions, consideration will be given to limiting treatment to known localised areas prone to icing. During periods of prolonged freezing conditions in the absence of precipitation, spot salting of areas of persistent seepage will continue while hazards remain.
- 538        Where areas of seepage from adjoining land are recorded on a regular basis, these will be identified and pre-emptive rectification of the drainage system will be instigated.  
Land owners will be notified of their requirement to carryout such work as it affects public roads. The Council will take necessary steps to effect repairs, in the absence of any undertaken by landowners and pursue recovery of costs accordingly.

#### 54        Footway and Footpath Treatment

- 541        Treatment of footways and footpaths will be by a combination of mechanical and manual operation. In large urban areas footway salting will be carried out by purpose built spreader barrows with a nominal design spread rate of 50g/sq.m.
- 542        Salt will only be utilised where ice and frost are the main hazard. In all snowfall conditions, physical clearance will be the priority with sand / grit spread thereafter to aid traction.

- 5.4.3 Treatment of footways and footpaths will normally only be carried out during the normal working day as resources permit. In most cases additional resources should be mobilised at local level as conditions dictate. The Winter Manager and Duty Manager will be kept informed of all additional resources mobilised by local management.

## **6. SNOW CLEARANCE STRATEGY**

### **6.1 Carriageways**

- 6.1.1 On receipt of a weather forecast indicating medium to heavy snow, carriageways should be treated in accordance with section 5.3.5. When the forecast is for rain turning to snow or the snow prediction is marginal the salting operations should be delayed accordingly.
- 6.1.2 When forecasts indicate that there will be medium or heavy snow falls, the Duty Manager will instruct that all vehicles capable of being fitted with ploughing devices will be so equipped.
- 6.1.3 Salting should be continued or be restarted when snow is falling, as conditions warrant however sand / grit must be used to preserve de-icing materials until such time as it can be used effectively.
- 6.1.4 Snow ploughing will commence as soon as it is considered that the operation will be effective. Generally snow can only be ploughed effectively at depths exceeding 30mm.
- 6.1.5 Spreading treatment of ploughed surfaces will be carried out when it is considered that the material will have the most beneficial effect. The normal case on two lane carriageways will be for spreading treatment to be started when the second lane is being ploughed, generally in the return direction. However in persisting snow conditions the spreading of materials shall be delayed until clearance of accumulations is effective.
- 6.1.6 Resources should generally be allocated to clear roads in the order of priority shown in section 4, but with precedence being given to those areas which have experienced the heaviest snow falls and drifting
- 6.1.7 Where slush is formed it should be ploughed as soon as practicable to avoid the risk of rutting should there be a further significant drop in temperature which might result in freezing conditions.
- 6.1.8 Where snow hazards are predicted to persist or develop intermittently throughout the night, consideration will be given to continuing action in some circumstances. Mainly in cases where a break in operations may result in hard packed snow or other conditions difficult to treat on resumption.

6.1.9 Individual circumstances, such as access for emergency services or other lifeline service vehicles will normally take precedent over the above route priority arrangements.

6.1.10 Where it is judged that a road cannot be kept open, early closure in liaison with the Police in a planned manner, should be initiated. Direct consultation at local level must be maintained where conditions are changeable and in some circumstances this may mean discussions on site between local Supervisors and Police officers.

6.1.11 In specific locations additional information and diversion signing will be erected to further inform drivers of the hazardous conditions on some routes and advise them of alternative routes where available resources will concentrate on maintaining treatments. There are three roads where signing to indicate specific alternative routes are available.

1. A817 "Haul Rd" , Lomond.  
Snow gates at A82 and A814 "central" roundabout  
Diversion via A818 Arden - A814 Garelohead
2. C46 Glen Aros / Glenbellart road , Mull  
Signs at Aros Bridge and Dervaig Primary School  
Diversion via A848Tobermory
3. C9 Glenfinart Road ( The Larach) , Cowal  
Signs at Whistlefield Hotel and Sligrachan Bus turning head;  
Diversion via A880 Cot House
4. C11 Otter Hill road ( Bealach an Drain) , Cowal  
Signs at Glendaruel A886 and Otter Ferry B8000;  
Diversion via A8003 Tighnabruaich and Kames.

6.1.10 Road closures will be reported to the Director, Head of Service, Operations and Network Standards Managers as soon as practicable, with immediate notification transmitted to Traffic Scotland and local radio stations where appropriate.

## 62 Footways and Footpaths

621 Where footways and footpaths are covered with light accumulations of snow i.e. less than 30mm, treatment will consist of the application of Sand or Grit as described in section 5.4. of this document.

622 Where snow depths exceed 30mm footways clearance will be carried out where practicable by pedestrian operated or ride on powered footway ploughs. This will be enhanced by manual clearance when necessary i.e. where access precludes the use of the above plant.

623 Snow clearance of footways will normally only be carried out during the normal working day and as resources permit.

**7. ASSISTANCE FROM EXTERNAL CONTRACTORS**

- 7.1 Roads and Amenity Services provide labour and non-specialist plant as specified. In some districts, mainly islands, resources are limited and private contractors are used to provide cover to comply with this policy.
- 7.2 In areas of the network remote from the main depots, sub contractors are engaged to provide the full winter service provision in parallel with the in house council resources.
- 7.3 In severe weather conditions additional resources can be drafted in from local private contractors to supplement those of the Council. Arrangements are made through the Operations Manager to contact these contractors in advance to determine their availability and formulate contingency plans for contact and mobilisation. The Winter Manager and Duty Manager will be kept informed of all additional resources mobilised by local management.

**8. SALT ETC.**

8.1 Provision of Salt

- 8.1.1 Salt or other de-icing materials will be supplied through the Network and Standards Manager. An annual supply contract shall be let prior to the start of the winter season.
- 8.1.2 Onsite sampling and testing shall be carried out in each area as the Network and Standards Manager deems necessary. The Network and Standards Manager will ensure that sufficient stocks of Salt and Abrasive materials are maintained at each storage location.

8.2 Storage of Salt

- 8.2.1 Where practicable salt shall be stored under cover to prevent leaching, improve handling and to reduce treatment times. A programme of upgrading salt stores with permanent roofs will be undertaken as quickly as practicable and as financial, planning and operational considerations allow.
- 8.2.2 Storage facilities will be loaded out prior to the commencement of operations and stock levels will be monitored weekly to assure optimum supplies are available throughout the season. Stores will be kept as full as practicable as protection from the weather allows and minimum stock levels will dictate optimum re-ordering procedures.
- 8.2.3 Weekly totals of all salt quantities delivered, transferred or issued as treatments will be collated for each storage location and e-mailed to HQ for central collation from 12:00hrs each Friday.
- 8.2.4 Requests for additional salt will be included in these weekly e-mails and calling forward of orders will be co-ordinated centrally through the Roads

Procurement Officer, with the supply contractor to provide the most efficient means of optimising stock levels.

