

Public Document Pack

Argyll and Bute Council
Comhairle Earra Ghaidheal agus Bhoid

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9 September 2021*

NOTICE OF MEETING

A meeting of the **HELENSBURGH & LOMOND AREA COMMITTEE** will be held by **MICROSOFT TEAMS** on **THURSDAY, 16 SEPTEMBER 2021** 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 Meeting of the Helensburgh and Lomond Area Committee held on Thursday, 17 June 2021 (Pages 3 - 10)
- 4. PUBLIC QUESTION TIME**
- 5. POLICE SCOTLAND UPDATE** (Pages 11 - 12)
Report by Inspector Roderick MacNeill, Police Scotland
- 6. ROADS AND INFRASTRUCTURE SERVICES UPDATE** (Pages 13 - 16)
Report by Executive Director with Responsibility for Roads and Infrastructure Services
- 7. RECYCLING PERFORMANCE** (Pages 17 - 22)
Report by Executive Director with Responsibility for Roads and Infrastructure Services
- 8. PROPOSED LUSS TRAFFIC REGULATION ORDERS** (Pages 23 - 80)
Report by Executive Director with Responsibility for Roads and Infrastructure Services
- 9. APPOINTMENT TO GOUROCK HARBOUR REFERENCE GROUP** (Pages 81 - 82)
Report by Executive Director with Responsibility for Legal and Regulatory Support
- 10. AREA SCORECARD - FQ1 2021-22** (Pages 83 - 100)

Report by Executive Director with Responsibility for Customer Support Services

REPORTS FOR NOTING

11. COMMERCIAL SERVICES PROPERTY UPDATE (Pages 101 - 106)

Report by Executive Director with Responsibility for Commercial Services

12. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN (Pages 107 - 114)

ITEM FOR CONSIDERATION

13. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE (Pages 115 - 122)

Report by Executive Director with Responsibility for Development and Economic Growth

- (a) Helensburgh, Cardross and Dumbarton Cyclepath Programme (Pages 123 - 124)

Report by Executive Director with Responsibility for Development and Economic Growth

- E1 (b) Helensburgh, Cardross and Dumbarton Cyclepath - Update on Land Negotiations (Pages 125 - 126)

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

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

Contact: Iona Campbell, Senior Committee Assistant - 01436 658 801

MINUTES of MEETING of HELENSBURGH & LOMOND AREA COMMITTEE held by MICROSOFT TEAMS on THURSDAY, 17 JUNE 2021

Present: Councillor Barbara Morgan (Chair)

Councillor Lorna Douglas	Councillor Aileen Morton
Councillor George Freeman	Councillor Gary Mulvaney
Councillor Graham Hardie	Councillor Gemma Penfold
Councillor David Kinniburgh	Councillor Richard Trail

Attending: Shona Barton, Committee Manager
 Hugh O'Neill, Network and Standards Manager
 Tina Sartain, Acting Area Education Manager
 Andrew Collins, Project Manager
 Colin Young, Senior Transportation Delivery Officer
 Pauline Inglis, Education Officer
 Laura MacDonald, Community Development Officer
 Inspector Roderick MacNeill, Police Scotland

The Chair ruled, and the Committee agreed, to a variation in the order of business to facilitate officer attendance. The minute reflects the order in which items were discussed.

1. APOLOGIES

Apologies for absence were intimated on behalf of Councillor Iain Paterson.

2. DECLARATIONS OF INTEREST

Councillor Barbara Morgan declared a non-financial interest at Agenda item 7 (Supporting Communities Fund 2021/22) with specific reference to the application from Garelochhead Station Trust, as she is a Trustee of this group. Councillor Morgan advised that she would leave the meeting if the Committee agreed to take the applications individually.

Councillor Lorna Douglas declared a non-financial interest at Agenda item 7 (Supporting Communities Fund 2021/22) with specific reference to the application from Plastic Free Helensburgh, as she is a Committee member of this group. Councillor Douglas advised that she would leave the meeting if the Committee agreed to take the applications individually.

Councillor Gary Mulvaney declared a financial interest at Agenda item 7 (Supporting Communities Fund 2021/22) with specific reference to the application from Visiting Friends, as he has a business relationship with this group. Councillor Mulvaney advised that he would leave the meeting during consideration of the application from this group.

3. MINUTES

(a) Minute of the Meeting of the Helensburgh and Lomond Area Committee held on Thursday, 25 March 2021

The minutes of the meeting of the Helensburgh and Lomond Area Committee held on Thursday, 25 March 2021 were approved as a correct record.

4. PUBLIC QUESTION TIME

Angela Anderson, Plastic Free Helensburgh, submitted the following question to the Committee:

“Plastic Free Helensburgh (PFH), Helensburgh Community Council, and others undertake regular beach cleans and litter picks throughout our area. PFH understand that provision and collection of bins in remote areas is difficult and we are grateful to those citizens who regularly collect rubbish as part or as the aim of a walk. However, we are continually concerned and in despair over the inadequate provision on the sea front where, on sunny days, bags of rubbish pile up around the bins. The observation is that bins on the shop side and near take aways are under used and that most of the rubbish on the front is bagged and placed near the bins and there is an intent to dispose of it properly.

We also commend the work undertaken by council employees on cleaning up each morning. There seems to us a dislocate in cost benefit and environmental impact between adequate provision of bins and clean up. The main beneficiary is the seagull population.

PFH are undertaking a survey of single use plastic and polystyrene in the takeaway businesses in Helensburgh in an effort to reduce this use.”

Ms Anderson asked the Committee if there were plans to put in place bigger, better bins in the area or if there was a plan for the future provision of recycling facilities for the disposal of litter.

The Network and Standards Manager advised that he had discussed this matter with colleagues prior to the meeting and could confirm that additional staff would be working throughout the Summer period from 2:30pm-8pm in Helensburgh, Luss and Duck Bay to assist in collecting excess waste. The Network and Standards Manager confirmed that active efforts were being made to address the issue and he would be happy to discuss the question around recycling facilities further with Ms Anderson following the meeting. Ms Anderson noted that legislation would be changing soon and provision would require to be in place for recycling going forward.

Councillor Freeman advised that there had been major problems with litter at Luss and Arrochar, noting that communities in ward 9 should be included in any discussions around additional bins or resources being put in place. Councillor Freeman advised that he thought it would be beneficial to review the effect of additional resource being put in place following the Summer period, to confirm whether further additional resource or bins were required.

Councillor Douglas noted that she had received representations from constituents around the bins in Helensburgh overflowing, advising that she was pleased that additional staff resource would be in place over the Summer to assist in tidying this up. Councillor Douglas added that she was aware that littering in general was an issue, however the design of bins was having an impact on this as many people were putting litter into bags which could not then fit into the bins and were being left beside them. Councillor Douglas noted that concerns around the bin design and capacity had been raised before, however it would be useful for this to be investigated again.

Councillor Douglas asked if there was an update for constituents around the availability of a street cleaning machine for the Helensburgh and Lomond area. The Network and Standards Manager confirmed that one street cleaning machine was shared between the Helensburgh and Lomond and Bute and Cowal areas, noting that unfortunately the machine had broken down when returning to the Helensburgh and Lomond area previously. The Network and Standards Manager confirmed that the machine serviced both areas according to a regular, cyclic programme, and that there was less resilience within the Council than had previously been the case where breakdowns occurred, as a result of budget constraints. The Network and Standards Manager confirmed that the machine was currently in the Bute and Cowal area, however it would be returning to the Helensburgh and Lomond area soon as part of the normal programme. The Network and Standards Manager noted that the Council did try to hire vehicles where longer term breakdowns had occurred whenever possible, however there were limited numbers of machines available to hire and high demand from other local authorities. The Network and Standards Manager confirmed that the Council would try to fix smaller issues with the machines within the department as quickly as possible, however there had been supply issues, with parts and materials taking longer than usual to arrive.

Ms Anderson advised that she would be happy to document what was being left beside the bins in Helensburgh prior to them being tidied up, as well as an analysis of what was being disposed of in terms of whether it would be worthwhile to have recycling bins in place. Ms Anderson noted that she would also be happy to undertake a survey around whether people would be willing to use recycling bins, however she believed the answer would be yes if there was an adequate provision. Ms Anderson added that most of the rubbish which was being left beside bins had already been placed in bags, so it would be beneficial if the bins were large enough to place a bag into.

The Committee Manager agreed to pass Ms Anderson's details to the Network and Standards Manager.

Councillor Hardie asked if it may be useful for signs to be in place around Helensburgh asking people to take their litter home if the bins were full, as had been utilised in the National Park. Ms Anderson advised that a lot of people travelling to the area were coming by train or car and were reluctant to take rubbish with them, noting that ideally people would take their rubbish home with them but in catering to tourists coming to the area it would be more beneficial to have an increased provision of suitable places to dispose of litter available.

5. POLICE SCOTLAND UPDATE

The Committee gave consideration to a report and verbal update from Inspector Roderick MacNeill updating Members on current issues being dealt with by Police Scotland in the Helensburgh and Lomond area.

Decision

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

(Reference: Report by Inspector Roderick MacNeill, Police Scotland, dated 17 June 2021, submitted)

6. PRIMARY SCHOOL REPORT 2020-21 - HELENSBURGH AND LOMOND

The Committee gave consideration to a progress and statistical update report on the Primary Schools in the Helensburgh and Lomond area for the 2020/2021 session.

The Education Officer noted that information contained within the report around achievement of levels was information from 2019 as no information uplift had taken place in 2020 due to the impact of the Covid-19 pandemic. The Education Officer confirmed that a further information uplift around achievement of levels was taking place in June 2021.

Decision

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

(Reference: Report by Executive Director with Responsibility for Education, dated 7 May 2021, submitted)

7. SUPPORTING COMMUNITIES FUND 2021/22

The Committee gave consideration to a report recommending the distribution of awards for the Council's Supporting Communities Fund (SCF) 2021/2022 for the Helensburgh and Lomond area.

Councillor Mulvaney, having declared a financial interest in relation to the application from Visiting Friends, left the meeting during consideration of, and took no part in the discussion for, this application.

The Committee agreed to award funding to Visiting Friends as detailed in the decision below.

Councillor Mulvaney returned to the meeting following consideration of the Visiting Friends application.

Decision

The Helensburgh and Lomond Area Committee agreed to award funding from the Council's Supporting Communities Fund Budget 2021-22 for the Helensburgh and Lomond area as follows:

Ref No	Organisation	Grant 20/21	Total Project Cost	Amount Requested	Award 2021/22
1	Albatross Arts CIC Jean's Bothy	No	£4,385	£2,500	£2,500
2	Argyll, Lomond and the Islands Energy Agency (ALLenergy)	No	£3,700	£625	No award
3	Cove and Kilcreggan Youth Café	No	£2,500	£2,500	No award
4	Family Mediation Argyll & Bute	No	£19,500	£2,500	No award
5	Friends of Duchess Wood	No	£8,215	£2,500	£1771.07
6	Gareloch Riding for the Disabled	Yes	£2,500	£2,500	No award

Ref No	Organisation	Grant 20/21	Total Project Cost	Amount Requested	Award 2021/22
	Association				
7	Garelochhead Station Trust	Yes	£1,808	£1,808	£1,808
8	Geilston Hall Management Committee	No	£3,950	£2,500	£2,500
9	Grey Matters Active Ageing	Yes	£2,742	£2,500	No award
10	Helensburgh Amateur Swimming Club	No	£2,750	£2,500	£2,500
11	Helensburgh and District Access Trust	No	£2,589	£2,089	£1771.07
12	Helensburgh Art Hub	Yes	£3,174	£2,500	£2,500
13	Helensburgh Tree Conservation Trust	No	£6,250	£2,500	No award
14	Males Tales Helensburgh	No	£12,780	£2,500	£2,500
15	Plastic Free Helensburgh	No	£1,603.58	£1,603.58	£1,603.58
16	Rosneath Community Garden	No	£2,145.02	£952.37	£952.37
17	Visiting Friends	No	£3,227	£2,417	£2,417
		Total Available			£22,823.09
	* Events & Festivals	Total Recommended			£22,823.09

Having moved an Amendment, which failed to find a seconder, Councillor Freeman asked for his dissent from the foregoing decision to be recorded.

(Reference: Report by Chief Executive, dated 19 May 2021, submitted)

Councillor Penfold briefly left and re-joined the meeting due to technical issues during discussion of the foregoing item.

8. TRAFFIC REGULATION ORDER (TRO) UPDATE

The Committee gave consideration to a report which provided an update on the progress of the Traffic Regulation Orders (TRO) process, background on the current backlog of TROs and the impact of statutory Temporary Traffic Regulation Orders (TTRO) and Traffic Notices on the progression of permanent TROs.

Decision

The Helensburgh and Lomond Area Committee considered and noted the update on Traffic Regulation Order progress.

(Reference: Report by Executive Director with Responsibility for Development and Infrastructure Services dated May 2021, submitted)

9. INTEGRATION JOINT BOARD- PERFORMANCE REPORT (MARCH 2021)

The Committee gave consideration to a report which provided an update from the Argyll and Bute Health and Social Care Partnership (HSCP) on the service performance impact resulting from the Covid-19 pandemic and the progress made with regard to remobilising health and social care services.

The Committee noted that, in the absence of an officer from the Health and Social Care Partnership at the meeting, any questions on the report could be passed to the Committee Manager to seek a response.

Decision

The Helensburgh and Lomond Area Committee:

1. noted and considered the HSCP performance progress regarding remobilisation of activity in line with NHS Highland performance targets for 2020/21 agreed with the Scottish Government to 70%-80% of 2019/20 activity; and
2. noted and considered the extension to the reporting timescales for the Annual Performance Report and review guidance with regards to the Strategic Commissioning Plan and Integration Scheme.

(Reference: Report by Head of Strategic Planning & Performance, Argyll and Bute Health and Social Care Partnership, dated March 2021, submitted)

10. ROADS AND INFRASTRUCTURE SERVICES UPDATE

The Committee gave consideration to a report which provided an update on the recent activities of Roads and Infrastructure Services and highlighted works being undertaken in the Helensburgh and Lomond Area.

Decision

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

(Reference: Report by Executive Director with Responsibility for Roads and Infrastructure Services, dated May 2021, submitted)

11. AREA SCORECARD FQ4 2020/21

The Committee gave consideration to a report presenting the Area Report and Scorecard for Financial Quarter 4 2020/21 (January-March 2021), which illustrated 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 Report the Area Committee contact either the Responsible Named Officer or Sonya Thomas 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 Customer Support Services, dated 17 June 2021, submitted)

12. HELENSBURGH WATERFRONT DEVELOPMENT (HWD) - PROJECT POSITION UPDATE

The Committee gave consideration to a report which provided Members with a project position update in relation to the Helensburgh Waterfront Development (HWD) project.

Decision

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

(Reference: Report by Executive Director with Responsibility for Commercial Services, dated 26 May 2021, submitted)

13. REQUEST FOR FINANCIAL ASSISTANCE FROM HELENSBURGH AND DISTRICT TWINNING ASSOCIATION

The Committee gave consideration to a report outlining a request for financial assistance from the Helensburgh and Lomond Area Committee Twinning Budget 2021/22 from the Helensburgh and District Twinning Association which would assist with the costs of a visit from residents of Thouars to Helensburgh, scheduled to take place in 2022.

Decision

The Helensburgh and Lomond Area Committee agreed to grant the sum of £833 from the Twinning Budget for 2021/22 towards the costs of the visit.

Having moved an Amendment, which failed to find a seconder, Councillor Freeman asked for his dissent from the foregoing decision to be recorded.

(Reference: Report by Executive Director with Responsibility for Legal and Regulatory Support, dated 27 April 2021, submitted)

14. APPOINTMENTS TO AREA COMMUNITY PLANNING GROUP AND OUTSIDE ORGANISATIONS

The Committee gave consideration to a report seeking confirmation of the appointment of an Elected Member to the Helensburgh and Lomond Area Community Group and also seeking the nomination of an Elected Member to represent the Council on the Cardross Trust.

Decision

The Helensburgh and Lomond Area Committee agreed:

1. to appoint Councillor Gemma Penfold as the remaining Elected Member representative to the Helensburgh and Lomond Area Community Planning Group; and
2. to appoint Councillor David Kinniburgh as the Elected Member representative to the Cardross Trust.

(Reference: Report by Executive Director with Responsibility for Legal and Regulatory Support, dated 18 May 2021, submitted)

15. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN

The Helensburgh and Lomond Area Committee Workplan as at June 2021 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, submitted)

16. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE

The Committee gave consideration to a report updating Members on the progress made since the previous report to the Committee on 25 March 2021 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.

Decision

The Helensburgh and Lomond Area Committee:

1. welcomed the recommencement of the construction of the section linking Cardross Railway station to the Geilston Burn, Cardross; and
2. noted the rescheduling of the community engagement to inform the design to June 2021.

(Reference: Report by Executive Director with Responsibility for Development and Economic Growth, dated 17 May 2021, submitted)

Area Committee Report for 7 September 2021

Police Scotland

Inspector Roddy MacNeill

Helensburgh & Lomond

Thank you Chair, good morning to all present

Police resources have been impacted by the recent surge in Covid cases however we have maintained our operational levels by moving officers between areas as required.

Officers continue to police in line with the latest SG and Health guidance relating to social distancing and PPE use.

Resourcing request for the COP26 event is at an advanced stage and a comprehensive policing matrix is in place to maintain front line resource levels to provide a professional service throughout the duration of the event.

Speeding as always is on the radar, various 'hot spots' around the sub division that we, assisted by our Traffic Dept. colleagues, are addressing to the best of our ability.

As mentioned previously, my wheelie bin stickers in Arrochar are now in place and have been well received and are giving a good visual deterrent in an attempt to influence driver behaviour. I am going to do likewise in Garelochhead as soon as the stickers are available.

Staying with traffic matters, Hugh O'Neil from A&B is pulling together a partners meeting to discuss the general management of the A82/ A83 & A814 during times when road closures are in place. Recent serious RTCs on the A82 have resulted in long tailbacks and delays. Have had some larger vehicles attempting to use the A814. Will look at signage, comm's, general roads management etc. Not an exact science as variable issue depending on location, time, volume, weather.

Fraud remains an issue, continuing with education through our Local Authority Liaison Officer.