83 Use of Salt and Salt / Abrasive Mixtures

- 83.1 Preservation of salt or other de-icing materials for use where they are most effective should be a consideration when formulating a treatment plan. Service resilience must be taken into consideration at all times.
- 83.2 All routes will be pre-treated with pure rock salt, as the most effective method of preventing freezing of wet surfaces or melting of previously formed ice. However on predominantly rural routes affected by snow, grit may be added at 1:1 salt/grit mix to aid traction and break up compacted layers. In severe conditions or when supplies are restricted, pure Sand / Grit will be employed to preserve de-icing stocks.  
In wholly urban areas, salt only should be applied to the carriageway at all times. Salt should be spread at the designated spread rates as determined by the Duty Manager.
- 83.3 The grading of salt and grit for mixtures shall be such that 100% will pass a 6.3mm sieve but less than 1% passing a 2mm sieve.
- 83.4 Grit bins should be filled with a 3:1 grit/salt mix, initially at the start of the season. Continued replenishment in times of persisting hazard will be purely of Sand / Grit to preserve de-icing materials and only when resources permit.
- 83.5 Provision of Salt to other departments of the Council or other Contractors will be restricted to maintain the resilience of the Roads and Footways Winter Service within the terms of the Salt preservation Protocol.

84 Calibration and control of Salt Rates of Spread

- 84.1 The Operations Manager will ensure, through the Fleet Manager that all spreaders, permanent and demountable, are maintained in such a manner as to optimise the salt feed and regular checks of the calibration shall be carried out. Records of all tests and alterations to the calibration shall be maintained for inspection.
- 84.2 All spreaders shall have limiting devices fitted such that spread rates cannot exceed 60g/m<sup>2</sup>. The device may be fitted in such a manner as to allow it to be temporarily disconnected to assist the clearance of blockages.

85 Grit Bins and Grit Heaps

- 85.1 Grit heaps and grit bins are normally placed on routes not included on the Priority 1 – 3 pre-treatment network, or on sections of these routes where additional self help facilities are considered advantageous. They are provided to allow the public to use the salt/grit mix to treat localised hazards on carriageways and footways on the public adopted network.

- 852 Grit heaps will be situated on rural road verges predominantly on bends, junctions or steep sections. They shall be placed at distances which provide a reasonable volume of material over the extent of any problem area as, if material has to be carried too far, it is unlikely to be used. Consideration will be given to the environmental impact associated with tree roots, hedges and watercourses.
- 853 Grit Bins will normally be situated in urban areas or where leaching from grit heaps in rural areas is likely to have an environmental impact. They are placed similarly to rural grit heaps to provide an additional self help facility in streets such as at bends, junctions, steep sections of carriageway or footway or close to schools and other public buildings where delays in planned treatments may result in persisting hazards. Care must be taken in locating bins to avoid impeding sight impaired pedestrians or access to public utilities or roads authority apparatus. Generally where practicable, grit bin sites will allow material to be carried downhill to treat sections of the public network
- 854 Replenishment of material to grit heaps or bins will be carried out as regularly as conditions of use require, within the confines of available resources. Sites in regular use may require more frequent visits and the mix of material may vary as operational resources and stocks of available materials permit. This may depend on the overall salt resilience capability of the Council in times of prolonged severe weather conditions.
- 855 Requests for the locating of additional grit heaps or grit bins in urban areas will be considered using the following criteria.
- Is the request relevant to the Council asset of adopted roads and footway network?
  - Is there a genuine need for an additional facility, based on local knowledge, the type of hazard of concern and any accident history? The criteria for locations in 8.5.2 & 3 above will apply.
  - The proximity of similar facilities will be considered, as provision of bins and heaps often leads to further requests in similar locations.
  - The overall volume of bins and heaps will have an impact on the ability to provide an effective replenishment operation.
- 856 A register of grit bins shall be maintained by the Network and Standards Manager and their location and suitability will be reviewed annually. Grit bins will be serviced and all debris and litter removed prior to the start of the winter season. Initial replenishment of heaps and bins will be carried out prior to the start of the formal standby period, where practicable.

## **9. PLANT RESOURCES AND SERVICING PRACTICES**

- 9.1 All winter maintenance plant will be serviced, overhauled and made ready for use, at least two weeks before the designated start of the winter period. All servicing and maintenance of specialist winter maintenance plant will be the responsibility of

the Operations Manager. The Council's Fleet Services section, maintain all plant and equipment for the user departments. The Fleet Manager will inform the Operations Manager of any deterioration in the effectiveness of any items of Winter Maintenance Plant.

92 Any short fall in resources caused by the removal of plant from service, during the winter period, should be reported to the Operations Manager by the Duty Supervisor. The Operations Manager will then seek ways to address the problem. Where additional fleet vehicles are available, these will be prepared as back-up units, either in advance of operations or as soon as practicable whenever a shortfall in vehicles arises..

93 The Operations Manager will ensure that all major items of plant are made operational by the start of the standby period. A programme of trial runs will be drawn up, to allow all items of plant to be tested and have all their accessories fitted to ensure readiness for the winter period. The trial runs will be carried out on a depot by depot basis during normal working hours.

## **10. WEATHER FORECASTING AND MONITORING**

10.1 MeteoGroup Ltd , Vauxhall Bridge , London have been contracted to provide the road forecast for the period 1<sup>st</sup> October to 15<sup>th</sup> May each winter period. Access to forecast information will be gained via the local area networks at Council offices during office hours, or by a broadband router link from Duty Manager's homes. Information is available on a bespoke website for weather information and partially backed up by e-mail. In the event of a system failure it will be possible to obtain the forecast information by fax to the Duty Manager's Office or verbally out of hours to their home.

10.2 The contract with MeteoGroup provides for a twenty-four hours consultancy arrangement. Forecasters are available throughout the winter period by telephone, to discuss weather matters and clarify details with department staff.

10.3 The text forecast is augmented by other services as necessary, including the use of RADAR and satellite images to study precipitation patterns. There are fourteen Road Sensor stations, owned by the Council and maintained by MeteoGroup's partner Vaisala Ltd, giving atmospheric and surface conditions, situated throughout the Argyll and Bute road network.