Argyll & West Dunbartonshire Division is introducing The Herbert protocol, this is a system to allow family and associates of persons suffering from dementia to log all relevant information about the person. It will include places frequented, medication required, general routines, description, recent photograph and past memories that may be relevant. It is intended to speed up the initial enquiry when someone is reported missing. It will negate the possibility of important information being missed or omitted by family when they may be in a state of upset reporting someone missing. Form downloaded online.

We are also introducing a suicide bereavement support service, leaflets signposting family and friends of someone who has taken their own life will be given out allowing them to contact the service where:

- Specially trained staff will provide compassionate and person centred support based on the individual or family's needs. This may be with practical things such as support to make funeral arrangements, or talking to other agencies such as funeral directors, faith-based leaders, or Police Scotland.

- Staff will also be there to simply listen and be a source of support as families come to terms with their loss.
- Initial contact will be made within 24-hour of the referral being received, including at weekends. Ongoing support will be available for up to 2 years, and will be provided by a named Practitioner.

Staycation patrols specifically aimed at addressing any issues arising from the increased visitor numbers are continuing with great effect expected. Lots of education and engagement with visitors.

NP joint patrols continuing due to visitor numbers remaining quite high, land and loch patrols taking place. Weekly partnership meetings to ensure resources are in the correct areas at peak times. Currently looking forward to ensure resource levels around Sept weekend and October school holidays are sufficient.

Taser Hub at Helensburgh now complete and officer training commences later this month leading to daily deployment.

Any questions?

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND
LOMOND AREA COMMITTEE

ROADS AND INFRASTRUCTURE
SERVICES

SEPTEMBER 2021

ROADS AND INFRASTRUCTURE SERVICES UPDATE

1.0 INTRODUCTION

- 1.1 This report provides an update on Roads and Infrastructure Service activities in recent months.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Area Committee note and consider the contents of this report.

3.0 DETAIL

Response to Covid

- 3.1 Roads and Infrastructure Services have spent the last year mostly operating to pre-Covid specification/schedule and timetables taking into account Covid secure measures as appropriate. We continue to adapt these services as restrictions are eased.

Capital Roads Reconstruction Programme

- 3.2 The £10M Roads Capital Programme is well underway and updates on individual schemes can be viewed on the Council website. The programme will see 229.3km of roadway treated which is equivalent to 10.16% of the total adopted network. Whilst the programme is currently on target for completion this financial year, Members should note that we are starting to see some disruption in material supplies, for example cement supplies in many local builders merchants have been depleted due in part to demands from other large UK construction projects, the ability for some European cement production to be maintained on reported logistical challenges due mainly to limited numbers of truck drivers. In addition to this, key materials such as cement and bitumen have seen double figure percentage increases in cost which is reflected in the actual costs of works.

Bin Collections and Civic Amenity Sites

- 3.3 Bin collections continue to full schedules. As of 9 August 2021 the requirement for additional vehicles to ensure we have no more than 2 people per vehicle is no longer required. All civic amenity sites are fully open and operating well with no significant issues to note.

Waste Strategy

- 3.4 Work continues on the Council's Waste Strategy which is taking into consideration the BMW ban which comes into place at the end of 2025, the 25 year PPP contract with Renewi which ends in September 2026, the deposit Return Scheme and the Household Waste Recycling Charter. Discussions continue with civil servants from Scottish Government regarding the above and discussion continue with neighbouring local authorities with a view to maximising collaboration opportunities.

Correspondence and Information

- 3.5 There has been a vacant post within the Central Correspondence Team since May which may have caused some delays in responses to Members. This vacant post has been successfully recruited to with a new member of the team commencing on 2 August.
- 3.6 A Members Development Day has been arranged on 24 August to provide a detailed overview of the Electric Vehicle Charging Strategy which was considered by the Environment, Development and Infrastructure Committee in June.

Winter Policy Update

- 3.7 The Winter Service Policy 2021/22 is due to be considered at the September meeting of the Environment, Development and Infrastructure Committee. The current draft of the Winter Policy doesn't propose any route changes, the proposed routes being as per those delivered for the last number of years.

Operations Works Programmes

- 3.8 Cyclic operational activities such as road inspections, repairs, gully cleansing, ditching, grass and verge cutting are all largely running to schedule and being delivered with Covid secure specifications in place to ensure that both the workforce and members of the public remain safe. The operational teams have seen a small number of people requiring to self-isolate which has delayed progress in some areas. This is an area that the RIS Leadership Team are monitoring and managing on a daily basis.

School and Public Transport

- 3.9 The School Transport Team have been working closely with colleagues in Education making arrangements for pupil transport ahead of the new school term commencing in August.

- 3.10 As part of the budget process we carried out a review of public transport which has resulted in an action plan which has been considered by the Budget Working Group and a number of these are being progressed.

Bridge Inspections

- 3.11 The Infrastructure Design team continue to carry out bridge inspections to all approx 900 structures on a rolling programme across Argyll and Bute to ensure they are safe and fit for purpose. This inspection regime identifies remedial works which are programmed for delivery.

4.0 CONCLUSION

- 4.1 This report gives a general update to local members on recent Roads and Infrastructure activities.

5.0 IMPLICATIONS

- 5.1 Policy – various policies referred to within the body of the report

- 5.2 Financial – none

- 5.3 Legal – none known

- 5.4 HR – none known

- 5.5 Fairer Scotland Duty: (please refer to guidance on Hub)

- 5.5.1 Equalities - protected characteristics – none known

- 5.5.2 Socio-economic Duty – none known

- 5.5.3 Islands – none known

- 5.6. Risk – none known

- 5.7 Customer Service - none

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

**Policy Lead for Roads and Infrastructure Services
Councillor Rory Colville**

July 2021

For further information contact:

Jim Smith, Head of Roads and Infrastructure Services, Tel: 01546 604324

ARGYLL AND BUTE COUNCIL**HELENSBURGH AND LOMOND
AREA COMMITTEE****ROADS AND INFRASTRUCTURE
SERVICES****16 SEPTEMBER 2021**

RECYCLING PERFORMANCE

1.0 EXECUTIVE SUMMARY

- 1.1 Argyll and Bute Council is both a waste collection and waste disposal authority.
- 1.2 Waste disposal is dealt with by 3 separate models across the council as follows:
- Island sites e.g. on Mull and Islay where landfill sites are operated directly by the council;
 - Helensburgh and Lomond area where waste is disposed of at sites outside of Argyll and Bute;
 - A 25 year (2001 – 2026) Waste PPP contract which covers the rest of Argyll and Bute.
- 1.3 Waste figures for all four administrative areas have been summarised within this report. Due to the way the reporting is carried out it is not possible to accurately break down the information on an area by area basis for all data.
- 1.4 National policy decisions, guidance and regulations e.g. relating to the Biodegradable Municipal Waste landfill ban will have a significant impact on future recycling, composting and recovery performance.
- 1.5 It is recommended that Members note and give consideration to the details as outlined in this report and the national policy drivers that will likely impact over the next few years.

ARGYLL AND BUTE COUNCIL**AREA COMMITTEE****ROADS AND INFRASTRUCTURE
SERVICES****SEPTEMBER 2021**

RECYCLING PERFORMANCE

2.0 INTRODUCTION

2.1 Argyll and Bute Council is both a waste collection and waste disposal authority. Recycling, composting and recovery (i.e. other landfill diversion) statistics are reported quarterly within the council's performance system Pyramid. Statutory returns to SEPA e.g. licensed site tonnage, landfill tax and waste data flow vary from quarterly to annual.

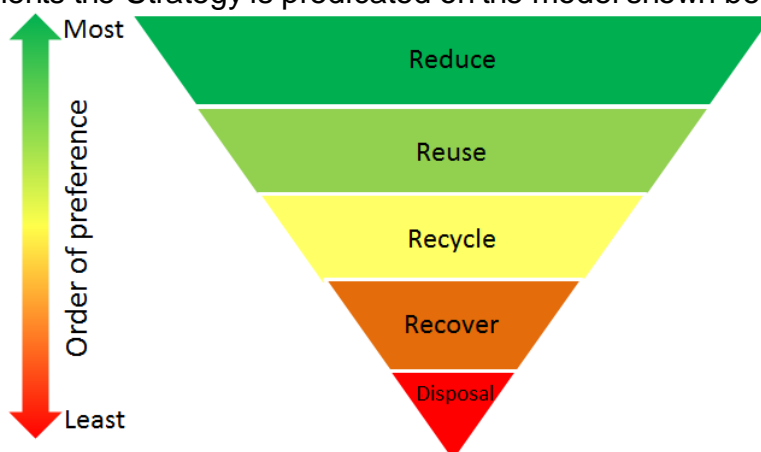
2.2 This report provides details on the council's recycling and landfill diversion performance along with national policy, targets and regulations which are likely to impact on future performance.

3.0 RECOMMENDATIONS

3.1 It is recommended that Members note and give consideration to the details as outlined within this report and the national policy drivers that will likely impact over the next few years.

4.0 DETAILS

4.1 The council's waste strategy was approved by the Environment, Development and Infrastructure Committee in September 2019. Whilst this strategy will emerge in line with government guidance, regulation legislation, and contractual requirements the Strategy is predicated on the model shown below in Figure 1.



4.2 Argyll and Bute Council operate a performance management system 'Pyramid'. Quarterly recycling/composting, recovery and landfill percentages are included – split between the Islands landfill sites, Waste Management PPP and Helensburgh/Lomond areas. These details include:

- percentage of waste recycled and composted;
- percentage of waste recovered e.g. other landfill diversion;
- combined percentage of waste recycled, composted and recovered;
- percentage of waste to landfill;
- tonnes of biodegradable municipal waste to landfill.

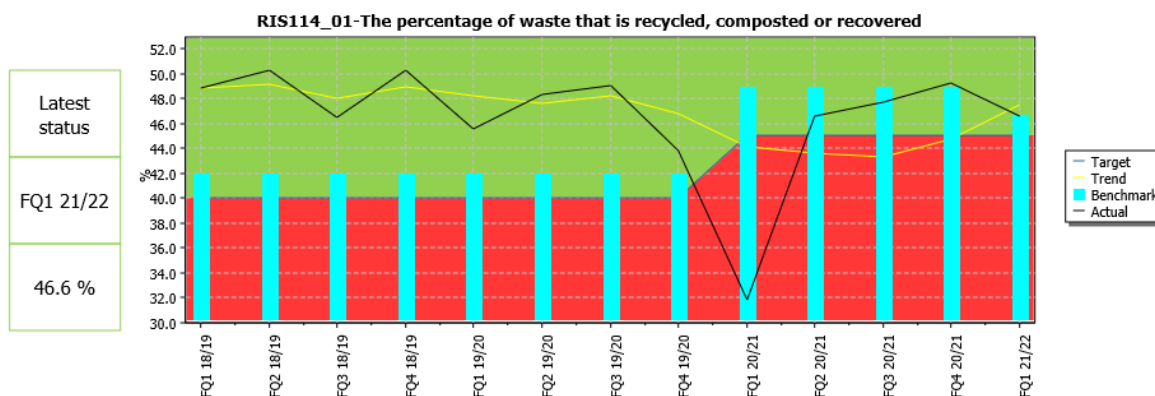
**Percentages Summary of Landfill, Recycling, Composting and Recovery
2019 and 2020**

		2019	2020
Argyll & Bute wide	% of waste recycled, composted and recovered	48.4%	43.7%
	% waste recycled and composted	35.4%	27.8%
	% waste recovered	13.0%	15.9%
	% waste landfilled	51.6%	56.3%
	Tonnes of biodegradable municipal waste to landfill	18,577	18,435
<hr/>			
Waste PPP	% of waste recycled, composted and recovered	46.6%	45.1%
	% waste recycled and composted	28.5%	23.6%
	% waste recovered	18.1%	21.5%
	% waste landfilled	53.4%	54.9%
<hr/>			
Helensburgh & Lomond	% of waste recycled, composted and recovered	53.0%	43.9%
	% waste recycled and composted	45.3%	34.6%
	% waste recovered	7.8%	9.3%
	% waste landfilled	47.0%	56.1%
<hr/>			
Islands	% of waste recycled, composted and recovered	44.4%	33.8%
	% waste recycled and composted	44.4%	31.7%

	% waste recovered	0.0%	2.1%
	% waste landfilled	55.6%	66.2%

4.3 Some points to note are as follows:

- There was a drop in recycling performance in 2020 due to the Council kerbside recycling services being suspended and the Recycling/Civic amenity sites being closed during the early months of the first COVID-19 lockdown.
- During the first 3 months of the pandemic, Council recycling services were minimal. Recycling/Civic amenity sites were required to close Scotland wide. Recycling/ Civic amenity sites re-opened in early June 2020 and most of Argyll and Bute Council’s kerbside recycling services re-started in late June. The council recycling performance has returned to more normal levels and it is anticipated that 2021 figures will be more in line with pre pandemic rates.
- The combined recycled, composted and recovery rate has decreased from 48.4% in 2019 to 43.7% in 2020. This is due to the aforementioned reasons which are noted above, this has therefore resulted in a sharp decline in recycling levels during the April – June 2020 quarter due to the pandemic and the fact that the Council had suspended recycling collections and moving to a fortnightly general waste collection. This is reflected in the graph below which is an extract from Pyramid.



- The recovery in the Waste PPP area is carried out by Renewi through mechanical biological treatment plants based at their waste facilities near Oban, Dunoon and Lochgilhead.
- The recovery in the Helensburgh and Lomond area is mainly carried out by Barr Environmental at their Auchencarroch waste facility near Alexandria.
- The percentage of waste recovered at Renewi and Barr mixed waste treatment facilities increased from the previous year.

- The overall percentage waste to landfill in 2020 (56.3%) was higher than 2019 (51.6%) again due to the suspension of most recycling services for circa 3 months.
- The tonnage of biodegradable waste to landfill in 2020 (i.e.18,435 tonnes) was slightly less than in 2019 (i.e.18,577 tonnes).This was mainly due to there being no tourists during the first lockdown plus most businesses were closed and tonnages dropped.
- Recycling and composting is mainly from recycling collections, bring sites and segregated wastes from Recycling/Civic amenity sites. Recovery is predominantly a moisture process loss and/or compost like output from mixed waste treatment plants operated by the council's Waste PPP partner or other waste contractors.
- SEPA published annual recycling data for local authorities focuses mainly on recycling and composting from households.

Landfill Ban

- 4.4 The Waste (Scotland) Regulations were introduced by the Scottish Government in 2012 and they included a landfill ban of biodegradable waste from 2021 .
- 4.5 The landfill ban planned for 2021 has since been rescheduled by the Scottish Government until 2025. This delay has been welcomed by the Council and gives more time for alternative solutions and funding to be sought.

Deposit Return Scheme

- 4.6 The Scottish Government in 2019 set out a planned implementation date of April 2021 for a national deposit return scheme for drinks containers including PET plastic drinks bottles, drinks cans and glass bottles. Since the COVID-19 outbreak the implementation date has been delayed until July 2022 with the possibility of a further delay until early 2023.
- 4.7 The deposit return scheme may result in an overall Scotland wide increase in recycling. However, this may see a reduction in Council recycling performance if items such as glass drinks bottles are no longer handled by Council collections. Much will depend on how the scheme is implemented by The Scottish Government through the Scheme Administrator Circularity Scotland in the coming years.

5.0 CONCLUSION

- 5.1 Steady progress has been made on recycling, composting and recovery, performance was affected during the early months of the COVID-19 pandemic. Due to the council kerbside collection services returning and recycling/civic amenity sites re-opening in June 2020, a more normal recycling level has returned. It is hoped and anticipated that 2021 recycling, composting and recovery figures will show overall landfill diversion rates similar to pre pandemic levels,

approaching close to 50%. National Policy drivers such as the ban on biodegradable waste to landfill will have significant implications for future waste treatment and landfill diversion performance.

6.0 IMPLICATIONS

- | | | |
|-----|-------------------|---|
| 6.1 | Policy | National policies and regulations will likely impact on future landfill diversion performance. The councils policy is to reduce landfill. |
| 6.2 | Financial | The 2025 ban on biodegradable waste to landfill will have financial implications. |
| 6.3 | Legal | The landfill ban (now delayed until 31 st December 2025) is a legal requirement under the Waste (Scotland) Regulations 2012. Complying with the ban will also likely result in changes to the Waste PPP contract which is due to expire in September 2026. |
| 6.4 | HR | None |
| 6.5 | Equalities | None |
| 6.6 | Risk | Risks to the council on the landfill ban are mainly financial. A national deposit scheme for drinks containers will hopefully have an overall environmental benefit, although it may impact negatively on council recycling rates. |
| 6.7 | Customer Services | None at present. |

Executive Director with Responsibility for Roads and Infrastructure Services:
Kirsty Flanagan

Head of Roads and Infrastructure Services: Jim Smith

Policy Lead: Cllr Rory Colville

For further information contact: John Blake – Fleet, Waste & Transport Manager

ARGYLL AND BUTE COUNCIL**HELENSBURGH AND LOMOND AREA
COMMITTEE****ROADS AND INFRASTRUCTURE
SERVICES****16 SEPTEMBER 2021**

PROPOSED LUSS TRAFFIC REGULATION ORDERS

1.0 EXECUTIVE SUMMARY

- 1.1 There have been longstanding traffic related issues within Luss village which have worsened with an increasing number of visitors using Luss as a holiday and leisure destination. In many ways Luss has become a victim of its own success with the village having become one of the 'honey pot' destinations within both Argyll and Bute and Loch Lomond and the Trossachs National Park.
- 1.2 There is limited on-street parking and 2 large off-street car parks available at Luss. One of these car parks is council owned and managed and is long established. The second car park which is privately operated has only been recently constructed and opened. The available on-street parking is regularly oversubscribed with residents and businesses within the village core often finding that they are unable to park near to their properties due to visitors.
- 1.3 In response to easing of lockdown in Summer 2020 and increases to staycation, a Temporary Traffic Regulation Order (TTRO) was promoted to introduce a range of temporary measures within Luss, these being similar in nature to permanent measures which were being evolved as part of an ongoing design process with the local community to provide an effective traffic management solution within the village and along the Old A82.
- 1.4 A permanent Traffic Regulation Order has been advertised and this report presents the representations from that formal process together with recommendations on the next steps.
- 1.5 It is recommended that the Helensburgh and Lomond Area Committee agree the following:
- 1.5.1 Speed Limit TRO
- i. The Order is made as drafted.
 - ii. Physical traffic management measures will be installed to support to the proposed speed limits in-line with the Council's Road Speed Limit Policy Framework.

- iii. Officers will carry out pre and post implementation speed surveys and review with respect to the Council's Road Speed Limit Policy Framework.

1.5.2 Traffic Management TRO

- i. Reduce the proposed permit cost from £98 to £45 per annum.
- ii. Retain the restriction on the proposed number of permits with a view to amending in the future depending on post-implementation use with respect to available road space (capacity).
- iii. Note there is sufficient provision of off-street parking and that the inclusion of visitor parking within the permit scheme risks over-subscription of parking availability within the core village roads. Off-street parking permits are available for the following fees:
 - a. 3 months - £139
 - b. 6 months - £258
 - c. 9 months - £371
 - d. 12 months - £489
- iv. Note that equipment required by trades can be loaded and unloaded at the relevant property but that the vehicles should then park within the off-street car parks. Where works are longer term or more complex, a temporary relaxation of restrictions can be applied for.
- v. Blue Badges can park within the village core. Those with reduced mobility but without a Blue Badge can be dropped off or collected by a vehicle but otherwise note the availability of off-street parking.
- vi. Refer the objection to the Prohibition of Driving to an Independent Reporter.

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA
COMMITTEE

ROADS AND INFRASTRUCTURE
SERVICES

16 SEPTEMBER 2021

PROPOSED LUSS TRAFFIC REGULATION ORDERS

2.0 INTRODUCTION

- 2.1 The Helensburgh & Lomond Area Committee, at its meeting on 17 September 2020, instructed Officers to proceed with two proposed Traffic Regulation Orders relating to Luss Village and the U228 Old A82. The proposed Orders included one covering traffic management and one speed limit amendment.
- 2.2 This report provides an update on progress to date and offers recommendations for the consideration of Members regarding the proposed TROs.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Helensburgh and Lomond Area Committee agree the following:

3.1.1 Speed Limit TRO

- i. The Order is made as drafted.
- ii. Physical traffic management measures will be installed to support to the proposed speed limits in-line with the Council's Road Speed Limit Policy Framework.
- iii. Officers will carry out pre and post implementation speed surveys and review with respect to the Council's Road Speed Limit Policy Framework.

3.1.2 Traffic Management TRO

- i. Reduce the proposed permit cost from £98 to £45 per annum.
- ii. Retain the restriction on the proposed number of permits with a view to amending in the future depending on post-implementation use with respect to available road space (capacity).
- iii. Note there is sufficient provision of off-street parking and that the inclusion of visitor parking within the permit scheme risks over-subscription of parking availability within the core village roads. Off-street parking permits are available for the following fees:

- a. 3 months - £139
 - b. 6 months - £258
 - c. 9 months - £371
 - d. 12 months - £489
- iv. Note that equipment required by trades can be loaded and unloaded at the relevant property but that the vehicles should then park within the off-street car parks. Where works are longer term or more complex, a temporary relaxation of restrictions can be applied for.
 - v. Blue Badges can park within the village core. Those with reduced mobility but without a Blue Badge can be dropped off or collected by a vehicle but otherwise note the availability of off-street parking.
 - vi. Refer the objection to the Prohibition of Driving to an Independent Reporter.

4.0 DETAIL

Previous Council Proposals

- 4.1 The September 2020 Helensburgh and Lomond Area Committee instructed officers to proceed with the traffic regulation process for two proposed Traffic Regulation Orders (TROs). The proposed Orders included:
 - Traffic management within the core village roads and the U228 Old Luss Road; and
 - An amended speed limit order on the same roads.
- 4.2 The proposed speed limit Order received 1 objection, however, this was resolved through the Consultation 3 engagement process and was formally withdrawn following discussions regarding physical traffic management. This Order can now be made. Appendix 1 contains the speed limit order and associated plan.
- 4.3 In support of the speed limit order, the following actions are proposed:
 - A pre-implementation speed survey will be carried out to provide a baseline speed picture;
 - Appropriate physical traffic management to be installed to support the amended speed limits. This will include signs, repeaters and road markings (roundels). Within the 20mph speed limit on the U228 Old Luss Road at the junctions with Pier Road and School Road it is proposed to install coloured surfacing to create a gateway effect.
 - Further speed surveys post-implementation at 6 month intervals. Officers will liaise with Police Scotland regarding enforcement activities and data arising from speed surveys. If desired mean speeds are not achieved there may be a requirement for additional physical traffic management or, alternatively, consideration given to reverting or amending the speed limit; in line with the Councils Road Speed Limit Policy Framework.

It is recommended that the Order is now made as drafted, pre & post implementation speed surveys are carried out and appropriate physical traffic management measures are installed to support the speed limit order.

4.4 The proposed Luss traffic management order contained the following provisions (refer to Appendix 2 for full detail):

- Prohibition of Driving; on the following roads (Schedule 1 of the proposed Order):
 - a. Pier Road – full length;
 - b. Church Road – full length;
 - c. School Road – from its junction with the U228 Old A82 to its junction with Pier Road;
 - d. Murray Place – full length
- Prohibition of Waiting and Loading at any time (Schedule 2 of the proposed Order)
 - a. On sections of the U228 Old A82
 - b. On sections of School Road
 - c. On Sections of Church road
- Prohibition of Waiting at any time except vehicles displaying valid permits (“restricted parking zone”) ((Schedule 3 of the proposed Order):
 - a. Pier Road – full length;
 - b. Church Road – full length except the section with loading/waiting restrictions (para 4.4, ii);
 - c. School Road – from its junction with the U228 Old A82 to its junction with Pier Road;
 - d. Murray Place – full length
- Prohibition of Waiting at any time (Schedule 4 of the proposed Order):
 - a. On sections of the U228 Old A82
- Parking Places - Maximum stay 30 minutes, no return within 1 hour 0800-2000 hours Monday to Sunday (Schedule 5 of the proposed Order):
 - a. On U228 Old A82 opposite the primary school.

4.5 On close of Consultation 3 (stage 3, public consultation), the proposed traffic management order received 73 submissions representing 91 objectors (co-signed objections). During the engagement process only 2 objections were withdrawn, leaving 89 extant objections.

4.6 An anonymised thematic summary of objections is attached in Appendix 3, however; the following provides a condensed representation of the extant objections; that they object to:

- The cost of permits
 - Also referenced the cost of off-street parking permits in regard to staff permits for businesses
- The number of permits allowed; the range across this objection included:
 - The maximum limit on residents permits (2 per household)

- The maximum limit on business permits (2 per business)
- Businesses having more than one permit
- No provision for residents visitors parking within proposal
- Access for trades
- Access for those with mobility issues but that don't have a Blue Badge
- The Prohibition of Driving

4.7 For clarity, the officer response to each of the above points will be given in the same order:

- The Council currently only have one other area (Oban town centre) where on-street permits are offered. The setting of the charges for the Oban on-street permits takes into account the potential lost income from the on-street pay & display charges. The proposed on-street permits for Luss Village will not have the same potential lost income as there are no proposals to introduce pay & display within the core village roads.
- In consideration of the above, it is proposed to set the Luss on-street permits at £45 per annum and that this figure for Luss is included within the Councils future fees and charges. This rate ensures that the proposed permit system is self-financing and does not become a financial pressure on the Council or public purse; that is, the proposed rate will cover administration and system costs. The rate of £45 is based on a calculation on actual cost of administering the existing permits that the Council has in place, this being based on staff time within the back office, warden time for checking for compliance etc. ICT costs associated with the system used and annual system license costs.

It is recommended that the permit cost for Luss village is set at £45 per annum.

- The permit zone is, as noted in the September 2020 report, a substantial size and includes all residential and business properties within the Luss parish boundary. It remains the view of Officers that this will require monitoring post-implementation and will likely require amendments in the future. The following are potential scenarios:
 - a. The zone leads to an oversubscription of parking within the village; this may require one of two options:
 - i. A reduction in the size of the zone with a relaxation in number of permits
 - ii. A reduction in the number of permits per property
 - b. Parking within the village is well managed and there is scope for a loosening of permit restrictions. There are a number of options in this scenario but the following could be considered:
 - i. Creation of an inner parking zone, perhaps including only the core village streets, allowing an additional number or permits

to be issued per property (residential / business). This may be a welcome scenario for the businesses within the village.

- ii. If demand is high within residents / business within the core village and beyond that which could be served by additional on-street permits (i.e. road space capacity), there may be a case for the introduction of a special off-street permit at a reduced standard rate. This proposal would require approval by the Policy & Resources Committee.

It is recommended that Members retain the restriction on the proposed number of permits with a view to considering any future amendments depending on post-implementation use, monitoring and community feedback.

- There is provision for visitors to make use of the off-street parking provision (the Council operated north car park and the privately operated south car park). It is considered that there is insufficient on-street parking opportunity within the village to be able to accommodate resident and businesses as well as their visitors.

It is recommended that Members note that there is sufficient provision of off-street parking and that the inclusion of visitor parking within the permit scheme risks over-subscription of parking availability within the core village roads.

- The proposed TRO allows for the loading and unloading of vehicles, including trades people. Once the necessary equipment has been unloaded the vehicles can be parked within the off-street car parks. For longer term or more complex works, temporary relaxations of the TRO can be applied for. Increasing the number of exemptions within the TRO may undermine the desired outcome of parking control within Luss village.

It is recommended that Members note that equipment required by trade can be loaded and unloaded at the relevant property but that the vehicles should then park within the off-street car parks. Where works are longer term or more complex, a temporary relaxation of restrictions can be applied for.

- Blue badge holders can park within the village provided they do so without causing an obstruction and they display the Blue Badge appropriately. In addition to this, the TRO allows access and egress of vehicles (except passenger service vehicles (bus / coach)) to board and alight passengers, including those with reduced mobility.

It is recommended that Members note the above and the availability of off-street parking.

- The objection to the Prohibition of Driving is not within the delegated powers of the Traffic Authority to overrule. The Committee has a number of options in regard to this objection, these are:
 - a. Remove the restriction from the proposed order.
 - i. This option may face challenge from the community.
 - ii. The Prohibition of Driving is supported by Police Scotland.
 - b. Abandon the whole order;
 - i. This option is not recommend.
 - c. Refer the objection to an Independent Reporter for a Hearing.
 - i. There is a cost to this although for a single objection this is expected to be in the region of £2- 5K;
 - ii. The Reporter submits recommendations back to the Area Committee at the conclusion of the process for consideration.

It is recommended that Members agree to refer this objection to an Independent Reporter.

5.0 CONCLUSION

- 5.1 This report provides an update on progress to date and offers recommendations for the consideration of Members regarding the proposed TROs.

6.0 IMPLICATIONS

- 6.1 Policy: Parking Policy 2014 & Road Speed Limit Policy Framework 2017

- 6.2 Financial: None. Advertising costs for publication of TROs will be funded from the existing Network and Traffic Management budgets. Signing and lining costs will be funded from the existing car park maintenance budget and/or roads revenue budget.

If objections are maintained there may be a need for the TROs to be referred to a Reporter.

Physical traffic management measures will be financed from the H&L parking maintenance budget.

- 6.3 Legal: Potential challenge during the procedural pause.

- 6.4 HR: None

- 6.5 Fairer Scotland Duty: Limited impact, however, the TRO should improve the safety of local residents and visitors by reducing traffic circulating through the village. This brings a positive impact to both Communities of Place and Communities of Interest.

6.5.1 Equalities - protected characteristics

Blue Badge Holders will be permitted to park for free within the permit zone and within the off-street car park.

6.5.2 Socio-economic Duty

May have an impact on those who currently visit Luss and park for free within the village or the Old A82 Road as they will need to park within the off-street car park, which is pay & display. Off-street permits are available, however, and these reduce the costs of parking, when compared against the daily charges, significantly. This has been considered against the impact tourism has on Luss Village, including its impact on Communities or Place & Interest alongside the impact on road safety and traffic issues.

The cost of off-street permits may have a disproportionate impact on local businesses that lack access to private off-street parking. This should be considered within the post-implementation monitoring and as part of any future amendment.

6.5.3 Islands N/A

6.6. Risk Safer roads for all road users through controlled parking and reduced speed.

6.7 Customer Service: None over and above the norm for TROs.

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

Head of Roads and Infrastructure Jim Smith

Policy Lead for Roads and Infrastructure Services, Cllr Rory Colville

August 2021

For further information contact:

Stuart Watson, Assistant Network and Standards Manager, 01546 604 889

Jim Smith, Head of Roads and Infrastructure Services, 01546 604 324

APPENDICES

Appendix 1a – Draft Speed Limit TRO

Appendix 1b – Speed Limit Plan

Appendix 2a: - Draft Traffic Management TRO

Appendix 2b: Traffic Management Layout Plan

Appendix 2c: Extent of Permit Zone

Appendix 3: Thematic Summary of Objections



SPPED LIMIT ORDER

**ARGYLL AND BUTE COUNCIL, (OLD A82, VARIOUS
STREETS, LUSS) SPEED LIMIT ORDER 202_**

DRAFT

**ARGYLL AND BUTE COUNCIL
(OLD A82, VARIOUS STREETS, LUSS) SPEED LIMIT ORDER 202_**

ARRANGEMENT OF ARTICLES

<i>Article</i>	<i>Provision</i>
1.	Citation and commencement

DRAFT

ARRANGEMENT OF SCHEDULES

Schedule 1	Extent of the 20 miles per hour Speed Limit
Schedule 2	Extent of the 30 miles per hour Speed Limit
Schedule 3	Extent of the 40 miles per hour Speed Limit
Schedule 4	Orders to be Revoked or Varied
Schedule 5	Plans

DRAFT

**ARGYLL AND BUTE COUNCIL
(OLD A82, VARIOUS STREETS, LUSS)
SPEED LIMIT ORDER 202_**

Argyll and Bute Council, in exercise of the powers conferred on them by section 84(1) of the Road Traffic Regulation Act 1984 as amended ('the Act'), and Part IV of Schedule 9 and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act, and having complied with Part II of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, hereby make the following Order:

1. This Order may be cited as "Argyll and Bute Council (Various Streets, Luss) Speed Limit Order 201_" and shall come into operation on Monday the _____ day of _____ Two Thousand and _____.
2. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
3. No person shall drive or cause or permit to be driven any motor vehicle at a speed exceeding 20 mph on the length of road specified in Schedule 1 of this Order.
4. No person shall drive or cause or permit to be driven any motor vehicle at a speed exceeding 30 mph on the length of road specified in Schedule 2 of this Order.
5. No person shall drive or cause or permit to be driven any motor vehicle at a speed exceeding 40 mph on the length of road specified in Schedule 3 of this Order.
6. The Order specified in Schedule 2, 3, and 4 to this Order shall have effect subject to the amendments specified in that Schedule.

Given under the Common Seal of Argyll and Bute Council and signed for them and on their behalf by _____, their Head of Legal and Regulatory Support at Lochgilphead on Monday the _____ day of _____ Two Thousand and _____.

SCHEDULES

This is Schedule 1 referred to in the foregoing Order the “Argyll and Bute Council (Various Streets, Luss) (Speed Limit) Order 201_”

SCHEDULE 1		
20 miles per hour Speed Limit		
Roads within Luss	Length of road subject to 20mph speed limit	
1	Old A82	That length of the Old A82 Road (Unclassified No.228) at Luss extending from a point 17 metres or thereby south east of its junction with the A82 Dalnottar-Inverness Trunk Road, in a southerly direction to a point 707 metres or thereby.
2	Pier Road	Extending from its junction with the Old A82 Road eastwards to its termination at Luss Pier, a distance of 303 metres or thereby.
3	Church Road	Extending from its junction with Pier Road, south, east and northwards to its junction with the same road at “Cleveland Bank”, a distance of 321 metres or thereby.
4	School Road	Extending from its junction with the Old A82 Road south-eastwards to its junction with Pier Road, a distance of 140 metres or thereby
5	School Road	Extending from its junction with the Old A82 Road north – westwards to its termination, for a distance of 37 metres or thereby
6	Murray Place	Extending from its junction with School Road, east and southwards to its termination, a distance of 170 metres or thereby.