## **11. OPERATIONAL COMMUNICATIONS**

11.1 Vehicle / Duty Supervisor / Depot Communications

11.1.1 Winter maintenance vehicles are provided with a cellular telephone, such that contact may be maintained with the Duty Supervisor or depot at all times. When it is considered safe to do so, manning of vehicles fitted with effective communications facilities, will be limited to the driver only.

11.1.2 The fleet of 30nr frontline, route specifically allocated and 2nr back-up, winter maintenance vehicles are fitted with satellite tracking and data-

logging equipment, provided by Trackyou Ltd. Vehicles can be monitored through web access, in real time during operations and their actions are recorded and archived for future reference. One other private contractor owned vehicle is employed on pre-treatment operations on the Isle of Jura where in-house resources are limited.

11.13 Throughout the period of winter standby, the Operations Manager will ensure that staff are available to receive calls from the Police and other appropriate agencies. Call out rotas will be provided to the Operations Manager, adjacent authorities, management agents and the Police.

## 112 Communications with Police Scotland, Roads Policing Section

1121 It is important that the strong partnership, formed with the Police, is maintained. Information relating to severe weather conditions will be communicated to the Police at the earliest possible opportunity. The Duty Manager will consult fully with the Police when it becomes necessary to arrange road closures and when there is a need to move abandoned vehicles.

1122 The “out of hours” emergency rota will be issued to the Police by the Operations Manager. This will be confirmed to the Police Area Control Room at Helen Street, Glasgow on the Friday start to each weekly duty shift.

1123 The Duty Manager will arrange for the daily action plan to be e-mailed to the four main local Police offices each day. This will also include a confirmation of the Area Supervisors’ and Duty Manager’s out of hours contact telephone numbers.

1124 The Duty Manager will take due regard of all reports received from the Police, concerning dangerous road conditions and give consideration to them, in line with the Council Policy, in deciding the action to be taken.

## 113 Communications with other Agencies and Motoring Organisations

1131 BEAR Scotland, the North West Trunk Roads term contract operator will be sent the daily action plan and out of hours contact information, each day throughout the winter period.

1132 The Duty Manager will inform Glasgow City Council ; Roads and Lighting Faults Call Centre , R.A.L.F. , of the out of hours contact numbers for the following weeks shift and any amendments necessary thereafter. Contacts with Scottish Fire and Rescue and Scottish Ambulance Service, control rooms are included in this transmittal process.

1133 The Winter Manager will inform Traffic Scotland when severe weather conditions are causing delays to traffic movement.

## 114 Communications with the Public

- 114.1 The Winter Manager will post details of the 24hour winter treatment plan each day no later than 1400hrs on the winter maintenance page of the council website.
  - 114.2 Enquiries from the public will normally be dealt with by the Customer Access Centre during normal working hours.
  - 114.3 Consideration will be given to the placing of warning signs, alerting drivers to the possibility that road surface hazards may develop outwith treatment times will be placed at the interface of Priority 1 to Priority 2 & 3 routes
  - 114.4 Leaflets explaining the extent of treatment routes, their priority and hours of operation will be prepared and where necessary updated, in advance of each season. These will be distributed by electronic means or to all local area Council premises and other public access buildings and establishments, such as filling stations and shops. Further copies may be issued as mail-drops or inserts to local newspapers.
  - 114.5 The Winter manager will ensure that any disruption to the network is reported through the internal service disruption noticeboard on the council website.
- 11.5 Media
- 11.5.1 National radio, television and national press enquiries should be dealt with by the Director or the Head of Service or through the Council's Press and Media Relations Office.
  - 11.5.2 Local radio and press should be dealt with by the Head of Service or by the Operations and Network and Standards Manager.
  - 11.5.3 The Head of Service, Operations or Network and Standards Manager will be advised as soon as practicable if conditions deteriorate such that major routes have to be closed.

**12. INSTRUCTION AND RECORD KEEPING.**

- 121 The management of the Instruction, Recording and Archiving of daily winter Action plans is automated, by use of a bespoke winter maintenance management tool provided by Vaisala Ltd.
- 122 Vaisala – Road DSS Manager is the web based system which allows access by managers and supervisors simultaneously, to post instructions and record actual activities on each specific pre-treatment route as operations progress. Details will include some or all of the following:-
- a) Details of the routes treated.
  - b) The start and completion of treatment on a specific route.
  - c) Type of treatment carried out.
  - d) Driver and other operator details
  - e) Quantity of materials used
  - f) The prevailing weather conditions.
  - g) Any contacts by Police regarding reactive requirements
  - h) Details of any plant breakdowns, accidents or incidents.
  - i) Any other problems
- 123 In parallel to the above recording system, vehicle activities are recorded on the “Trackyou” - vehicle tracking system. Reports and map based graphical records can be run to confirm and clarify in more detail, the recorded activities.
- 124 All records are archived in separate remote servers and can be retrieved through web access by any authorised user, at any time after a plan has been completed.
- 125 Additional records of all telephone calls related to winter operations are kept by all duty supervisors and managers. These are completed at the end of each shift, collated and filed centrally for future reference.

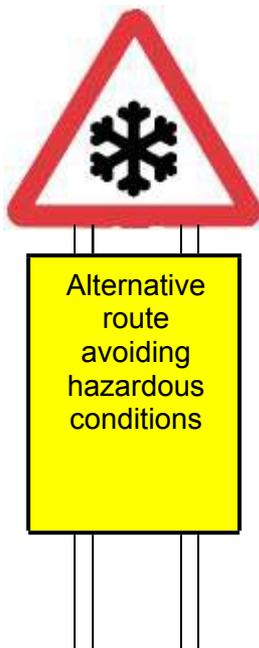
End – Winter Policy Document

### Appendix 3 – Advisory signing, routes unsuitable in severe conditions

In specific locations additional information and diversion signing will be erected to further inform drivers of the hazardous conditions on some routes and advise them of alternative routes where available resources will concentrate on maintaining treatments. There are three roads where signing to indicate specific alternative routes are available.

5. A817 “Haul Rd” , Lomond.  
Snow gates at A82 and A814 “central” roundabout  
Diversion via A818 Arden - A814 Garelochhead
6. C46 Glen Aros / Glenbellart road , Mull  
Signs at Aros Bridge and Dervaig Primary School  
Diversion via A848 Tobermory
7. C9 Glenfinart Road ( The Larach) , Cowal  
Signs at Whistlefield Hotel and Sligrachan Bus turning head;  
Diversion via A880 Cot House
8. C11 Otter Hill road ( Bealach an Drain) , Cowal  
Signs at Glendaruel A886 and Otter Ferry B8000;  
Diversion via A8003 Tighnabruich and Kames.