This is Schedule 2 referred to in the foregoing Order the “Argyll and Bute Council (Various Streets, Luss) (Speed Limit) Order 201_”

SCHEDULE 2		
Extent of the 30 miles Per Hour Speed Limit		
Roads within Luss	Length of road subject to 30mph speed limit	
1	Old A82	That length of the Old A82 Road (Unclassified No.228) at Luss extending from a point 328 metres or thereby south of the extended south kerbline of Pier Road, a distance of 215 metres or thereby
2	Old A82	That length of the Old A82 Road (Unclassified No.228) at Luss extending from a point 1455 metres or thereby south of the extended south kerbline of Pier Road, a distance of 380 metres or thereby

This is Schedule 3 referred to in the foregoing Order the “Argyll and Bute Council (Various Streets, Luss) (Speed Limit) Order 201_”

SCHEDULE 3		
Extent of the 40 miles Per Hour Speed Limit		
Roads within Luss	Length of road subject to 40mph speed limit	
1	Old A82	That length of the Old A82 Road (Unclassified No.228) at Luss extending from a point 538 metres or thereby south of the extended south kerbline of Pier Road, a distance of 921 metres or thereby
2	Old A82	That length of the Old A82 Road (Unclassified No.228) at Luss extending from a point 1809 metres or thereby south of the extended south kerbline of Pier Road, a distance of 919 metres or thereby

This is Schedule 4 referred to in the foregoing Order the “Argyll and Bute Council (Various Streets, Luss) (Speed Limit) Order 201_”

SCHEDULE 4	
Orders to be revoked	
Name of Order	Extent of Revocation
The Argyll and Bute Council (Old A82,Luss) (40 mph Speed Limit) and (Luss Primary School) (20 mph Speed Limit) Order 2006	Revoke the entire Order

DRAFT

**SCHEDULE 5
PLANS**

Drawing Number

Title

LUSSTRO-SPD 2021/01

“Layout Plan (indicative)”

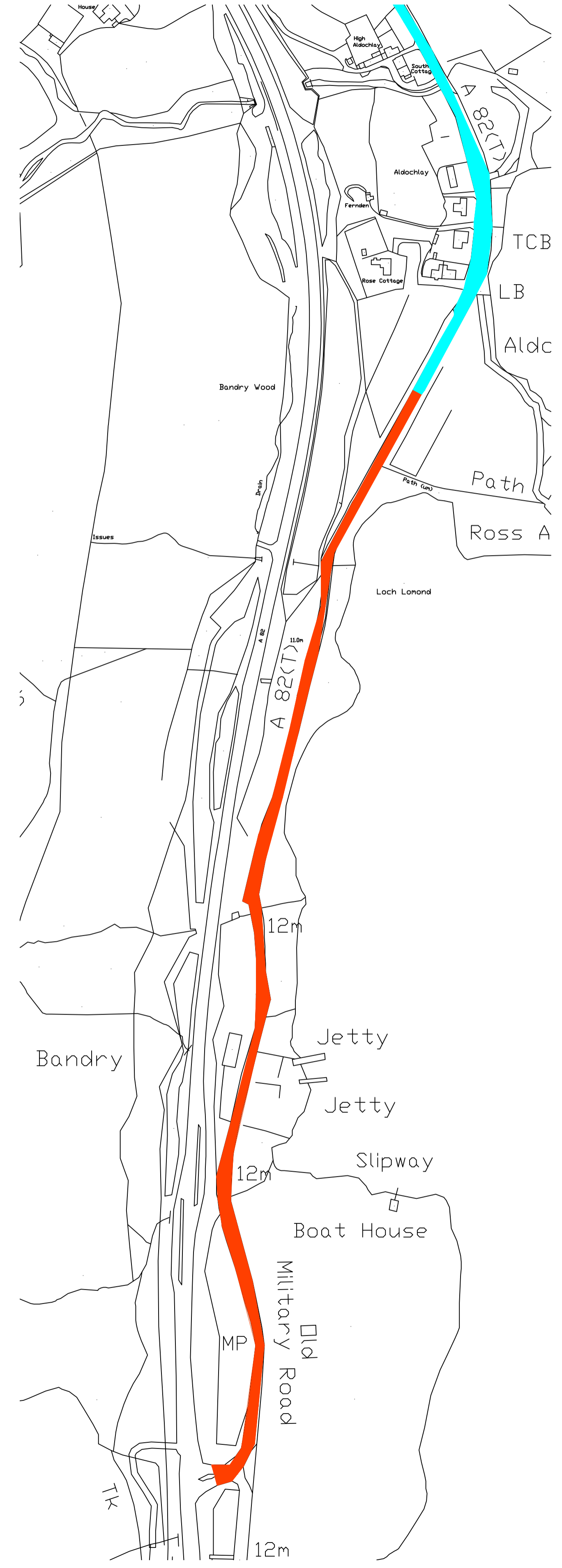
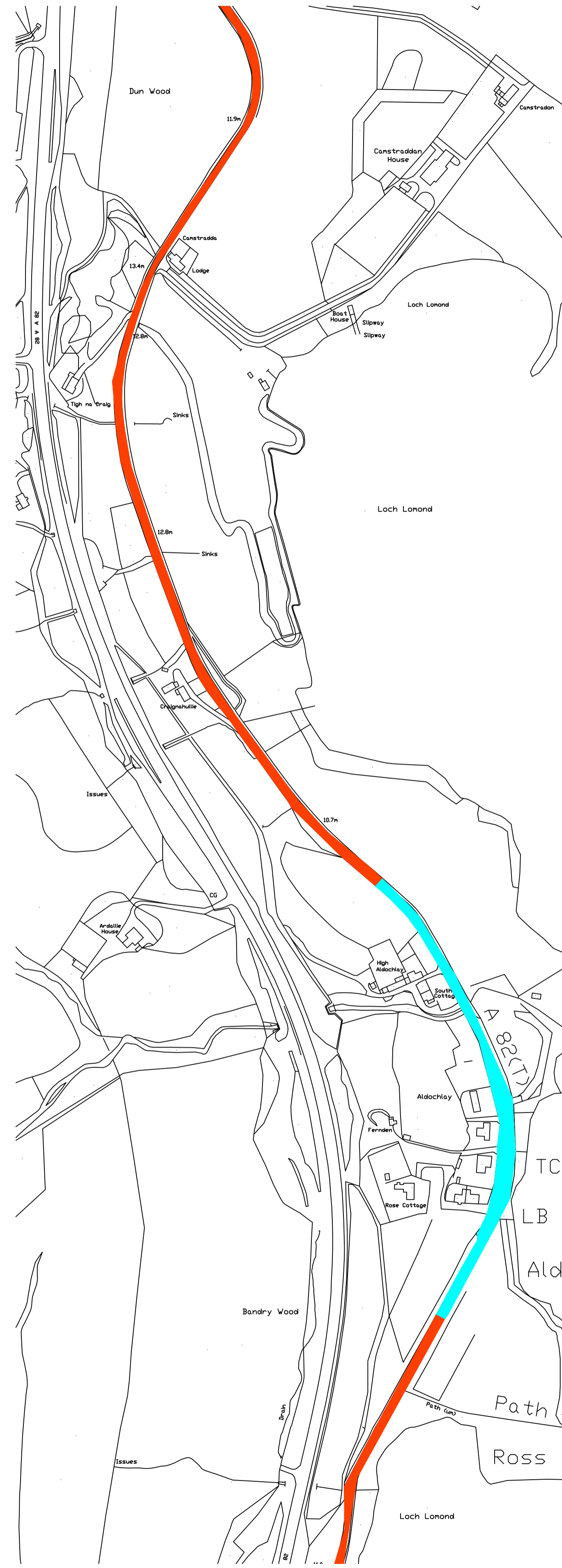
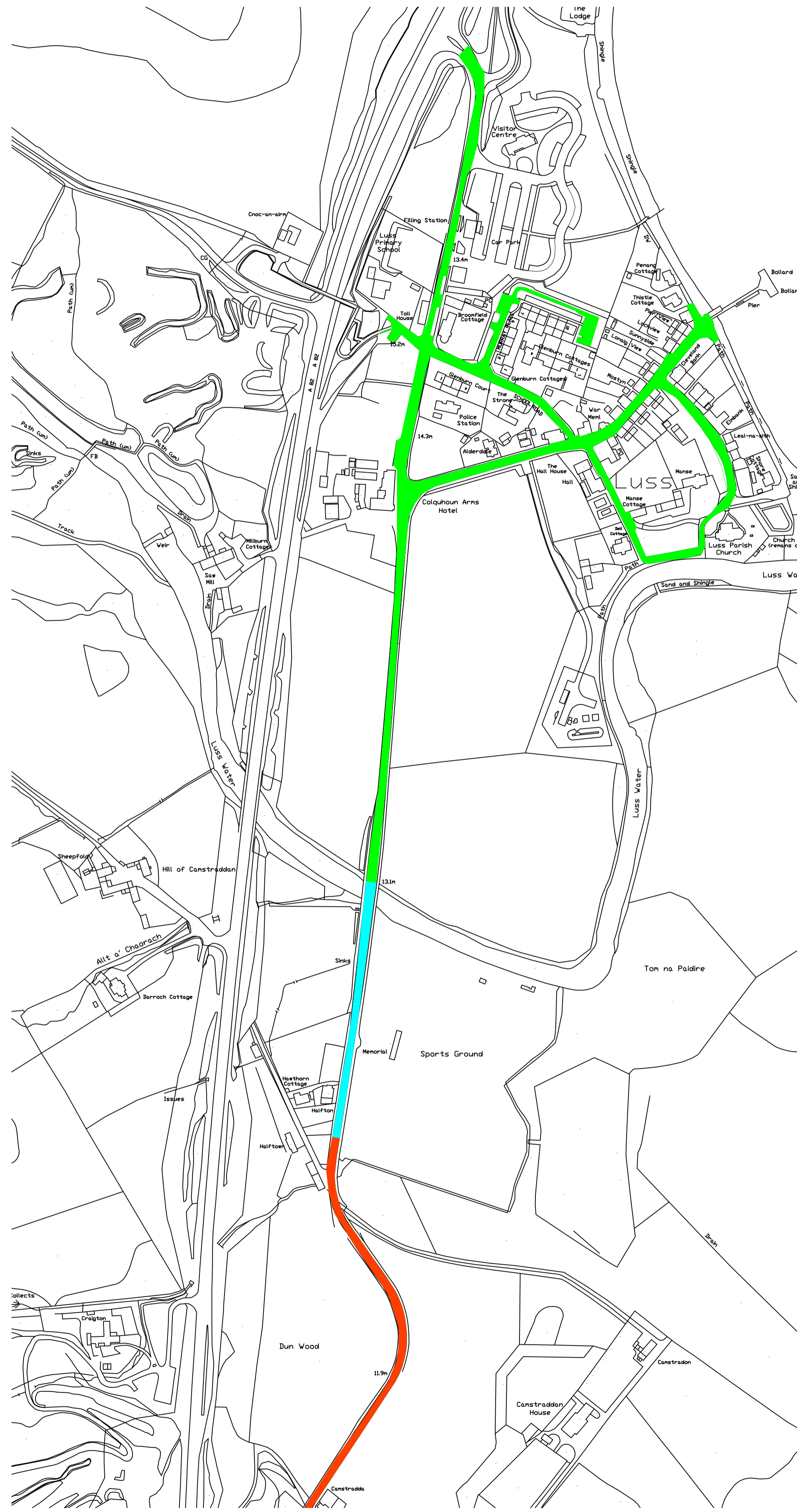
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ARGYLL & BUTE COUNCIL - DEVELOPMENT & INFRASTRUCTURE SERVICES

Notes:

1.



- 20mph speed limit
- 30mph speed limit
- 40 mph speed limit

SUFFIX	REVISION	INIT.	DATE	INIT.	DATE
DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE SERVICES					
NETWORK & STANDARDS, MANSE BRAE, LOCHGILPHEAD, ARGYLL, PA31 8RD					
TITLE					
Argyll and Bute Council (Various Streets, Luss) (Speed Limit) Order 202x Layout Plan (indicative)					
SCALES					
n.t.s.					
DRAWN BY	SW	DRAWING No.			
CHECKED BY		LUSSTRO-SPD			
APPROVED BY		2021/01			
		DATE ISSUED			
		January 2021			



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TRAFFIC REGULATION ORDER

**ARGYLL AND BUTE COUNCIL
(VARIOUS STREETS, LUSS)
(TRAFFIC MANAGEMENT) ORDER 202_**

**ARGYLL AND BUTE COUNCIL
(VARIOUS STREETS, LUSS)
(TRAFFIC MANAGEMENT) ORDER 202_**

ARRANGEMENT OF ARTICLES

<i>Article</i>	<i>Provision</i>
PART 1	GENERAL
1.	Citation and Commencement
2.	Provisions
3.	Definitions and Interpretation
PART 2	PROHIBITION OF DRIVING
4.	Prohibition of Driving
5.	Exceptions to Prohibitions of Driving
PART 3	RESTRICTED ROADS (“LUSS RESIDENTS PARKING ZONE”)
6.	Designation of Restricted Roads
PART 4	PROHIBITION AND RESTRICTION ON WAITING AND LOADING
7.	Restriction on waiting and loading of vehicles in roads specified in Schedule 2
8.	Restrictions on waiting of vehicles in roads specified in Schedule 3 and Schedule 4
9.	Exemptions from waiting restrictions
10.	Exception from waiting restrictions
11.	Loading or unloading of goods
12.	Furniture removal and other exceptional loading or unloading
13.	Restrictions of methods of loading or unloading goods
14.	Manner of waiting in a restricted road
15.	Duty to move on
PART 5	PARKING PLACES
16.	Designation of parking places

17. Vehicles for which parking places are designated
18. Laying out and marking of parking places and parking bays
19. Extent, capacity and location of parking places
20. Waiting Limit within parking places
21. Interval before a vehicle may again be left in a parking place
22. Exemptions from Waiting Limit within Parking Places
23. Manner of standing in parking places
24. Loading or unloading of goods in parking places
25. Suspension of parking places
26. Restrictions of use of parking places
27. Alteration of position of vehicle in parking places
28. Removal of vehicles from parking places
29. Movement of vehicles
30. Power to dispose of abandoned Vehicles
31. Responsibility of Driver
32. Responsibility of Registered Keeper
33. Disclaimer
- PART 6 PARKING PERMITS
34. Eligibility for a Parking Permit
35. Application for a Parking Permit
36. Charges for Parking Permits
37. Surrender, withdrawal and validity of a parking permit
38. Application for and the issue of a duplicate parking permit
- PART 7 SUPPLEMENTARY PROVISIONS
39. Contravention of this Order
40. Orders to be Revoked or Amended

ARRANGEMENT OF SCHEDULES

SCHEDULE 1	Prohibition of Driving
SCHEDULE 2	Prohibition of Waiting and Loading at any time
SCHEDULE 3	Prohibition of Waiting at any time except vehicles displaying valid permits
SCHEDULE 4	Prohibition of Waiting at any time
SCHEDULE 5	Parking Places - Maximum stay 30 minutes, no return within 1 hour 0800-2000 hours Monday to Sunday
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**ARGYLL AND BUTE COUNCIL
(VARIOUS STREETS, LUSS)
(TRAFFIC MANAGEMENT) ORDER 202_**

**PART 1
GENERAL**

Argyll and Bute Council in exercise of their powers under Sections 1(1), 2(1) to (3), 4(2), 32, 45, 46, 47, 49 and 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended, The Road Traffic (Permitted Parking Area and Special Parking Area) (Argyll and Bute Council) Designation Order 2014; The Road Traffic Act 1991, as amended and all other enabling powers and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:-

1. Citation and Commencement

This Order may be cited as the “Argyll and Bute Council (Various Streets, Luss) (Traffic Management) Order 202_” and shall come into operation on Monday the _____ day of _____ Two Thousand and twenty_____.

2. Provisions

To make provisions in relation to the on street parking within Luss, and revoke Orders as specified in the Articles and Schedule 7 annexed and executed as relative hereto.

3. Definitions and Interpretation

- (i) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
- (ii) In this Order the following expressions have the meanings hereby respectively assigned to them:

“the 1984 Act” means the Road Traffic Regulation Act 1984;

“the 1991 Act” means the Road Traffic Act 1991;

“business permit” means a permit issued to an entitled business user in accordance with Part 6 of this order;

“Council” means Argyll and Bute Council constituted under the provisions of the Local Government etc (Scotland) Act 1994 and having its Chief Office at Kilmory, Lochgilphead, Argyll, PA31 8RT;

“day” means a period of 24 hours commencing at 0001 hours and ending at 2400 hours and any reference to hours shall be construed as referring to consecutive hours within one day;

“disabled person” means the disabled driver of or a disabled passenger in a motor vehicle, being such a disabled person as is described in Regulation 4 of the Disabled Person (Badges for Motor vehicles) (Scotland) Regulations 2000 as amended;

“disabled person’s badge” has the same meaning as in Regulation 2 of the Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 as amended;

“disabled person’s vehicle” means a vehicle lawfully displaying a disabled persons badge;

“driver” means the person driving or having control or charge of the vehicle at any given time and includes in relation to a vehicle waiting in a parking place the person driving at the time it was left in that parking place;

“entitled business user” means a person who occupies premises the postal address of which is within the parish of Luss, such area shown outlined in red on Plan Reference No.1, and which has no off street parking space provided or authorised by any planning consent related to the premises and who is liable for payment of business rates on those premises;

"goods" includes postal packets of any description; and "delivering" and "collecting" in relation to any goods includes checking the goods for the purpose of their delivery or collection;

“goods vehicle” means a vehicle constructed or adapted for the use for the conveyance of goods or burden of any description, but not including a dual purpose vehicle;

“invalid carriage” means a mechanically propelled vehicle the weight of which unladen does not exceed 254 kg and which is specially designed and constructed, and not merely adopted, for the use of a person suffering from some physical defect or disability and is solely used by such a person;

"motor cycle" means a mechanically propelled vehicle, not being an invalid carriage, having less than four wheels and the weight of which unladen does not exceed 410 kg as defined Section 136 of the 1984 Act ;

"motor vehicle" means a mechanically propelled vehicle intended or adapted for use on roads as defined in Section 136 of the 1984 Act ;

“Nominated vehicle” means a registered vehicle associated with a “permit holder” as qualifying person

“owner” means the person by whom the vehicle is kept and whose name the vehicle is registered under as assigned to it by s.82 (2) and (3) of the Road Traffic Act 1991;

“parking attendant” means an individual employed by the local authority to provide for the supervision of parking places within their area and shall also have such other functions in relation to stationary vehicles as may be conferred by or under any other enactment as defined by in section 63A of the 1984 Act;

“parking bay” means a marked space in a parking place which is provided for the parking of a vehicle;

“parking place” means an area designated as a parking place by Article 4 of this Order;

“parking permit” means a resident permit or business permit of a type and design issued by the Council in physical or electronic format in accordance with Part 6 of this Order and valid for use in the areas of road detailed in Schedule 3;

“penalty charge notice” means a notice issued by a parking attendant pursuant to the provisions of Section 43 and Section 66 of the 1991 Act;

“permit holder” means a qualifying person to whom a resident permit or a business permit has been issued by the Council.

“permitted hours” means the period specified for each parking place during which the waiting by vehicles is permitted as specified within this order.

“Plan Reference No. 1” means the drawing titled “Extent of Luss Parish Boundary ” with drawing number LUSSTRO- TM 2021/02 annexed and executed as relative to this order.

“Qualifying person” means a resident and business user that meet the eligibility criteria to apply for parking permit outline in article 34 for the “restricted parking zone” outlined in schedule 3.

“registered keeper” is the person for the time being registered at the Driving and Vehicle Licensing Agency as the person recorded as keeping the vehicle and is the person named on the Vehicle Registration Certificate. The registered keeper is not necessarily the legal owner of the vehicle or the driver of the vehicle for the time being;

“relevant position” means:

- (a) in the case of a two wheeled motor cycle, in a conspicuous position on the vehicle in front of the driving seat; and

- (b) in the case of all other vehicles, facing forwards on the near side of the glass of the windscreen behind the glass or on the dash board to the near side.
- (c) in respect of a disabled persons badge means the badge is exhibited in a conspicuous position so that all the particulars are clearly visible from outside the vehicle

“resident” means a person whose principal home is a dwelling situated in the area outlined in red on Plan Reference No.1;

“resident permit” means a parking permit issued to a resident in accordance with Part 6 of this order;

“restricted parking zone” refers to all the roads specified in Schedule 3 of this order;

“restricted road” means any road specified in Schedule 3;

“return period” means the period following expiry of the maximum parking stay in that parking place during which the driver shall not return the vehicle to the parking place;

"road" has the same meaning as in Section 151 of the Roads (Scotland) Act 1984, and for the avoidance of doubt, a road includes part of a road;

“schedule” means the schedules annexed to this order and which form part of this order;

“service provider” means the company authorised and appointed by the Council to operate, administer and maintain the process for the payment of parking charges on its behalf using the telephone payment parking system;

"universal service provider" has the same meaning as in Sections 4(3) and (4) of the Postal Services Act 2000;

“vehicle” means unless the context otherwise requires, means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power;

- (iii) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment.
- (iv) For the purposes of this Order a vehicle shall be deemed to wait or stop-
 - (a) in a restricted road if any point in that road is below the vehicle or its load (if any) and the vehicle is stationary; or

- (b) for more than a specified period in the same place in a restricted road if any one point in that road is below the vehicle or its load (if any) throughout a period exceeding the specified period whether or not the vehicle is moved during that period.

PART 2

PROHIBITION OF DRIVING

4. Prohibition of Driving

Save as provided in Article 5 of this Order no person shall cause any vehicle to proceed in any road specified in Schedule 1 to this Order.

5. Exceptions to Prohibitions of Driving

The prohibition in Article 4 of this Order shall not apply to the following vehicles:

- (a) Nominated vehicles with a valid permit as outline in Article 34 and 35
- (b) Vehicles being used for or in connection with the conveyance of goods or persons to or from premises situated on any road specified in Schedule 1 to this Order.
- (c) invalid carriages or motor vehicles displaying in the relevant position a valid disabled person's badge and are being driven or used by disabled persons.
- (d) Vehicles while being used for fire brigade, ambulance, police force or coast guard purposes.
- (e) Vehicles, not being passenger vehicles, while being used in the service of a local authority in pursuance of statutory powers or duties, provided that in all the circumstances it is reasonably necessary in the exercise of such powers or duties for the vehicle to proceed in any road specified in Schedule 1 to this Order.
- (f) Vehicles being used for or in connection with the removal of furniture to or from one office, dwelling house or depository adjacent to any road specified in Schedule 1 to this Order.
- (g) Vehicles being driven by a medical practitioner attending an emergency or hosting a scheduled surgery at premises situated on any

road specified in Schedule 1 to this Order. The Council may, where applicable, require evidence to show there was a genuine emergency.

PART 3

RESTRICTED ROADS (“Restricted Parking Zone”)

6. Designation of Restricted Roads

Each length of road specified in Schedule 3 is hereby designated as a restricted road within the “Restricted Parking Zone”.

PART 4

PROHIBITION AND RESTRICTION ON WAITING AND LOADING

7. Restriction on waiting and loading of vehicles in roads specified in Schedule 2

Save as provided in Articles 9.3, 10 and 12 no person shall, except upon the direction or with the permission of a parking attendant or police officer in uniform, cause or permit any vehicle to wait at any time on any of the lengths of road specified in Schedule 2 to this Order.

8. Restrictions on waiting of vehicles in roads in specified in Schedule 3 and Schedule 4

- (i) Save as provided in Articles 9.1, 10, 11 and 12 no person shall, except upon the direction or with the permission of a parking attendant or police officer in uniform, cause or permit any vehicle to wait at any time on any of the lengths of road specified in Schedule 3 to this Order.
- (ii) Save as provided in Articles 9.2, 10, 11 and 12 no person shall, except upon the direction or with the permission of a parking attendant or police officer in uniform, cause or permit any vehicle to wait at any time on any of the lengths of road specified in Schedule 4 to this Order

9. Exemptions from waiting restrictions

9.1 The restrictions imposed by Article 8(i) of this order shall not apply to the following vehicles:-

- (i) Vehicles with a valid parking permit displayed in accordance with Article 37.4 of this order.

- (ii) Vehicles while being used for fire brigade, ambulance, police force or coast guard purposes.
- (iii) Vehicles, not being passenger vehicles, while being used in the service of a local authority in pursuance of statutory powers or duties, provided that in all the circumstances it is reasonably necessary in the exercise of such powers or duties for the vehicle to wait at the place in which it is waiting.
- (iv) Invalid carriages or motor vehicles displaying a valid disabled person's badge in the relevant position which are not causing an obstruction and are being driven or used by disabled persons.
- (v) Vehicles being driven by a medical practitioner attending an emergency or hosting a scheduled surgery at premises situated on any road specified in Schedule 1 to this Order. The Council may, where applicable, require evidence to show there was a genuine emergency.

9.2 The restrictions imposed by Article 8(ii) of this order shall not apply to the following vehicles:-

- (i) Vehicles while being used for fire brigade, ambulance, police force or coast guard purposes.
- (ii) Vehicles, not being passenger vehicles, while being used in the service of a local authority in pursuance of statutory powers or duties, provided that in all the circumstances it is reasonably necessary in the exercise of such powers or duties for the vehicle to wait at the place in which it is waiting.
- (iii) Invalid carriages or motor vehicles displaying a valid disabled person's badge in the relevant position which are not causing an obstruction and are being driven or used by disabled persons.
- (iv) Vehicles being driven by a medical practitioner attending an emergency or hosting a scheduled surgery at premises situated on any road specified in Schedule 1 to this Order. The Council may, where applicable, require evidence to show there was a genuine emergency.

9.3 The restrictions imposed by Article 7 of this order shall not apply to the following vehicles:-

- (i) vehicles while being used for fire brigade, ambulance, police force or coast guard purposes;
- (ii) vehicles, not being passenger vehicles, while being used in the service of a local authority in pursuance of statutory powers or duties, provided that in all the circumstances it is reasonably necessary in the exercise

of such powers or duties for the vehicle to wait at the place in which it is waiting

10 Exception from waiting restrictions

Nothing in Article 7 and Article 8 of this order shall prevent any person from causing or permitting a vehicle to wait on any of the lengths of road specified in Schedule 2 or 3 or 4 of this order for as long as may be necessary:-

- (a) to enable a person to board or alight from the vehicle or to load thereon or unload therefrom his personal luggage;
- (b) to enable the vehicle, if it cannot conveniently be used for such purposes in any other road not being a restricted road, to be used in connection with any building operation, demolition or excavation in or adjacent to that or any other restricted road, the cleansing or lighting of any restricted road, the removal of any obstruction to traffic in any road, the maintenance, improvement or reconstruction of any restricted road, the laying, erection, alteration or repair in or adjacent to any road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus, or the placing, maintenance or removal of any traffic sign;
- (c) when the person in control of the vehicle is required by law to stop or is obliged to do so in order to avoid an accident or is prevented from proceeding by circumstances beyond his control;
- (d) If the vehicle being a vehicle in the service of or employed by a universal service provider is in actual use while postal packets addressed to premises adjacent to that road are being unloaded from the vehicle, or having been unloaded therefrom, are being delivered or while postal packets are being collected from postal boxes or premises adjacent to that road for loading on the vehicle;
- (e) if the vehicle is in actual use in connection with a funeral undertaking.

11. Loading or unloading of goods

Nothing in Article 8 shall apply so as to prevent any person from causing or permitting a vehicle to wait in any restricted road specified in Schedule 3 or Schedule 4 while the vehicle is in actual use for the purpose of delivering or collecting goods or merchandise or while loading or unloading the vehicle at premises adjoining the said road: Provided that:-

- (a) no vehicle engaged in delivering or collecting goods or merchandise or being loaded or unloaded shall wait in any restricted road specified in

Schedule 3 or Schedule 4 for a period of more than thirty minutes in the same place; and

- (b) no vehicle engaged in delivering or collecting goods or merchandise or being loaded or unloaded shall wait in any restricted road specified in Schedule 3 or Schedule 4 if a period of less than sixty minutes has elapsed since the termination of the last period of waiting (if any) of the vehicle outside the same premises.

12. Furniture removal and other exceptional loading or unloading

Nothing in Article 7 and Article 8 shall apply so as to restrict the loading or unloading of a vehicle while the vehicle is in actual use in any road specified in Schedule 2 or Schedule 3 or Schedule 4 in connection with the removal of furniture to or from one office, dwelling house or depository adjacent to that restricted road from or to another office, dwelling house or depository.

13. Restrictions of methods of loading or unloading goods

No person in charge of a vehicle delivering or collecting goods or who is engaged in the course of or in connection with the loading or unloading of any goods on or from any such vehicle on any road specified in Schedule 3 or Schedule 4 to this order shall cause or permit any such goods to be deposited on the carriageway except immediately at the rear of the vehicle or allow any goods to remain on the carriageway before the arrival or after the departure of the vehicle.

14. Manner of waiting in a restricted road

The driver of any vehicle waiting in any restricted road specified in Schedule 3 shall, except upon the direction or with the permission of a parking attendant or police officer in uniform so wait:-

- (a) that the nearside or offside of the vehicle is adjacent to the edge of the carriageway, and
- (b) so that the nearest wheels of the vehicle are not more than 0.3 metres from the edge of the carriageway nearest to the vehicle.

15. Duty to move on

Notwithstanding any exemption or exception contained in this part of the Order, the person in control of any vehicle waiting in any restricted road specified in Schedule 3 shall move the vehicle on the instructions of a Police Officer in uniform or parking attendant whenever such removal is reasonably necessary for the purpose of facilitating the passage of traffic.

PART 5
PARKING PLACES

16. Designation of parking places

Each area on a road which is described in Schedule 5 and as shown on the Plans comprising Schedule 8 to this Order is hereby designated as a parking place.

17. Vehicles for which parking places are designated

Save as provided in Article 24, each parking place described in Schedule 5 may be used, for the leaving of any vehicles that are wholly parked within the marked limits of a parking bay within a designated parking place.

18. Laying out and marking of parking places and parking bays

The limits of each parking place and limits of each parking bay in the parking place shall be indicated on the carriageway in such a manner as the Council may determine by lines or other indications in accordance with Traffic Signs Regulations and General Directions 2016.

19. Extent, capacity and location of parking places

The extent and location of each parking place is described in column 2 of Schedule 5 and the number of parking bays in each parking place shall not exceed the number specified in Column 3 of Schedule 5 to this Order.

20. Waiting Limit within parking places

Save as provided in Article 22, no vehicle shall wait in any parking place described in Schedule 5 of this Order for a period exceeding 30 minutes between 08:00 hours and 20:00 hours Monday to Sunday.

21. Interval before a vehicle may again be left in a parking place

No vehicle which has been taken away from a parking place described in Schedule 5 may again be left in that parking place during the 60 minute return period.

22. Exemptions from Waiting Limit within Parking Places

Without prejudice to any other provisions of this Order with respect to vehicles which are left in a parking place in accordance with those provisions, any other vehicle may wait during the permitted hours anywhere in a parking place if:-

- (i) the person in control of the vehicle is required by law to stop or is obliged to do so in order to avoid an accident or is prevented from proceeding by circumstances beyond his control;
- (ii) the vehicle is being used for fire brigade, ambulance, police force or coast guard purposes;
- (iii) the vehicle, not being a passenger vehicle, is being used in the service of a local authority in pursuance of statutory powers or duties provided that in all the circumstances it is reasonably necessary in the exercise of such powers or duties or the performance of such duties for the vehicle to wait at the place in which it is waiting;
- (iv) the vehicle is waiting for so long as may be necessary to enable it to be used in connection with the removal of any obstruction to traffic;
- (v) the vehicle is in the service of or employed by a universal service provider and is in actual use while postal packets addressed to premises adjacent to that road are being unloaded from the vehicle, or having been unloaded therefrom, are being delivered or while postal packets are being collected from postal boxes or premises adjacent to that road for loading on the vehicle; or
- (vi) the vehicle is in actual use in connection with the removal of furniture to or from one office, dwelling house or depository adjacent to the parking place in which the vehicle is waiting.

23. Manner of standing in parking places

Save as provided in Article 24 of this Order, every vehicle left in a parking place in accordance with the foregoing provisions of this part of this Order shall so stand such that no bay is occupied by more than one vehicle and that every part of the vehicle is within the limits of the parking bay, provided that, where the length of a vehicle precludes compliance with this paragraph, such a vehicle shall be deemed to be within the limits of the parking bay if:

- (i) the extreme front portion or, as the case may be, the extreme rear portion of the vehicle is within 300mm of an indication on the carriageway provided under Article 18 of this Order in relation to the parking bay; and
- (ii) the vehicle, or part thereof, is entirely within one parking bay and is not to any extent within the limits of any adjoining parking bay.

24. Loading or unloading of goods in parking places

Nothing in Article 17 or Article 23 shall apply so as to prevent any person from causing or permitting a goods vehicle to wait in any parking place specified in Schedule 5 while the vehicle is in actual use for the purpose of delivering or collecting goods or merchandise or while loading or unloading the vehicle at premises adjoining the said road: Provided that:-

- (a) no vehicle engaged in delivering or collecting goods or merchandise or being loaded or unloaded shall wait in any parking place for a period of more than thirty minutes in the same place; and
- (b) no vehicle engaged in delivering or collecting goods or merchandise or being loaded or unloaded shall wait if a period of less than sixty minutes has elapsed since the termination of the last period of waiting (if any) of the vehicle outside the same premises.

25. Suspension of parking places

25.1 Any person duly authorised by the Council may suspend the use of a parking place or any part thereof whenever that person considers such suspension reasonably necessary:

- (a) for the purpose of facilitating the movement of traffic or promoting its safety;
- (b) in connection with any building operation, demolition or excavation in or adjacent to that or any other restricted road, the cleansing or lighting of any restricted road, the removal of any obstruction to traffic in any road, the maintenance, improvement or reconstruction of any restricted road, the laying, erection, alteration or repair in or adjacent to any road of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus, or the placing, maintenance or removal of any traffic sign;
- (c) for the convenience of occupiers of premises adjacent to the parking place on any occasion of the removal of furniture from one office or dwelling house to another or the removal of furniture from such premises to a depository or to such premises from a depository;
- (d) for the convenience of occupiers of premises adjacent to the parking places at times of weddings and funerals, or on other special occasions;
- (e) on any occasion on which it is likely by reason of some special attraction or procession that any street will be thronged or obstructed; or
- (f) for any other purpose which the Council may from time to time see fit and which has received their prior approval.

25.2 Any person suspending the use of a parking place or any part thereof in accordance with the provisions of this Article shall thereupon place or cause to be placed in or adjacent to any part of that parking place the use of which is suspended a traffic sign indicating that waiting by vehicles is prohibited.

25.3 Provided that nothing in this paragraph shall render it unlawful to cause or permit any vehicle being used for fire brigade, ambulance or police emergency purposes to be left or any other vehicle to be so left if that vehicle is left with the

permission of the person suspending the use of the parking place or the part thereof in pursuance of this Article or of a Police Officer in uniform or of a parking attendant.

26. Restrictions of use of parking places

Each parking place is subject to the following restrictions at all times:

- (i) No person shall use any vehicle while it is in a parking place in connection with the sale of any article to any person in or near the parking place, or in connection with the selling or offering for sale his/her skill in handicraft, or his/her services in any other capacity other than with the written consent of the Council without prejudice to any planning, health or other statutory requirements and duties which may also require to be met.
- (ii) No person shall carry on any business within the limits of the car park without the written consent of the Council.
- (iii) No person shall wash, clean or overhaul any vehicle or execute any mechanical or other alterations or repairs to the vehicle while it is in a parking place, except such repairs as may be essential for the purpose of enabling the vehicle to be towed or driven away from the parking place.
- (iv) No person shall use any vehicle or trailer as sleeping accommodation while it is parked upon a parking place except where specifically authorised by the Council.
- (v) No person shall use the parking place for the purposes of splitting or transferring loads or plant between vehicles or loading or unloading goods in association with a commercial concern.
- (vi) No person shall use the parking place for the parking of trailers or caravans separately from their motor vehicles.

27. Alteration of position of vehicle in parking places

Where any vehicle is standing in a parking place in contravention of the provision of Article 23 of this Order, a parking attendant or any other person authorised by the Council may alter or cause to be altered the position of the vehicle in order that its position shall comply with those provisions and may recover any expenses associated with this alteration.

28. Removal of vehicles from parking places

Where a parking attendant or any other person authorised by the Council is of the opinion that any of the provisions contained within this Order have been contravened or not complied with in respect of a vehicle left in a parking place or if a penalty charge has been incurred, he may remove or cause to be

removed the vehicle from the parking place, and where it is so removed, shall provide for the safe custody of the vehicle. The Council may then recover all expenses associated with the removal and may retain possession of the vehicle until all monies due to the Council in respect of the vehicle have been duly paid (as determined by Section 102 of the 1984 Act).

29. Movement of vehicles

A parking attendant or any person authorised by the Council may in the case of an emergency, move or cause to be moved, vehicles left in a parking place to any place he thinks fit.

30. Power to dispose of abandoned Vehicles

- (a) The Council may, in respect of a vehicle which has been removed from a parking place in pursuance of Article 28 of this Order, if it appears to them to have been abandoned, sell or otherwise dispose of the vehicle after having made reasonable enquiry with the DVLA to ascertain the name and address of the owner of the vehicle.
- (b) The Council shall be deemed not to have made reasonable enquiry to ascertain the name and address of the owner of any vehicle to which this Article applies unless they have taken, in relation to that vehicle, such steps as or may be prescribed by Sections 11 to 16 of the Removal and Disposal of Vehicle Regulations, by any sub-section of Section 3 or 4 or 5 of the Refuse Disposal (Amenity) Act, 1978 and Section 101 or 102 of the 1984 Act.

31. Responsibility of Driver

The person who was driving the vehicle at the time when it was left in the parking place shall be responsible for complying with the provisions of this Order and unless otherwise proved to the contrary, the registered keeper of the vehicle shall be deemed to be the driver of that vehicle.

32. Responsibility of Registered Keeper

The responsibility for payment of any Penalty Charge Notice (PCN) rests with the Registered Keeper of the vehicle as recorded at the Driver and Vehicle Licensing Agency (DVLA). If the keeper was not the driver at the time of the offence it remains her/his responsibility to pay the PCN and any recompense from the driver should be obtained by the keeper.

33. Disclaimer

The Council shall not be held liable for any damage to, loss of, or theft of/or from any vehicle in any parking place. For the avoidance of doubt, any person using the parking places specified in this Order do so at their own risk.