#### Example of typical information sign



Sign on permanent display during Winter Season.

Road Closure in conjunction with temporary signs when conditions dictate.



## **Appendix 4 - Salt Use Reduction and Preservation of Stocks Protocol.**

### **Argyll and Bute Council WINTER SERVICE – OPERATIONS 2019/20**

#### **Protocols for the reduction in use of salt and preservation of remaining stocks. Storage Capacity, Stock Transfers and replenishment times**

Storage capacity in all 15 “Operational” salt stores has been increased by 3,500tonnes to approximately 14,000tonnes, since 2009, through phase 1 of the covered tunnel construction programme. The 3,000tonne Dome in Helensburgh, although an operational store, has an element of strategic storage.

For national salt resilience purposes, daily usage is calculated on 2 Priority WRC1-3 network treatments and one WRC4 “other routes” treatment in each 24hr period. This equates to 375tonnes/day at normal use levels, 600tonnes/day for heavy snow.

The West of Scotland Co-ordination Group, Roads sub-group agreed that Roads Authorities should achieve a minimum storage capacity of equivalent to 70% of the average total salt usage of the last three severe winters. This equates to a minimum 11,650tonnes for Argyll and Bute.

However the target tonnage for the start of this season, 1st November, is 10,970tonnes. This equates to 28 continuous days supply at Winter Policy treatment levels.

As the national salt supply contract has an allowance of 21days to fulfil delivery from point of order, the minimum resilience required in normal conditions equates to four weeks operations or approximately 60% of the new capacity, at 10,000tonnes. In practice, reduced quantities of 6,000tonnes before replenishment are acceptable. This equates to a resilience of 16 days operations, at normal treatment levels.

Within this total quantity, material may require to be moved between stores to preserve a degree of individual resilience in each of the operational stockpiles around the network. Internal transfers between stores ensure adequate stocks are available as much as practicable to maintain a consistent treatment regime throughout the network. In this way the hierarchy of route treatments can be preserved as per the policy, for as long as practicable within any delivery shortage period.

#### **Operational Decision techniques to Manage Salt use.**

Winter Service Policy already recognises the need to preserve salt primarily for the prevention or treatment of ice on higher speed carriageways. 3Grit:1Salt mixes are already utilised in Grit Heaps and Bins and in the reactive treatment of footways.

Salt preservation techniques can be instigated on carriageway treatments where forecasts or conditions indicate that a mixture of salt and grit will provide the best treatment to aid traction. The winter operations decision to use 50/50 mixes should only be for this purpose, rather than to preserve supplies.

In periods of falling snow, Grit only should be used on “return” ploughing legs until such time as snowfall ceases and there is an expectation that salt will melt any residual snow after ploughing.

In settled constant dry conditions Residual Salt levels on carriageways allow the curtailment of further treatments, as part of the daily operational plan.

## **Reduction in Salt use in treatments, to preserve remaining stocks.**

Where salt stock levels reduce and replenishment quantities are doubtful in either quantity or timescale, the use of salt will be curtailed under the following procedures.

Salt Preservation level                      Circumstances                      Authorised by.

### **SP1 Total Operational Stocks reduce to 6,000tonnes                      Winter Manager**

This level will be reached in conditions of reasonably prolonged hazardous conditions or where extreme conditions reduce the effectiveness of salt. The supply chain for salt replenishment may become of national importance and Transport Scotland and Strathclyde Emergency Co-Ordination Group advice may be received.

#### **First Operation:- Activate replenishment from Strategic Stockpile (+ 4,400 tonnes)**

Depending on the likely delay in replenishment, part or all of the Strategic stockpile may be moved to operational stores and the permanent sheeting replaced. The quantity will be determined by the potential delivery date for shipping. The total stock will provide a further 12days resilience within the operational stores, at normal use rates.

**Resilience:- 27days at normal use levels 375t/day : 16days heavy snow 600t/day**

#### **Second Operation:- Activate Salt Preservation Measures.**

Salt treatments will be reduced. Spread rates adjusted from 40g/m<sup>2</sup> to 20g/m<sup>2</sup>, or 20g/m<sup>2</sup> to 10g/m<sup>2</sup>. Further reductions in the salt content of all carriageway treatments will be achieved by mixing Grit and Salt together, firstly at 1Grit:1Salt then 2Grit:1Salt. In extreme frosts where RSTs remain below -5C all day, and salt is considered to be ineffective, additional treatments of pure Grit on all routes can be instructed to aid traction. Grit heaps, bins and footway treatments will remain at 3grit:1Salt.

**Resilience:- 32days at reduced use SP1 = 188t/day : 20days heavy snow**

### **SP2 Total stocks reduce to 4,000tonnes                      Head of Service**

Salting treatments will be curtailed to Priority 1&2 pre-treatment routes only (1205 km) The SP1 salt mixing techniques will be used in all further SP levels.

All other treatments will be of pure Grit including replenishment of grit bins / heaps.

**Resilience:- 25 days at reduced use SP2 = 156t/day : 15 days heavy snow**

### **SP3 Total Stocks reduce to 2,000tonnes                      Executive Director**

Salting will be reduced to one treatment per 24hr forecast period, of the Priority 1&2 network, usually 06:00hrs mornings, in advance of the majority of traffic movements.

All other treatments will be of pure Grit including replenishment of grit bins / heaps

**Resilience:- 25 days at reduced use SP3 = 78t/day : 15 days heavy snow**

### **SP4 Total stocks reduce to 1,000tonnes                      Chief Executive**

Salting reduced to Priority 1 and Priority 2 "A" class routes only 06:00hrs. (492km)

All other roads and mobilisation times, Grit only.

**Resilience:- 32 days at reduced use SP4 = 31t/day : 20 days heavy snow**

### **SP5 Total Stocks reduce to 700 tonnes                      Chief Executive**

Effectively **2 days resilience at original policy normal use.** The trigger point for application to Scottish Executive Emergency Salt stockpile. Release of salt, allowing replenishment out with the normal constraints of the national salt supply contract.

**Resilience:- 22 days at reduced use SP5 = 31t/day : 13 days heavy snow**

**Total resilience: SP1 (2<sup>nd</sup> Op) > SP5 (end) = 68 days : 41 days heavy snow.**



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**ARGYLL AND BUTE COUNCIL****HELENSBURGH AND LOMOND AREA  
COMMITTEE****ROADS AND INFRASTRUCTURE  
SERVICES****19 MARCH 2020**

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**WEST CLYDE STREET, HELENSBURGH FLOOD ALLEVIATION**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 This report details how surplus CHORD budget for flood mitigation work on West Clyde Street is combined with the Coastal Communities Fund for the same and recommends that the total is allocated to the Roads and Infrastructure Service to take forward within the Council's Capital Programme.
- 1.2 The Helensburgh and Lomond Area Committee on the 18 September 2018 approved CHORD Surplus Funding of £363,655.08 for carriageway and footpath improvements. The majority of this work has been completed with John Street carriageway and footway held in abeyance due to flooding issues on the A814 West Clyde Street Helensburgh.
- 1.3 Reporting under the CHORD Project heading can now be closed out, with all subsequent reports being undertaken by the relevant service team under the appropriate Capital Programme heading.

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**ARGYLL AND BUTE COUNCIL**

**HELENSBURGH AND LOMOND AREA  
COMMITTEE**

**ROADS AND INFRASTRUCTURE  
SERVICES**

**19 MARCH 2020**

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**WEST CLYDE STREET, HELENSBURGH FLOOD ALLEVIATION**

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**2.0 INTRODUCTION**

2.1 There is an on-going flood risk on the A814 West Clyde Street in Helensburgh between John Street and William Street. The report details how two existing budgets can be combined and the project taken forward, and also the roadworks on John Street, James Street and surrounding side streets is managed.

**3.0 RECOMMENDATIONS**

3.1 It is recommended that members agree to:-

- (i) Combine the CHORD surplus budget of £152,600 for flood mitigation works in John/William Streets, Helensburgh with the Coastal Communities fund of £300,000 for Helensburgh Flood Mitigation and allocate the total of £452,600 to Helensburgh Flood Mitigation Works. The project to be allocated to the Roads and Infrastructure Service (RIS) as a single line on the Council's capital programme.
- (ii) The remaining roadworks to John Street, James Street and surrounding side streets totalling £113,866.22 should be added to the RIS Capital Programme as a single line under Helensburgh CHORD Roadworks.
- (iii) Close out reporting under the CHORD Project heading, with all subsequent reports being undertaken by the relevant service team under the appropriate Capital Programme heading.

**4.0 DETAIL**

4.1 The following budgets have been previously allocated by the Council:-

- CHORD surplus for surfacing James Street, East Clyde Street, Maitland Street, West Princess Street, John Street as well as other schemes out with the roads and footways were allocated a total of £363,655.08. Currently £113,866.22 remains available.

- CHORD surplus for drainage improvements to John Street, William Street and West Clyde Street £152,600 from original allocation of £160,000.
  - Coastal Communities Fund for Helensburgh Flood Mitigation Works £300,000 all of which is available.
- 4.2 There is still carriageway and footway (west side only) resurfacing required for James Street which was originally funded through CHORD. This work was delayed until flood alleviation methods were considered which would allow an economy of scale for the resurfacing works to James, John and West Princes Streets as one operation.
- 4.3 The preliminary investigation work on the flood options was paid for out of the surplus CHORD budget of £160k and £152,600 remains available. A very high level estimate of the potential budget needed to complete the works (new pipes in both John and William streets and outfalls to the sea under West Clyde Street) is £300k per street. Clearly £600k is well above the currently available budget of £452,600, and the exact proposals will be determined once the trial holes have been undertaken and the locations of the relevant utility plant locations has been ascertained in detail.
- 4.4 The above funds should now be consolidated as follows:-
- Helensburgh Roadworks £113,866.22.
  - A814 West Clyde Street, Helensburgh Flood Mitigation £452,600.  
(£300,000 from Coastal Communities Fund + £152,600 from CHORD)
  - These will be added to the Roads and Infrastructure Capital schemes as individual projects and future expenditure monitored via that mechanism.
- 4.5 The potential solutions for the drainage works will depend on the outcome of trial hole investigations to determine the positions of the many utility pipes and ducts (water, gas, electricity etc.) below the carriageways. Once the investigatory works have been undertaken, potential solutions, programme and costs can be considered. On the assumption that there will be a worthwhile project within budget, it will be designed and a construction contract procured.
- 4.6 The consolidation of these budgets, and transfer over to Roads and Infrastructure Capital schemes, effectively closes out the CHORD Surplus Funds works. The only other items being progressed are associated with the on-going development of the Outdoor Museum, to incorporate new art works including the flotilla of 'Comets'. As this is a multi-year project, for which the end date will be determined by the ultimate disbursement of remaining funds, it is recommended that this is reported on an as required basis, as the project develops, and under the heading of Helensburgh Outdoor Museum, as opposed to CHORD.

## **5.0 CONCLUSION**

- 5.1 The remaining CHORD surplus funds of £152,600 and £300,000 as allocated from the Coastal Communities Fund can now be combined to provide a budget of £452,600 for A814 West Clyde Street, Helensburgh Flood Mitigation. This will be monitored by the Roads and Infrastructure Service as a single line in the Capital Programme.

- 5.2 The remaining roadworks to James, John and West Princes Streets totalling £113,866.22 should be added to the RIS Capital Programme in line with the previous paragraph (5.1) under Helensburgh Chord Roadworks.

## **6.0 IMPLICATIONS**

- 6.1 Policy – not applicable
- 6.2 Financial - Reallocate combined budget to A814 West Clyde Street, Helensburgh Flood Mitigation with the Roads & Infrastructure Capital programme. Also transfer the remaining CHORD surplus roadworks to the RIS Capital programme as Helensburgh CHORD Roadworks.
- 6.3 Legal – none known
- 6.4 HR – none known
- 6.5 Fairer Scotland Duty:
- 6.5.1 Equalities - protected characteristics – none known
- 6.5.2 Socio-economic Duty – none known
- 6.5.3 Islands – none known
- 6.6. Risk – none known
- 6.7 Customer Service – none known

**Interim Executive Director with responsibility for Roads and Infrastructure Services** Kirsty Flanagan

### **Policy Lead**

Councillor Robin Currie

February 2020

### **For further information contact:**

Arthur McCulloch, Principal Engineer - 01546 604632

Hugh O'Neill, Network and Standards Manager - 01546 604033

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**ARGYLL AND BUTE COUNCIL****DEVELOPMENT AND  
INFRASTRUCTURE****Helensburgh and Lomond Area  
Committee  
19 March 2020**