PART 6
PARKING PERMITS

34. Eligibility for a Parking Permit

- 34.1 Any resident who resides at premises situated within the parish of Luss, such area shown outlined in red on Plan Reference No. 1 and is the owner of a motor vehicle or has access to a company vehicle are a qualifying person and may apply to the Council for the issue of a maximum of two Resident Permits per household for vehicles in their ownership or control.
- 34.2 Any business user that has a business at premises situated within the Parish of Luss, such area shown outlined in red on Plan Reference No. 1, are a qualifying person and may apply to the Council for the issue of a maximum of two Business Permits in respect of vehicles required for the operation of the business.

35. Application for a Parking Permit

- 35.1 Any qualifying person can individually make an application for a Parking Permit on a form issued and obtainable from the Council or via the Council's website. The application must be completed, indicating agreement to the terms and conditions, and submitted with the appropriate payment for the permit as set by the Council. The applicant will have to provide such evidence as is reasonably required to verify any particulars or information given to the Council as part of the permit application.
- 35.2 On receipt of a properly completed application and fee, where appropriate the Council shall issue to the qualifying person, confirmation (by electronic mail or by letter) that the permit has been granted for their nominated vehicle. The permit may be issued in any form as the Council may determine from time to time and the requirements as to the display of the permit (if applicable) within the vehicle will be provided to the qualifying person at the time of issue.
- 35.3 Where a Parking Permit is issued to any person upon receipt of a cheque or credit/debit card details and the payment is subsequently dishonoured, the Parking Permit shall immediately cease to be valid.
- 35.4 The Council shall serve notice on the person to whom the Parking Permit was issued at the address shown by the applicant on the application form or at any other address believed to be the applicant's place of abode, requiring that person to surrender the Parking Permit, to the Council within 48 hours of receipt of the notice.

36. Charges for Parking Permits

The charges for a Parking Permit as specified in Schedule 6 of this Order may be amended by the Council giving notice in accordance with section 46A of the 1984 Act.

37. Surrender, withdrawal and validity of a parking permit

- 37.1 A permit holder may surrender a Parking Permit to the Council at any time.
- 37.2 The Council may, by notice in writing serve on the permit holder at the address shown by that person on the application form for the permit, or at any other address believed to be that persons residence or place of business, withdraw a permit if it appears to the Council that the permit holder has failed to comply with any of the terms and conditions and on such service the permit will immediately become invalid and of no effect
- 37.3 The Council may, by notice serve on the Permit Holder at the address shown by that person on the application form or at any other address believed to be that person's place of abode, withdraw a Parking Permit, if it appears to the Council that:-
- (i) the permit holder has ceased to be eligible to hold a Parking Permit under the provisions of Articles 34, 35 and 36 of this Order.
 - (ii) the details of the Parking Permit have been deliberately altered.
 - (iii) the permit is displayed in the relevant position on a vehicle which has been abandoned or which is not roadworthy or which is being persistently parked or used in a manner contrary to any provision of this order.
- 37.4 A Parking Permit under the provision of Article 35.2 will be valid only if displayed on the vehicle or motorcycle to which the Parking Permit relates in the relevant position.
- 37.5 The Council will not make any refund for the withdrawal of a Parking Permit.
- 37.6 The Council will refund part of the cost of a Parking Permit which has been surrendered, if not less than one month remains before the expiry date, the amount of refund to be as specified by the Council.

38. Application for and the issue of a duplicate parking permit

The Council will issue a duplicate or replacement Parking Permit in the following circumstances:

- (a) If a Parking Permit is mutilated or accidentally defaced or the figures or particulars on it have become illegible or the colour of the Parking Permit has faded or altered, the Permit Holder shall surrender it to the Council. If the Parking Permit is accompanied by an application for a replacement Parking Permit, a duplicate Parking Permit shall be issued and the original Parking Permit shall become invalid.

- (b) If a Parking Permit is lost or destroyed, the Permit Holder may apply to the Council for the issue of a duplicate. If the Council is satisfied as to the loss or destruction of the Parking Permit, a duplicate will be issued.
- (c) If a Permit Holder acquires a new vehicle or motorcycle, the Permit Holder shall surrender the original Parking Permit to the Council and make an application for a new Parking Permit and the original Parking Permit shall become invalid.
- (d) The Council will make an administration charge for the issue of a duplicate Parking Permit

PART 7

SUPPLEMENTARY PROVISIONS

39 Contravention of this Order

- 39.1 If a motor vehicle is parked in contravention of any of the Articles, provisions and requirements of this Order then a contravention shall have occurred and a penalty charge shall be payable in accordance with any penalty charge notice which may then be issued by a Parking Attendant.
- 39.2 Where a vehicle remains in a position so as to incur a penalty charge on the issue of a penalty charge notice, a further penalty charge notice may be issued on each calendar day thereafter

40. Orders to be Revoked or Amended

The Orders specified in Column 1 of Schedule 6 are hereby revoked or amended as specified within Column 2 of the said Schedule.

Sealed with the Common Seal of Argyll and Bute Council and subscribed for them and on their behalf by David Logan, Head of Legal and Regulatory Support at Lochgilphead on Monday the _____ day of _____ Two Thousand and _____.

Signed.....

Date.....

SCHEDULES

**This is Schedule 1 referred to in the foregoing “Argyll and Bute Council
(Various Streets, Luss) (Traffic Management) 202_**

SCHEDULE 1		
Prohibition of Driving		
Roads within Luss	Section of road on which driving is prohibited	
1	Pier Road	Extending from its junction with the Old A82 Road eastwards to its termination at Luss Pier, a distance of 303 metres or thereby.
2	Church Road	Extending from its junction with Pier Road, south, east and northwards to its junction with the same road at “Cleveland Bank”, a distance of 321 metres or thereby
3	School Road	Extending from its junction with the Old A82 Road south-eastwards to its junction with Pier Road, a distance of 140 metres or thereby.
4	Murray Place	Extending from its junction with Pier Road, east and southwards to its termination, a distance of 170 metres or thereby.

**This is Schedule 2 referred to in the foregoing “Argyll and Bute Council
Various Streets, Luss) (Traffic Management) 202_**

SCHEDULE 2			
Prohibition of Waiting and Loading at any time			
Roads Within Luss	Section of road designated as having a prohibition of waiting and loading at any time	Side of road to which restriction applies	
1	Old A82	From a point 17 metres or thereby southeast of its junction with the A82 Trunk Road, extending in a south easterly direction for a distance of 25 metres or thereby.	East
2	Old A82	From the extended south east kerbline of Luss Camp Site Road extending in a southerly direction to the extended north kerbline of the Car Park Exit Road a distance of 142 metres or thereby.	East
3	Old A82	From the extended south kerbline of the Car Park Exit Road extending in a southerly direction for a distance of 12.5 metres or thereby	East
4	Old A82	From a point 29 metres or thereby south of the extended south kerbline of the Car Park Exit Road extending in a southerly direction for a distance of 10 metres or thereby.	East
5	Old A82	From the extended north kerbline of School Road in a northerly direction for a distance of 8.5 metres or thereby.	East
6	Old A82	From the extended south kerbline of School Road extending in a southerly direction to the extended north kerbline of Pier Road a distance of 107 metres or thereby.	East
7	Old A82	From the extended south kerbline of Pier Road extending in a southerly direction for a distance of 450 metres or thereby.	East
8	Old A82	From a point 17 metres or thereby southeast of its junction with the A82 Trunk Road, extending in a south easterly thence southerly direction to the	West

SCHEDULE 2			
Prohibition of Waiting and Loading at any time			
Roads Within Luss		Section of road designated as having a prohibition of waiting and loading at any time	Side of road to which restriction applies
		extended north kerblines of School Road, a distance of 245 metres or thereby.	
9	Old A82	From the extended south kerblines of School Road, extending in a southerly direction for a distance of 82 metres or thereby	West
10	Old A82	From the extended north facing building line to the extended south facing building line of the Hotel known as the "Loch Lomond Arms", a distance of 35 metres or thereby.	West
11	Old A82	From a point 24 metres or thereby south of the extended south kerblines of Pier Road, extending in a southerly direction for a distance of 428 metres or thereby	West
12	Church Road	Extending from a point 104 metres south of its western junction with Pier Road, eastwards and northwards to the access to the property known as "Luss Glass Studio", a distance of 86 metres or thereby.	Both
13	School Road	Extending from its junction with the Old A82 Road north – westwards to its termination, for a distance of 37 metres or thereby	Both

**This is Schedule 3 referred to in the foregoing “Argyll and Bute Council
(Various Streets, Luss) (Traffic Management) 202_**

SCHEDULE 3			
Prohibition of Waiting at any time except vehicles displaying valid permits			
Roads Within Luss		Section of road designated as a restricted parking zone	Side of road to which restriction applies
1	Pier Road	Extending from its junction with the Old A82 Road eastwards to its termination at Luss Pier, a distance of 303 metres or thereby.	Both
2	Church Road	Extending from its western junction with Pier Road, southwards for a distance of 104 metres or thereby	Both
2	Church Road	Extending from its eastern junction with Pier Road, southwards to the access to the property known as “Luss Glass House”, a distance of 130 metres or thereby.	Both
3	School Road	Extending from its junction with the Old A82 Road south-eastwards to its junction with Pier Road, a distance of 140 metres or thereby.	Both
4	Murray Place	Extending from its junction with Pier Road (including parking areas) east and southwards to its termination, a distance of 170 metres or thereby.	Both

**This is Schedule 4 referred to in the foregoing “Argyll and Bute Council
(Various Streets, Luss) (Traffic Management) 202_**

SCHEDULE 4			
Prohibition of Waiting at any time			
Roads Within Luss		Section of road designated “Prohibition of Waiting at any time”	Side of road to which restriction applies
1	Old A82	Extending from its junction with the “Luss Games Field) southwards for a distance of 1263 metres or thereby	Both
2	Old A82	Extending from its junction with the access road to “Low Aldochlay Cottage” southwards for a distance of 114 metres or thereby	Both
3	Old A82	Extending from it junction with the access road to “Low Aldochlay Cottage” southwards for a distance of 53 metres or thereby	West
4	Old A82	From a point 167 metres or thereby south of its junction with the access road to “Low Aldochlay Cottage” southwards for a distance of 1008 metres or thereby	Both

**This is Schedule 5 referred to in the foregoing “Argyll and Bute Council
(Various Streets, Luss) (Traffic Management) 202_**

SCHEDULE 5				Side of road
Parking Places - Maximum stay 30 minutes, no return within 1 hour 0800-2000 hours Monday to Sunday				
Roads Within Luss	Section of road designated as parking place		Maximum number of parking bays	
1	Old A82	Extending from a point 8.5 metres or thereby north of the extended north kerbline of School Road, in a northerly direction for a distance of 22 metres or thereby.	4	East
2	Old A82	Extending from a point 12.5 metres or thereby south of the extended south kerbline of the Car Park Exit Road, in a southerly direction for a distance of 16.5 metres or thereby.	3	East

This is Schedule 6 referred to in the foregoing “Argyll and Bute Council
(Various Streets, Luss) (Traffic Management) 202_

SCHEDULE 6	
Parking Charges	
(a) Permit Charges	
Parking Permit	Charges
Resident Parking Permit	£98 Annual per vehicle (maximum 2 per household)
Business Parking Permit	£98 Annual per vehicle (maximum 2 per business premises)

DRAFT

**This is Schedule 7 referred to in the foregoing “Argyll and Bute Council
(Various Streets, Luss) (Traffic Management) 202_**

SCHEDULE 7	
Orders to be revoked	
Name of Order	Extent of Revocation
The County of Dumbarton – Pier Road, Luss (Street Parking Place) Order 1967	the entire Order
The County of Dumbarton – Pier Road, Luss (Restriction of Waiting) Order 1967	the entire Order
The County of Dumbarton – Luss Village- (restriction of Waiting) Order 1968	the entire Order

This is Schedule 8 referred to in the foregoing “Argyll and Bute Council
(Various Streets, Luss) (Traffic Management) 202_