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**Helensburgh, Cardross and Dumbarton Cyclepath Covering Report**

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**1.0 COVERING REPORT**

- 1.1. As directed by the Helensburgh and Lomond Area Committee on 20 December 2019, the Helensburgh, Cardross and Dumbarton Cyclepath Update Report presented to the Committee on 20 December 2019 has been held over to the next Committee on 19 March 2020. This covering report updates Members on progress made since the Helensburgh and Lomond Area Committee on 20 December 2019.
- 1.2. Construction has commenced on the section of the cyclepath linking Cardross Railway Station to the Geilston Burn. This section will be routed via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park. Roads and Amenity Service Operation Services have commenced construction of the route with a planned completion date in early summer 2020, and a contract has been awarded for the detailed design and construction of the bridge over the Geilston Burn. The construction of this section is funded by a combination of SPT (£100,000) and Sustrans (£100,000).
- 1.3. A contract was awarded to Lochshell Engineering in January 2020 for the full design, fabrication of the bridge deck and erection of the bridge deck over the Geilston Burn. The abutments for the bridge will be constructed by the Council's Roads and Amenity Service in advance of the planned erection of the bridge deck. Erection of the bridge deck is programmed for late-April 2020.
- 1.4. A programme of access improvements have been identified to improve the pedestrian linkage between the supermarket site at the east end of Helensburgh (currently Waitrose) with Craigendoran Station and Helensburgh Town Centre. The programme of improvements identified are focused on improving pedestrian access, in particular the installation of dropped kerbs and tactile paving. These improvements are in line with the Section 75 agreement in relation to the original planning approval for the supermarket site and will ensure the Section 75 funding is expended within the timescale of the Section 75 agreement.
- 1.5. Funding applications for 2020/21 have been submitted to Strathclyde Partnership for Transport (SPT) and Sustrans to continue the engineering investigation and design development for the alternative Phase 1 route, as directed by this Committee on 20 June 2019, and for phase 2 (Cardross to Dumbarton), which will be progressed in line with the decisions made by this Committee on 20 June 2019.

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**ARGYLL AND BUTE COUNCIL****HELENSBURGH AND LOMOND AREA  
COMMITTEE****DEVELOPMENT AND ECONOMIC  
GROWTH****19 DECEMBER 2019**

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**HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE**

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**1.0 EXECUTIVE SUMMARY**

- 1.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 19 September 2019 in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 1.2. Cardross Trust and the Council have signed the legal agreement to allow the construction of the 285m section of the route, linking Cardross Station to the Geilston Burn. All agreements with relevant landowners are now in place for the construction of this section of the cyclepath. This section will be routed via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park.
- 1.3. Roads and Amenity Service Officers have confirmed that the construction of the section of the route linking Cardross Station to the Geilston Burn can be accommodated within the Roads and Amenity Services work plan for spring 2020.
- 1.4. Sustrans confirmed on 25 October 2019 that they will provide match funding in 2019/20 to enable the construction of the planned section of route linking Cardross Station and the Geilston Burn.
- 1.5. Sustrans confirmed on 25 October 2019 that they will provide funding in 2019/20 for engineering investigation and design development for the alternative Phase 1 route, as directed by this Committee on 20 June 2019, and for phase 2 (Cardross to Dumbarton), which will be progressed in line with the decisions made by this Committee on 20 June 2019.
- 1.6. The funding Sustrans have provided for 2019/20 is for Developed Design (stage 3) of their 7-stage process. Prior to construction (stage 5), Sustrans will require us to complete Engineering Design (stage 4). Due to the delay in Sustrans award of 2019/20 design funding, the earliest Engineering Design could be undertaken will be 2020/21.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that the Helensburgh and Lomond members:

- i. Note the conclusion of the legal agreement in terms of land between the Council and the Cardross Trust for the Cardross to Geilston Burn section of the route.
- ii. Note and welcome the confirmation from Sustrans of the award of 2019/20 funding of £100,000 for construction of the route linking Cardross Station and the Geilston Burn, and the additional £160,000 Sustrans funding to progress the design of the remainder of the route linking Colgrain, Helensburgh to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton.
- iii. Note and welcome the commitment from Roads and Amenity Service to undertake construction of the section of the cyclepath linking Cardross Station to the Geilston Burn in spring 2020 in line with the conditions of grant award from SPT and Sustrans.

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ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA  
COMMITTEE

DEVELOPMENT AND  
INFRASTRUCTURE

19 DECEMBER 2019

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## HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE

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### 3.0 INTRODUCTION

- 3.1 This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 19 September 2019 in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 3.2 Full details of the project, including previous progress is available in the project update reports previously presented to this Committee, most recently on 19 September 2019.

### 4.0 RECOMMENDATIONS

- 4.1 It is recommended that the Helensburgh and Lomond members:
- i. Note the conclusion of the legal agreement in terms of land between the Council and the Cardross Trust for the Cardross to Geilston Burn section of the route.
  - ii. Note and welcome the confirmation from Sustrans of the award of 2019/20 funding of £100,000 for construction of the route linking Cardross Station and the Geilston Burn, and the additional £160,000 Sustrans funding to progress the design of the remainder of the route linking Colgrain, Helensburgh to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton.
  - iii. Note and welcome the commitment from Roads and Amenity Service to undertake construction of the section of the cyclepath linking Cardross Station to the Geilston Burn in spring 2020 in line with the conditions of grant award from SPT and Sustrans.

### 5.0 DETAIL

#### 5.1 Finances

- 5.2 At time of writing a total of £200,000 committed funding is available to the construction of the Cardross to Geilston Burn section of the route planned for spring 2020. This consists of £100,000 2019/20 funding from SPT and £100,000 Sustrans Places for Everyone 2019/20 funding.
- 5.3 A further £160,000 Sustrans funding Places for Everyone funding is available progress the design of the remainder of the route linking Colgrain, Helensburgh to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton.
- 5.4 Additionally, £50,000 Section 75 monies remains available in relation to the still to be identified Hermitage Academy/Waitrose to Helensburgh Town Centre section of the route.