SCHEDULE 8

PLANS

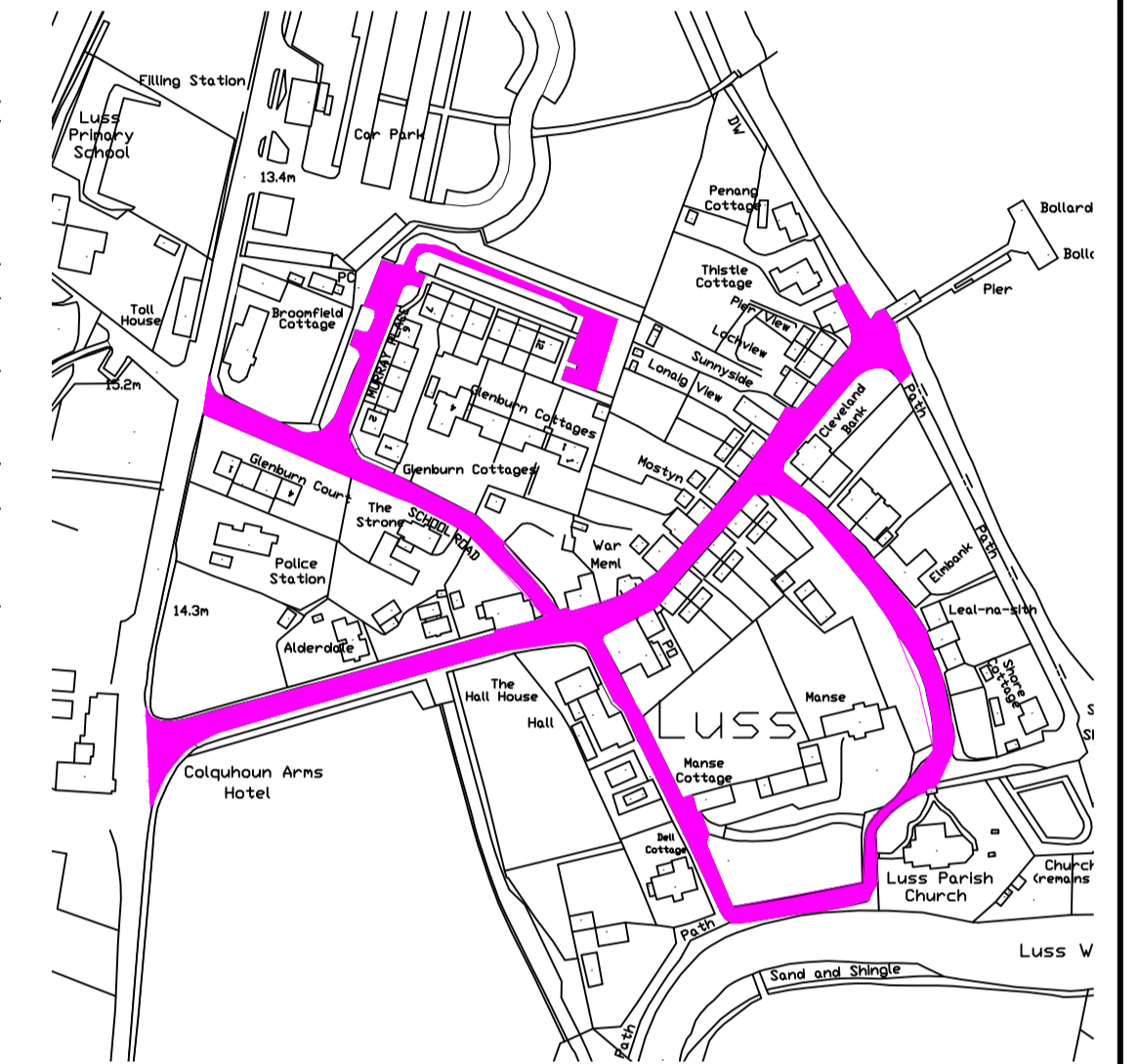
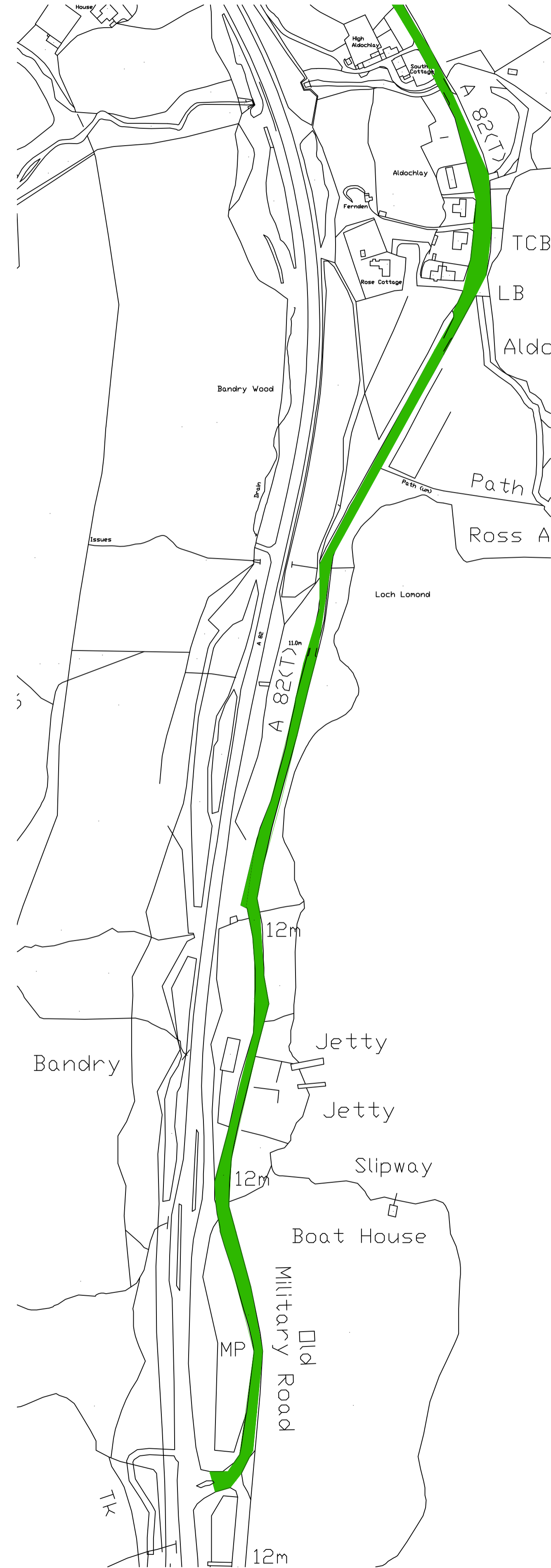
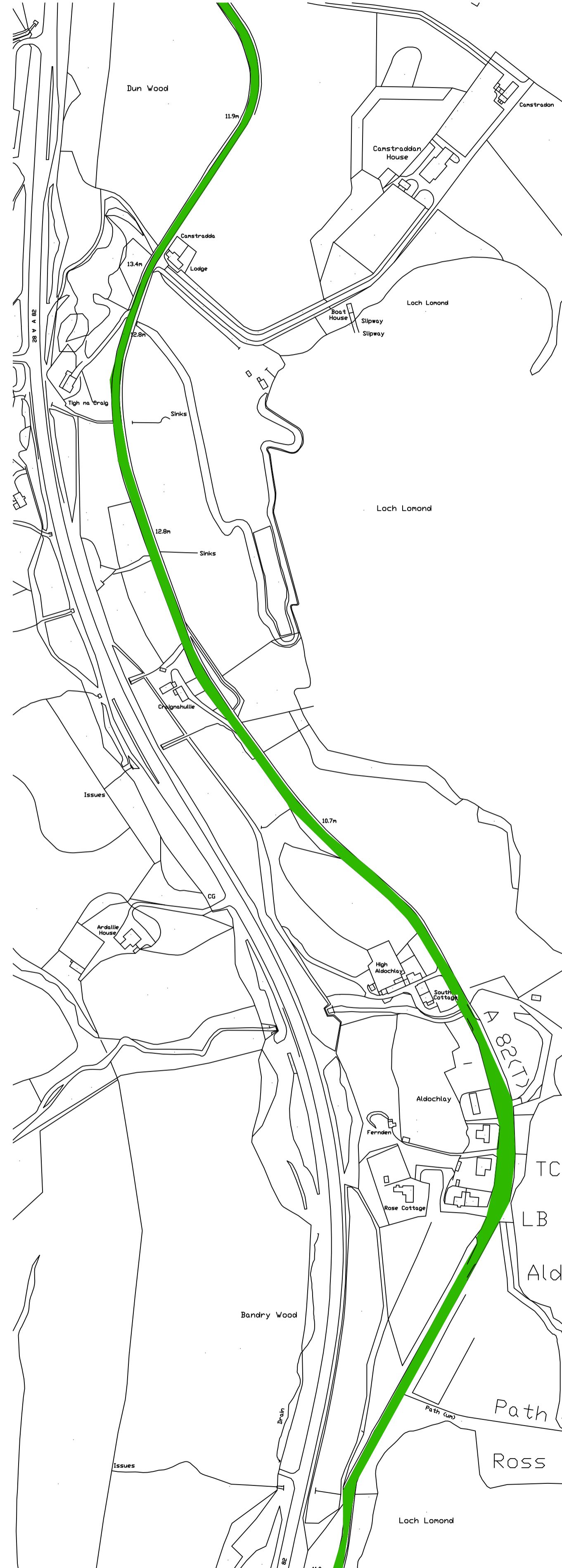
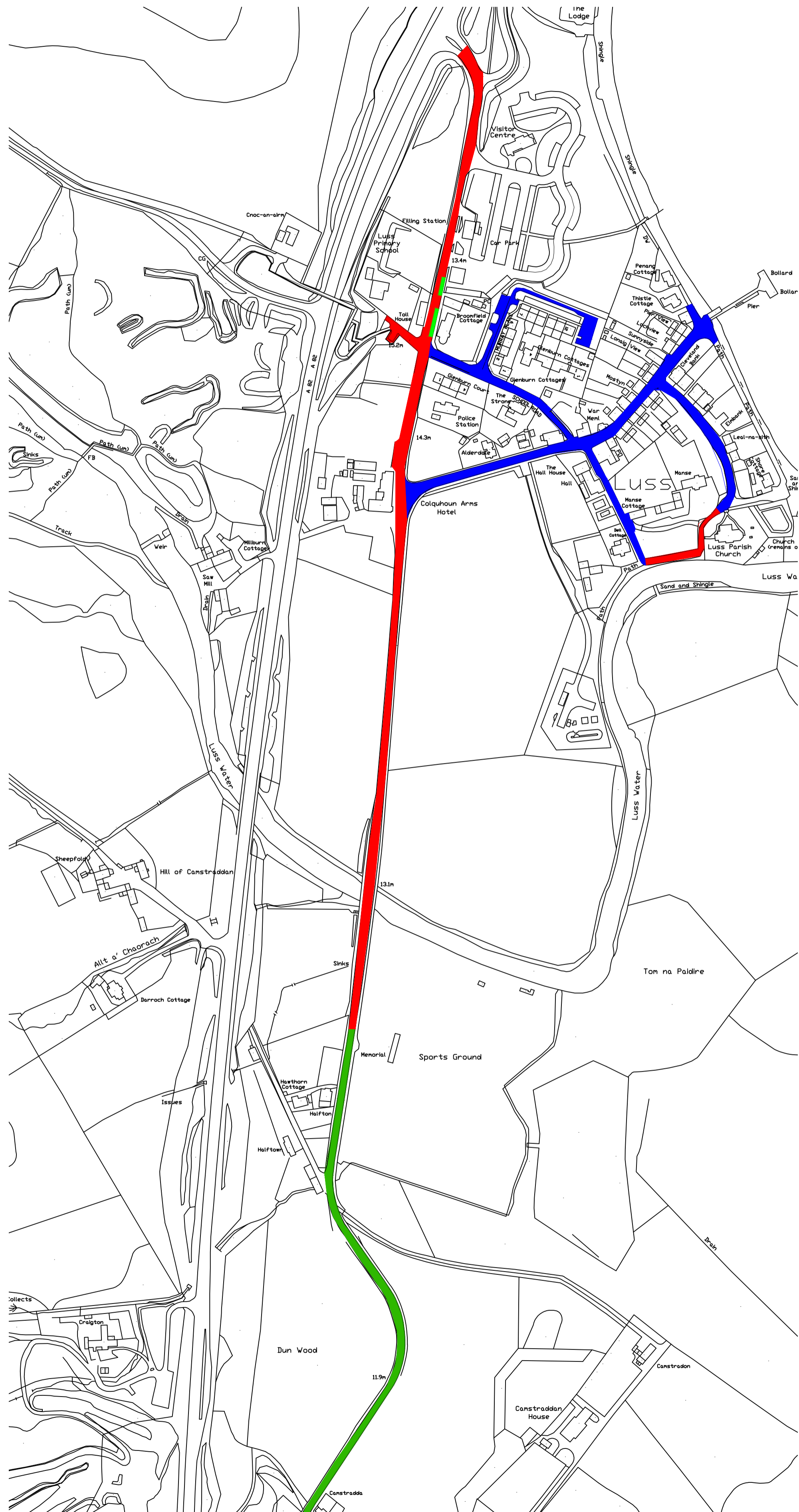
Drawing Number:	Title
LUSSTRO- TM 2021/01	“Layout (indicative)”
LUSSTRO- TM 2021/02	“Plan Reference No 1: Extent of Luss Parish Boundary”

DRAFT

ARGYLL & BUTE COUNCIL - DEVELOPMENT & INFRASTRUCTURE SERVICES

Notes:

1.



- █ No Waiting/No loading restriction
- █ No Waiting only restriction
- █ Waiting limited to 30 minutes
- █ Restricted waiting with exemptions
- █ Prohibition of Driving with exemptions

SUFFIX	REVISION	INIT.	DATE	INIT.	DATE

DIRECTOR OF DEVELOPMENT & INFRASTRUCTURE SERVICES

NETWORK & STANDARDS,
MANSE BRAE,
LOCHGILPHEAD, ARGYLL, PA31 8RD

TITLE

Argyll and Bute Council
(Various Streets, Luss)
(Traffic Management) Order 202x

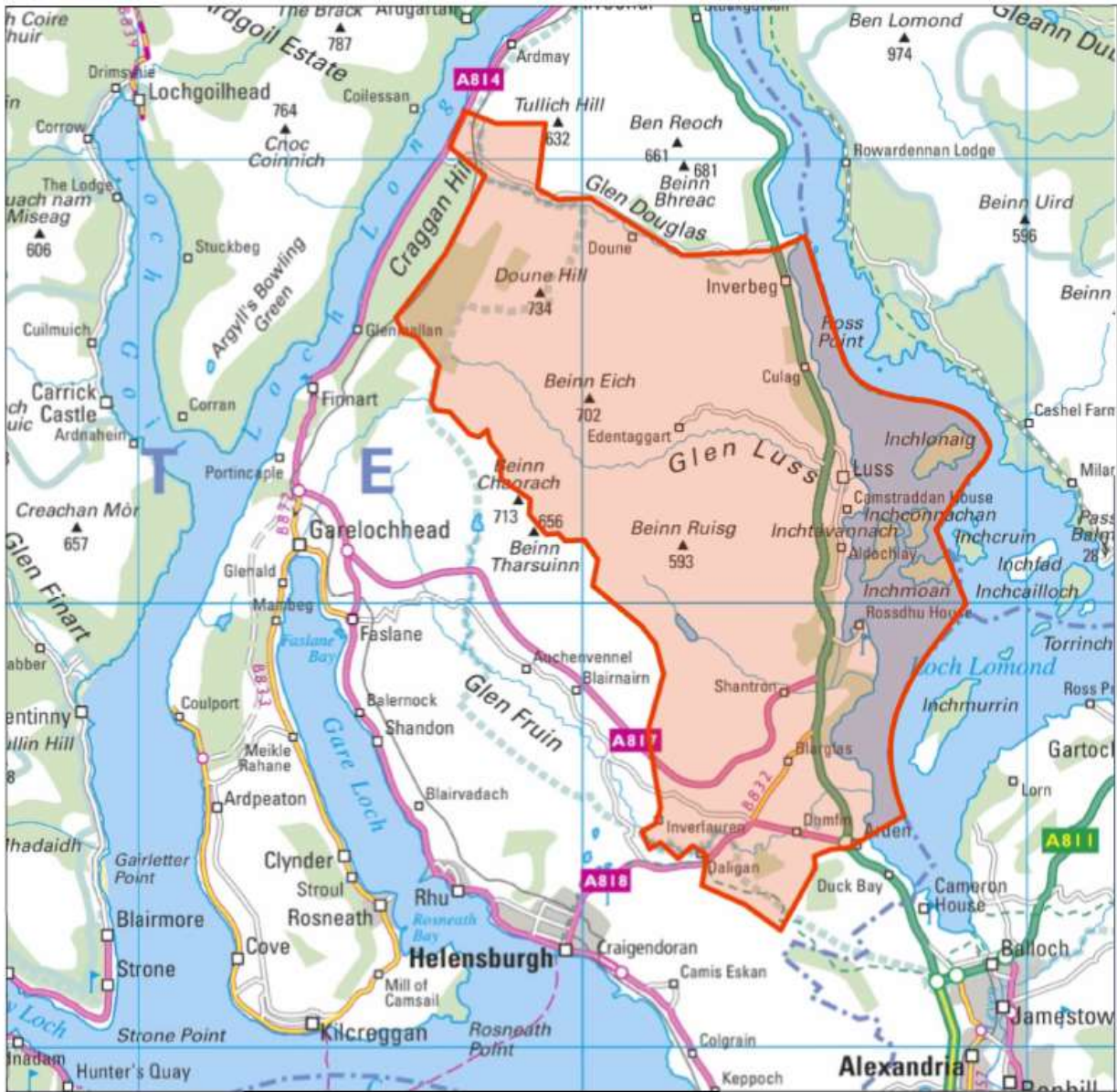
Layout Plan (indicative)

SCALES n.t.s.

DRAWN BY	SW	DRAWING No.
CHECKED BY		LUSSTRO-TM
APPROVED BY		2021/01
		DATE ISSUED
		January 2021



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LEGEND

Extent of Luss Parish Boundary

Title

**ARGYLL AND BUTE COUNCIL
(VARIOUS STREETS, LUSS)
(TRAFFIC MANAGEMENT) ORDER 202_
Plan Reference No. 1**

Development and Infrastructure Services
Director: Pippa Milne

Drawing Number: LUSSTRO- TM 2021/02

Drn By SCA

Scale: NTS

Chk by SW

Date: 16/02/2021



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Order Name: Argyll and Bute Council (VARIOUS STREETS, LUSS)(TRAFFIC MANAGEMENT) ORDER 202X

Total Objections Received: 91

Total Objections Extant: 81

	Themes:	No. of Objections Received	No. Extant at end of engagement	Comments
1	"oppose the proposed parking permit fee of £90 per annum per permit. In letter dated 14th December 2016, Argyll & Bute Council proposed a £40 cost"	87	87	The cost of permits is primary source of objections, as outlined above this set at council level.
3	"oppose no consideration for residents visitors parking"	1	1	Monitor post implementation
4	"Traffic Issues in Luss are in the main a holiday / seasonal problem and should be treat as such in any XXXX (illegible) with regards to street parking. Imposing a financial penalty on the existing residents in a mainly social housing area is wrong!"	3	3	
5	"Business Parking permits...two permit allocation is totally inadequate for the operation of my (objector's) business"	1	1	Monitor post implementation
6	"Oppose to cost of permit in relation to affordability"	3	3	Note: quoted permit cost for public car park £498 Vs proposed £98 RPZ Permit.
7	"Concern of tradesman access"	1	1	
9	Concern that customers cannot parking near premises (with reduced mobility but no disabled badge)	1	1	Monitor post implementation
10	Object to prohibition driving and associate access and egress	1	1	
11	"As a OAP [redacted for GDPR], I think is a disgrace to charge residents £90 for permit to park at their door. As most residents in Luss are pensioners it very unfair and parking should be free to residents. Only local traffic, delivery and emergency vehicles should be allowed through the village. The speed some care go through at and don't use the one way system. It's an accident to happen."	1	1	
13	"Oppose to cost for permits"	1	1	
14	"Oppose to business having more than one permit"	1	1	
15	"Oppose to residents having a limit of permits"	1	1	

ARGYLL AND BUTE COUNCIL**HELENSBURGH AND LOMOND AREA
COMMITTEE****LEGAL AND REGULATORY SUPPORT 16 SEPTEMBER 2021**

APPOINTMENT TO GOUROCK HARBOUR REFERENCE GROUP

1.0 INTRODUCTION

- 1.1 This report asks the Area Committee to consider the appointment of an Elected Member to the Gourock Harbour Reference Group.

2.0 RECOMMENDATION

- 2.1 The Area Committee is asked to consider the appointment of an Elected Member to the Gourock Harbour Reference Group.

3.0 DETAIL

- 3.1 The Council has received a formal request from Caledonian Maritime Assets (CMAL) for one Elected Member representative to join the Gourock Harbour Reference Group.
- 3.2 The Group has been formed to bring together the project design teams, community representatives, Elected Members and regional transport bodies in facilitation of the project which will deliver a modern, reliable and resilient lifeline ferry service which meets the needs of passengers and communities in the areas covered by the Gourock to Dunoon and Gourock to Kilcreggan ferry services. The Group already has an Elected Member who represents the Dunoon area (Councillor Alan Reid). As the project is progressing CMAL have requested the nomination of one Member to represent the Kilcreggan element of the project.
- 3.3 Members of the Group will provide feedback on the current service and will input into the design of the future infrastructure upgrades and new vessels as well as considering the passenger facilities and how these integrate with services and other modes of transport. Argyll and Bute Council are leading on the Kilcreggan Infrastructure part of the project and CMAL are leading on the vessel.
- 3.4 The meetings of the Group will be held approximately every 16-20 weeks. It is intended that the Group will commission a Strategic Business Case, an Outline Business Case and a Final Business Case and will be circulated to the Reference Group. The Reference Group will continue to operate until the infrastructure has been completed and the vessels delivered.
- 3.5 The appointment to the Reference Group will be until the next Local Government Elections in May 2022.

4.0 CONCLUSION

4.1 This report asks the Area Committee to consider making an appointment to the Gourock Harbour Reference Group.

5.0 IMPLICATIONS

5.1 Policy – none

5.2 Financial – none.

5.3 Legal – none

5.4 HR – none

5.5 Fairer Scotland Duty:

5.5.1 Equalities – protected – none

5.5.2 Socio-economic Duty – none

5.5.3 Islands – none

5.6 Risk – none

5.7 Customer Service – none

Douglas Hendry, Executive Director with responsibility for Legal and Regulatory Support

Policy Lead – Councillor Mary Jean Devon

10 August 2021

For further information contact: Shona Barton, Committee Manager, 01436 657605, shona.barton@argyll-bute.gov.uk

APPENDICES

None.

ARGYLL AND BUTE COUNCIL**HELENSBURGH AND
LOMOND AREA COMMITTEE****CUSTOMER SUPPORT SERVICES****16 SEPTEMBER 2021**

AREA SCORECARD FQ1 2021/22

1 Background

- 1.1 This paper presents the Area Report for Financial Quarter 1 2021/22 (April-June 2021) 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 At the previous Area Committee meeting concern was raised over the current reporting method for dog fouling. To help highlight the efforts from both officers and members of the public, alternative reporting options have been discussed and explored.

It is felt that the current data collection and reporting methods should remain the same but going forward ensure that the supporting commentary is enhanced to help put the data into context.

- 1.4 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.
- 1.5 A short key to symbols / layout is attached. (Appendix 1).
- 1.6 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-
 - a) Agrees to the proposed presentation of dog fouling data commentary as detailed at 1.3.
 - b) Notes and considers the performance and supporting commentary as presented.
 - c) Upon receipt of the Quarterly Performance Report the Area Committee contact either the Responsible Named Officer or Sonya Thomas with any queries.