### **5.5 Design Progress**

- 5.6 Phase 1: Colgrain, Helensburgh to Geilston Burn, Cardross. On 25 October Sustrans confirmed 2019/20 funding for Developed Design (stage 3) for engineering investigation and design development for the alternative phase 1 route, as instructed by this Committee in June 2019. At time of writing the tender to contract a design consultant to develop the design for the alternative route is currently being finalised for procurement.
- 5.7 Phase 2: Ferry Road, Cardross to Dumbarton. On 25 October Sustrans confirmed 2019/20 funding for Developed Design (stage 3) for engineering investigation and design development for the alternative phase 1 route, as instructed by this Committee in June 2019. At time of writing the tender to contract a design consultant to develop the design for the alternative route is currently being finalised for procurement.
- 5.8 Sustrans have introduced a 7-stage process for the development, construction and monitoring of new active travel routes. Stages 1-4 are design development, stage 5 is land acquisition & construction, with stages 6 & 7 being in-use monitoring and operation. Relevant to the current work, the funding awarded for 2019/20 by Sustrans is for stage 3 (Developed Design), with stage 4 (Engineering Design) required to be completed prior to commencing stage 5 (land acquisition and construction). Due to the delay in Sustrans awarding 2019/20 funding the earliest that stage 4 (Engineering Design) could be undertaken would be 2020/21.
- 5.9 Helensburgh Town: Community engagement is planned to identify demand for and a potential route of the Cyclepath from the western edge of Helensburgh (adjacent to Waitrose) into the heart of the town. While Sustrans provisionally indicated in July that they would provide funding in 2019/20 to enable this community engagement to be undertaken, due to the delay in confirming 2019/20 funding Sustrans have now confirmed that this funding will not be awarded in 2019/20 and the Council will require to reapply for funding to undertake this community engagement in 2020/21.

### **Delivery of Phase 1: Helensburgh to Cardross**

- 5.10 Preparations are underway for the construction of a 285m section of the route within Cardross from Cardross Station to the Geilston Burn in 2019/20. This section will route via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park.
- 5.11 The Council and the Cardross Trust have finalised the land agreement necessary to allow the construction of the 285m section of the route, linking Cardross Station to the Geilston Burn through Cardross Playing Fields and Cardross Park.
- 5.12 The conclusion of the land agreement with Cardross Trust means that the Council have the necessary landowner agreements in place for the construction of the section of route linking Cardross Station and the Geilston Burn.
- 5.13 Sustrans confirmed £100,000 construction funding for 2019/20 on 25 October, matched against £100,000 SPT 2019/20 funding. These funding agreements require the construction to be completed in spring 2020.
- 5.14 Roads and Amenity Service Officers have confirmed that the construction of the 285m section of the cyclepath linking Cardross Station and the Geilston Burn, including a bridge over the Geilston Burn can be accommodated within the Roads and Amenity Services 2019/20 workplan. At present officers are working to tender the design and built contract for the bridge over the Geilston Burn, and finalise the construction plan in order to commence construction in early 2020.

### **Delivery Programme**

- 5.15 Appendix 1 provides an outline 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 Helensburgh: Hermitage Academy to Town Centre.
- 5.16 Appendix 2 provides an update on Land Negotiations for Helensburgh, Cardross and Dumbarton Cyclepath, Phase 1 (previously planned Route Option 1, adjacent to the A814). **[EXEMPT]**

## **6.0 CONCLUSION**

- 6.1 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.

## **7.0 IMPLICATIONS**

### **7.1 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.

**7.2 Financial**

The construction and land purchase will be funded by grant fund awards from SPT and Sustrans. 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 although the value of this would be difficult to quantify.

**7.3 Legal**

Continued input will be required from Legal Services to support contractual agreements and land purchase including a CPO should this be deemed necessary.

**7.4 HR**

None.

**7.5 Equalities**

Completion of this project will provide opportunities for all in the Helensburgh – Cardross – Dumbarton corridor to travel more sustainably and actively by walking and cycling. The route has been designed to be DDA compliant and will provide a safe route removed from the A814 accessible to those with mobility aids including wheelchairs and to parents/guardians with a child's pram or buggy.

**7.6 Risk**

There is a reputational risk to the Council if the project is not completed within a reasonable timeframe

**7.7 Customer Services**

None.

**Pippa Milne, Executive Director with responsibility for Development and Economic Growth**

**For further information contact:** Colin Young  
Strategic Transportation Delivery Officer  
Colin.Young@argyll-bute.gov.uk  
Tel: 01546 604275

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

### Appendix 1: Helensburgh, Cardross & Dumbarton Cyclepath Programme

Activity	2019/20				2020/21				2021/22				2022/23				2023/24				2024/25				2025/26				2026/27				2027/28			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Funding Applications</b>				Green				Green				Green				Green				Green				Green												
<b>Phase 1: Helensburgh to Cardross</b>	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green								
<b>Route Design: Helensburgh to Cardross</b>				Green	Green	Green	Green	Green																												
<b>Land Purchase Negotiations: Helensburgh to Cardross</b>									Orange	Orange	Orange	Orange																								
CPO Process (if required):									Green	Green	Green	Green																								
- Provide CPO recommendation to H&L Area Committee									Green																											
- Develop CPO										Orange																										
- Gain Full Council approval for CPO										Green																										
- Advertise CPO										Red	Red																									
- Lodge CPO with Scottish Government										Red																										
- CPO Process													Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Red											
<b>Construction: Helensburgh to Cardross</b>																																				
Construction of Helensburgh to Cardross Part 1 (Cardross Station to Geilston Burn)				Blue	Blue																															
Construction of Helensburgh to Cardross Part 2 (assuming negotiated acquisition)													Green	Green																						
Construction of Helensburgh to Cardross Part 3 (assuming Compulsory Purchase Order required)																					Green	Green														
Construction of Helensburgh to Cardross Part 4 (assuming Compulsory Purchase Order required)																									Green	Green										
<b>Phase 2: Cardross to Dumbarton</b>					Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green				
<b>Route Design: Cardross to Dumbarton</b>				Green	Green	Green	Green	Green																												
<b>Land Purchase Negotiations: Cardross to Dumbarton</b>									Orange	Orange	Orange	Orange																								
CPO Process (if required):									Green	Green	Green	Green																								
- Provide CPO recommendation to H&L Area Committee									Green																											
- Develop CPO										Orange																										
- Gain Full Council approval for CPO										Green																										
- Advertise CPO										Red	Red																									
- Lodge CPO with Scottish Government										Red																										
- CPO Process													Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Red											
<b>Construction: Cardross to Dumbarton</b>																																				
Construction of Cardross to Dumbarton Part 1 (assuming negotiated acquisition)													Green	Green																						
Construction of Cardross to Dumbarton Part 2 (assuming negotiated acquisition)																	Green	Green	Green	Green																
Construction of Cardross to Dumbarton Part 3 (assuming Compulsory Purchase Order required)																									Green	Green										
Construction of Cardross to Dumbarton Part 4 (assuming Compulsory Purchase Order required)																													Green	Green						
<b>Helensburgh: Hermitage Academy to Town Centre</b>					Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green				
Community Consultation & Route Identification					Green	Green	Green	Green																												
Route Design									Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green																
Land Access Negotiations																	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange												
Construction of Route from Waitrose to Helensburgh Town Centre Phase 1																									Green	Green	Green	Green								
Construction of Route from Waitrose to Helensburgh Town Centre Phase 2																																	Green	Green		

**Colour Key (Responsibilities / Lead):**  
**Green:** Strategic Transportation  
**Blue:** Road Service  
**Orange:** Estates Service  
**Red:** Legal  
**Purple:** External to Council (e.g. Scottish Government)

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## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
<b>March 2020</b>					
March 2020	Supporting Communities Fund Applications	Rona Gold/Kirsty Moyes Chief Executives	Annual report with applications for decision		
March 2020	Quarterly Performance Scorecard	Sonya Thomas, Improvement and HR	Quarterly		
March 2020	Cycleway Report	Colin Young D&I	Quarterly		
March 2020	Post Winter Update	Jim Smith D&I	Annual Report		
March 2020	Police Scotland Update	Inspector Roderick MacNeill, Police Scotland	Quarterly		
March 2020	Flooding West Clyde Street/John Stret	Arthur McCulloch D&I	One Off Report		
<b>June 2020</b>					
June 2020	Quarterly Performance Scorecard	HR & Improvement	Quarterly		
June 2020	Primary School Reports	Education Services			
June 2020	Health and	Health & Social Care Partnership	Bi-Annual Report		

## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Social Care Partnership Update	Charlotte Craig			
June 2020	Final CHORD Project Update	Arthur McCulloch D&I	One Off Report		
June 2020	Major Projects Update – CARS/THI (where appropriate)				
June 2020	Police Scotland Update	Inspector Roderick MacNeill, Police Scotland	Quarterly		
June 2020	Property Update	Commercial Services – David Allan	Quarterly		
June 2020	Cycleway Report	D&I Colin Young	Quarterly		
June 2020	Helensburgh Waterfront Development Project Position Statement	Commercial Services	Quarterly		
June 2020	Grass Cutting Schedule	D&I Jim Smith	Annual Report		
June 2020	Roads Capital	D&I	Annual Report		

## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Plan	Jim Smith			
June 2020	Roads and Amenities Revenue Work Plan (Programmed)	D&I Jim Smith	Annual Report		
<b>September 2020</b>					
September 2020	Area Scorecard FQ – 2020-21	Improvement and HR Sonya Thomas/Jane Fowler	Quarterly		
September 2020	Supporting Communities Fund – End of Project Monitoring Report	Chief Executives	Annual Report		
September 2020	Roads and Amenities Revenue and Capital Update	D&I	Annual Report		
September 2020	Annual Recycling Report	D&I	Annual Report		
September 2020	Major Projects Update		Bi-Annual Report		Where appropriate
September 2020	Helensburgh, Cardross and	D&I Colin Young	Annual Report		

## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Dumbarton Cycleway Update				
September 2020	Police Scotland Update	Inspector Roderick MacNeill, Police Scotland	Quarterly		
September 2020	Property Update	Commercial Services – David Allan	Quarterly		
September 2020	Cycleway Report	D&I Colin Young	Quarterly		
September 2020	Helensburgh Waterfront Development Project Position Statement	Commercial Services	Quarterly		
<b>December 2020</b>					
December 2020	Hermitage Academy School Report	Headteacher Robert Williamson	Annual Report		
December 2020	Area Scorecard FQ2 – 2020-21	Improvement and HR Sonya Thomas/Jane Fowler	Quarterly		
December 2020	Health and Social Care Partnership Update	Health & Social Care Partnership Charlotte Craig/Joanna McDonald	Bi-Annual Report		highlight local issues
December 2020	Strategic Housing	D&I Douglas Whyte	Annual Report		

## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Infrastructure Programme				
December 2020	Property Update	Commercial Services David Allan	Annual Report		
December 2020	Cycleway Report	D&I Colin Young	One-Off Report		
December 2020	Hermitage Park Update	Arlene Cullum/Melissa Simpson	One-Off Report		
December 2020	Major Projects Update		Bi-Annual Report		Where appropriate
December 2020	Police Scotland Update	Inspector Roderick MacNeill, Police Scotland	Quarterly		
December 2020	Property Update	Commercial Services – David Allan	Quarterly		
December 2020	Cycleway Report	D&I Colin Young	Quarterly		
December 2020	Helensburgh Waterfront Development Project Position Statement	Commercial Services	Quarterly		
<b>March 2021</b>					
March 2021	Supporting Communities Fund	Rona Gold/Kirsty Moyes Chief Executives	Annual report with applications for decision		

## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Applications				
March 2021	Dates of Future Meetings	Shona Barton, Legal and Regulatory Support	Annual Report		
March 2021	Helensburgh Waterfront Development Project Position Statement	Commercial Services			
March 2021	Quarterly Performance Scorecard	Sonya Thomas, Improvement and HR	Quarterly		
March 2021	Roads Capital Plan	D&I Jim Smith			
March 2021	Roads and Amenities Revenue Work Plan (Programmed)	D&I Jim Smith			
March 2021	Grass Cutting Schedule	D&I Jim Smith			
March 2021	Property Update	Commercial Services – David Allan			

## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
March 2021	Post Winter Update	Jim Smith	Annual Report		
March 2021	Police Scotland Update	Inspector Roderick MacNeill, Police Scotland	Quarterly		
March 2021	Property Update	Commercial Services – David Allan	Quarterly		
March 2021	Cycleway Report	D&I Colin Young	Quarterly		
March 2021	Helensburgh Waterfront Development Project Position Statement	Commercial Services	Quarterly		
<b>Future Items</b>					
	Hermitage Academy – Curriculum Review	Education Anne Paterson/ Louise Connor	Update on progress		
	Helensburgh Shopfronts	Economic Development Andrew Collins	Update report		
	Helensburgh Waterfront Project	Regeneration Team Andrew Collins John Gordon	Regular updates		Regular updates to Area Committee on progress of

## Helensburgh and Lomond Area Committee Workplan 2020-21

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
					Helensburgh Waterfront project
	Parking in Helensburgh	Hugh O'Neill, Roads and Amenity Services			
	Helensburgh Civic Furniture	Shona Barton, Customer Services	One off report		