- d) Note that work is ongoing and to respond to Sonya Thomas with requests or comments regarding the layout and format of the Performance 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	None. If requested the Area Committee Performance Report can be supplied in a different format.
3.5.2	Socio-economic Duty	None
3.5.3	Islands	None
3.6	Risk	None
3.7	Customer Service	None

Kirsty Flanagan, Executive Director with responsibility for Customer Support Services

**Jane Fowler
Head of Customer Support Services**

For further information, please contact:

Sonya Thomas

Organisation Development Officer - Performance and Improvement

Customer Support Services

01546 604454

Appendix 1: Key to symbols

Appendix 2: Illustration of Business Outcomes aligned to Corporate Outcomes

Appendix 3: FQ1 2021/22 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	BO101 We Ensure Information And Support Is Available For Everyone.	BO104 Our Communities Are Protected And Supported.	BO106 Our Looked After Young People Are Supported By Effective Corporate Parenting.	BO108 All Our Children And Young People Are Supported To Realise Their Potential.	BO110 We Support Businesses, Employment And Development Opportunities.	BO113 Our Infrastructure Is Safe And Fit For The Future.	BO115 We Are Efficient And Cost Effective.
	BO102 We Provide Support, Prevention And Opportunities To Help People Make Better Lifestyle Choices.	BO105 Our Natural And Built Environment Is Protected And Respected.	BO107 The Support And Lifestyle Needs Of Our Children, Young People, And Their Families Are Met.	BO109 All Our Adults Are Supported To Realise Their Potential.	BO111 We Influence And Engage With Businesses and Policy Makers.	BO114 Our Communities Are Cleaner And Greener.	BO116 We Engage And Work With Our Customers, Staff And Partners.
	BO103 We Enable A Choice Of Suitable Housing Options.				BO112 Argyll & Bute Is Promoted To Everyone.		BO117 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;">Caring, Committed, Collaborative & Creative Cùramach, Dealasach, Cruthachail agus Com-pàirteach</p>						

HELENSBURGH & LOMOND FQ1 2021/22 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	FQ4 2020/21	FQ1 2021/22	
	9	8	GREEN
	12	13	RED
	7	7	NO TARGET
	28	28	TOTAL

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Corporate Outcome No 1 - People live active, healthier and independent lives								
Number of affordable social sector new builds - H&L (Housing Services)	●	↑	0	0	10	10	Allan Brandie	FQ1 2021/22 H&L During quarter 1 there were 58 completions. Bute and Cowal - 6 which included 2 wheelchair accessible units Helensburgh and Lomond - 10 units Oban, Lorn and the Isles - 42 units which included 2 wheelchair accessible units Mid Argyll. Kintyre and Islay - 0 The annual Strategic Housing investment Plan (SHIP) targets are: Bute and Cowal - 9 Helensburgh and Lomond - 10 Oban, Lorn and the Isles - 302 Mid Argyll, Kintyre and Islay - 42 The annual targets for 2021/22 is 363 completions.
								FQ4 2020/21 H&L The impact of Covid-related restrictions on on-site working, staff travel & materials transport, and constraints on supply chains generally, has led to slippage with the majority of SHIP projects. During Q3 there were 20 units at Tighnabruich completed which were not included in Q3 Pyramid figures as handover was not confirmed until January 21 and have therefore been included in Q4. Most developments are starting to get back on track but unfortunately, the latest lockdown measures have had further implications for delivery of the programme and has affected the annual output targets for 2020/21, with completions due in Q4 slipping into 2021/22. The LHS/SHIP annual target of 110 completions therefore has not been achieved this year, with only 48 units in total being delivered. However, the major project at Dunbeg is due to deliver a significant initial phase of new build units in April/May 2021 which will compensate for the reduction in outputs in 2020/21. Completions during 20/21: Bute and Cowal – 26 units Helensburgh and Lomond – 0 units Oban, Lorn and Isles – 22 units Mid-Argyll, Kintyre and Islay – 0 units.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
DEG103_01-Number of new affordable homes completed per annum. (Housing Services)	●	↑	20	20	54	54	Allan Brandie	<p>FQ1 2021/22 A&B</p> <p>During quarter 1 there were 58 completions. Bute and Cowal - 6 which included 2 wheelchair accessible units Helensburgh and Lomond - 10 units Oban, Lorn and the Isles - 42 units which included 2 wheelchair accessible units Mid Argyll. Kintyre and Islay - 0</p> <p>The annual Strategic Housing investment Plan (SHIP) targets are: Bute and Cowal - 9 Helensburgh and Lomond - 10 Oban, Lorn and the Isles - 302 Mid Argyll, Kintyre and Islay - 42 The annual targets for 2021/22 is 363 completions.</p> <p>FQ4 2020/21 A&B</p> <p>The impact of Covid-related restrictions on on-site working, staff travel & materials transport, and constraints on supply chains generally, has led to slippage with the majority of SHIP projects. During Q3 there were 20 units at Tighnabruich completed which were not included in Q3 Pyramid figures as handover was not confirmed until January 21 and have therefore been included in Q4. Most developments are starting to get back on track but unfortunately, the latest lockdown measures have had further implications for delivery of the programme and has affected the annual output targets for 2020/21, with completions due in Q4 slipping into 2021/22. The LHS/SHIP annual target of 110 completions therefore has not been achieved this year, with only 48 units in total being delivered. However, the major project at Dunbeg is due to deliver a significant initial phase of new build units in April/May 2021 which will compensate for the reduction in outputs in 2020/21. Completions during 20/21: Bute and Cowal – 26 units Helensburgh and Lomond – 0 units Oban, Lorn and Isles – 22 units Mid-Argyll, Kintyre and Islay – 0 units.</p>

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Corporate Outcome No.2 - People live in safer and stronger communities								
H&L - Number of Parking Penalty Notices Issued (Streetscene H&L)		↑	No Target	411	No Target	1,611	Hugh O'Neill	FQ1 2021/22 H&L Glen Loin 1 Car Park now no longer leased by ABC. Luss village lack of signs and lines causing visitors to park in area by mistake. Lomondside very busy.
								FQ4 2020/21 H&L Visitors receiving PCNs despite Covid restrictions.
A&B - Number of Parking Penalty Notices Issued (StreetScene)		↑	No Target	462	No Target	1,915	Hugh O'Neill	FQ1 2021/22 A&B Lomondside busy with visitors, other areas not at pre-Covid levels.
								FQ4 2020/21 A&B Area quite in general with the exception of Lomondside where visitors were ignoring Covid restrictions to visit.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Car Parking income to date - H&L (Streetscene H&L)	●	↓	£227,868	£162,024	£56,532	£39,833	Hugh O'Neill	FQ1 2021/22H&L Some income arising from card payments is still to be allocated to the area totals, however, these won't be accounted for until FQ2 due to the billing process (card payments are taken by a third party and credited to the Council on a monthly basis). Officer observations are that within H&L Arrochar and Luss are busy most of the time while Helensburgh is busier on sunny days.
								FQ4 2020/21 H&L Although there has been a slight increase in the level of car parking income received in FQ4, the on-going impact of Covid and its associated restrictions has resulted in the continuation of a significant under recover of the car parking income budget.
<i>Arrochar</i>				£2,374	<i>Income collected each FQ.</i>	£11,880		
<i>Luss, Lomond</i>				£2,915		£23,515		
<i>Maitland Street, Helensburgh</i>				£44		£0		
<i>Pier, Helensburgh</i>				£1,109		£4,437		
Car Parking income to date - A&B (StreetScene)	●	↓	£1,002,075	£491,197	£194,703	£65,535	Hugh O'Neill	FQ1 2021/22 A&B While FQ1 is showing an under recovery of £129,168, it should be noted that there are additional card payments amounting to £78,131.85 arising from June. The card payments are made through a third party and credited to the Council on a monthly basis; this does mean, however, that the income from the last full month of each quarter is paid in the following financial quarter. Notwithstanding this, there is still an under recovery for FQ1 which may be an impact of the ongoing Covid restrictions into the start of this financial year. The following is based on Officer observations per area: B&C – car parks remain quiet, even within the free to use car parks. H&L - Arrochar and Luss are busy most of the time. Helensburgh busier on sunny days MAKI - Inveraray is busy at weekends, quiet otherwise OLI - Oban is busy at the weekends.
								FQ4 2020/21 A&B Although there has been a slight increase in the level of car parking income received in FQ4, the on-going impact of Covid and its associated restrictions has resulted in the continuation of a significant under recover of the car parking income budget.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Dog fouling - total number of complaints H&L (Streetscene H&L)	●	↑	12	30	12	14	Tom Murphy	FQ1 2021/22 H&L The number of dog fouling complaints for the FQ1 has halved since the last quarter with a total of 14 complaints for the months of April, May and June. The Warden Service have engaged with relevant partners and complainers in an attempt to gain the necessary support and evidence to report those responsible. Wardens continue to patrol hot spot areas offering advise, warnings and fixed penalties where appropriate.
								FQ4 2020/21 H&L The number of dog fouling complaints has risen from 12 in FQ3 to 30 in FQ4, this is disappointing however the Warden Service will continue with their efforts to deal with this issue and will continue to engage with all partners in an attempt to deal with this problem.
Dog fouling - total number of complaints A&B (StreetScene)	●	↑	78	96	78	72	Tom Murphy	FQ1 2021/22 A&B The number of dog fouling complaints remains high this quarter, this is disappointing. It is hoped we will see an improvement in this next quarter as the Warden Service will continue to monitor this and engage with all parties in an attempt to deal with this problem. The warden service remains committed to dealing with irresponsible dog owners. The catching of a person committing an offence is very difficult and the majority of complainants either wish to remain anonymous or decline to give a statement. However, wherever possible the wardens engage with an irresponsible dog owner with the view to explain and educate on the issues caused by dog fouling.
								FQ4 2020/21 A&B The number of dog fouling complaints has almost doubled for the months of January, February and March, this is disappointing and the Warden service will continue to monitor this and engage with all parties in an attempt to deal with this problem in the hope that we will see the numbers reduce in the next quarter.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
LEAMS [Local Environment Audit and Management System] - H&L Helensburgh (Cleanliness Monitoring Systems) MONTHLY DATA COMBINED TO SHOW QUARTERLY AVERAGE	●	↑	73	75	73	76	Tom Murphy	FQ1 2021/22 H&L There has been an improvement in the standard of cleanliness this quarter in the Helensburgh/Lomond area with the following performance levels, April 76, May 80 and June 73.
								FQ4 2020/21 H&L The standard of cleanliness for the FQ4 within Helensburgh is good, January 76, February 75 and March 73 however there is room for improvement and we will hopefully see this in the next quarter.
LEAMS [Local Environment Audit and Management System] - Argyll and Bute monthly average (Cleanliness Monitoring Systems) MONTHLY DATA COMBINED TO SHOW QUARTERLY AVERAGE	●	⇒	73	81	73	81	Tom Murphy	FQ1 2021/22 A&B The level of street cleanliness across the area remains at a very high standard, exceeding both the National Standard and Benchmark Figure. 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.
								FQ4 2020/21 A&B Delivery of street cleanliness operations is monitored through the Keep Scotland Beautiful LEAMS programme. The department continues to deliver to a high standard, exceeding the national target of 67% and regularly meeting the Council's target of 73%.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Corporate Outcome No.3 - Children and young people have the best possible start								
No Area Committee Measures to report on for Corporate Outcome 3.								
Corporate Outcome No.4 - Education, skills and training maximises opportunities for all								
H&L-Maintain the percentage of 16-19 year olds participating in education, training or employment (Youth Services)	●	↓	94.00%	94.84%	94.00%	93.89%	Simon Easton	FQ1 2021/22 H&L There has been a slight decrease between FQ4 2020/21 and FQ1 2021/22.
								FQ4 2020/21 H&L The Annual Participation Measure is collated and reported on once a year, normally September. Since April 2021 SDS has begun reporting on 16 to 19 year old's on a monthly basis and this information will be included in FQ1 21-22.
EDU107_13-Maintain the percentage of 16-19 year olds in Argyll and Bute participating in education, training or employment (Youth Services)	●	↓	94.00%	95.22%	94.00%	94.58%	Simon Easton	FQ1 2021/22 A&B The Annual Participation Measure is collated and reported on once a year, normally September. Since April 2021 SDS has begun reporting on 16 to 19 year olds on a monthly basis.
								FQ4 2020/21 A&B The Annual Participation Measure is collated and reported on once a year, normally September. Since April 2021 SDS has begun reporting on 16 to 19 year old's on a monthly basis and this information will be included in FQ1 21-22.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Corporate Outcome No.5 - The economy is diverse and thriving								
% of Pre-Application enquiries processed within 20 working days - H&L (Planning Applications)	●	↓	75.0%	68.0%	75.0%	51.5%	Peter Bain	FQ1 2021/22 H&L During FQ1 performance in the Helensburgh and Lomond area team continued to be affected by the backlog of work arising from Covid and settling in of a new staff member. It is anticipated that there should be signs of improvement during FQ2.
								FQ4 2020/21 H&L Performance in the Helensburgh and Lomond area team has seen a significant improvement in FQ4 from FQ3. The backlog of work arising from Covid is continuing to impact upon performance in both H&L and the wider DM team.
% of Pre-application enquiries processed within 20 working days - A&B (Planning Applications)	●	↓	75.0%	68.9%	75.0%	66.7%	Peter Bain	FQ1 2021/22 A&B FQ1 has seen a slight downturn on FQ4 but still slightly below target as the team prioritises the processing of planning applications during the COVID pandemic; performance has also been impacted during FQ1 by two vacancies, and long term absence.
								FQ4 2020/21 A&B FQ4 has seen an improvement on FQ3 but still slightly below target as the team prioritises the processing of planning applications during the Covid pandemic.
Householder Planning Apps: Ave no of Weeks to Determine - H&L (Planning Applications)	●	↑	8.0 Wks	9.0 Wks	8.0 Wks	8.7 Wks	Peter Bain	FQ1 2021/22 H&L Performance in FQ1 improved to 8.7 weeks when compared to FQ4 at 9.0 weeks, in what are difficult operational circumstances.
								FQ4 2020/21 H&L Performance in FQ4 improved to 9.0 weeks when compared to FQ3 at 11.1 weeks, in what are difficult operational circumstances.
Householder Planning Apps: Ave no of Weeks to Determine - ABC (Planning Applications)	●	⇒	8.0 Wks	9.1 Wks	8.0 Wks	9.1 Wks	Peter Bain	FQ1 2021/22 A&B The team are working through the backlog of planning applications caused by the extreme changes to working practices earlier in the year. Set against this backdrop, the improvement in performance from 10.0 weeks in the previous quarter to 9.1 weeks has been maintained during FQ1 despite the ongoing operational difficulties of delivering the Planning Service with the restrictions brought about by the pandemic.
								FQ4 2020/21 A&B The team are working through the backlog of planning applications caused by the extreme changes to working practices earlier in the year. Set against this backdrop, the improvement in performance from 10.0 weeks in the previous quarter to 9.1 weeks in FQ4 is pleasing given the ongoing operational difficulties of delivering the Planning Service with the restrictions brought about by the pandemic.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Corporate Outcome No.6 - We have infrastructure that supports sustainable growth								
Street lighting - H&L percentage of faults repaired within 10 days (Street Lighting - Maintenance)	●	↑	75%	38%	75%	45%	Hugh O'Neill	FQ1 2021/22 H&L We have identified a further issue with the Asset Management system (LMS) which does not calculate the dark lamp reports in line with quarterly performance on Pyramid. We have manually checked this over the individual months of the first quarter of 2021/22 which shows April 51.2%, May 52.2% and June at 25%. Further analysis of June's poor performance has revealed that several jobs were completed on time, however had not been marked up on the asset system by staff within the allotted timescales. Therefore adjusting this means June compliance is 56.2%. Tallying all three for the quarter give a compliance of 53.2%. Whilst still below the compliance rate we have again improved month on month this year. We have now recruited an electrician in the Helensburgh area which should improve repair timescales.
								FQ4 2020/21 H&L HL up from 0% to 38%. Material supply issues, continue to hamper efficient operations, partly due to Covid furlough and Brexit related import controls, on electrical equipment. The Dunoon based Electrician was able to increase the rate of repair, once some material deliveries were received. The logistics of reacting to faults in remote districts, including travel to Lomond, means that it is uneconomic to react to every individual fault. The grouping of faults by area, in daily or weekly work packages, can result in the under achievement of the target response time. A recruitment process is underway, towards appointing a Helensburgh based Electrician to the vacant post, to improve working efficiency in this "third" of the inventory. Some faults, were not able to be assessed and re-categorised within the timescale by the one Dunoon based SL Inspector, where longer term issues prevented repairs. We continue to work with Power Supply providers, to re-connect power to dark sections, when their resources are made available to the Council.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
RIS113_05-The percentage of street lighting fault repairs are completed within 10 working days (Street Lighting - Maintenance)	●	↑	75%	40%	75%	46%	Hugh O'Neill	<p>FQ1 2021/22 A&B</p> <p>Whilst the performance in FQ1 is an improvement from FQ4 the service acknowledges that performance is still below target and is continuing to work with the action plan that was implemented to improve performance. The service has introduced a Street Lighting Service Disruption page onto our Website and identified an issue with the Asset Management system (LMS) which does not automatically provide updates to customers reporting faults on our street lighting Network. We have been working with staff in the contact centre and RIS Administration to pick up updates from LMS and add these to Oracle to ensure better updates are being received. The team are holding regular Network and Operational Meetings to provide staff with support and highlight areas for improvement, this is being managed with a set of actions in the improvement plan. The team have now recruited an electrician in the Helensburgh area which should improve repair timescales.</p> <p>FQ4 2020/21 A&B</p> <p>The action plan to identify and process requests for service is starting to show a slight improvement in Dark Lamp response times. There is however still the overarching issue of the geographical spread of faults in the system and the related isolated and reduced level of physical resources to deliver the service. At present there remains one Electrician based in Dunoon covering mainly Eastern districts and one in Lochgilphead covering mainly Western and Island districts. Whilst the figures for the last quarter show an improvement this is still below target as travel and other weather related restrictions hampered the completion of most repairs within the target timescales. The turnover of fault repairs has however improved. The Operations Team are actively pursuing the appointment of a third Electrician based in Helensburgh, to give a more responsive service to this "third" of the Street lighting inventory. The interview process is planned for Late April / Early May.</p>

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Total number of Complaints regarding Waste Collection H&L (Streetscene H&L)		↑	No Target	5	No Target	0	Tom Murphy	FQ1 2021/22 H&L There were no waste collection complaints received this quarter for Helensburgh and Lomond. This is excellent given the large number of both domestic and commercial properties serviced.
								FQ4 2020/21 H&L For the FQ4 period there were only 5 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.
Total number of Complaints regarding Waste Collection - A&B (StreetScene)		↑	No Target	15	No Target	0	Tom Murphy	FQ1 2021/22 A&B There were no waste collection complaints received in relation to the service across the whole of the district for the FQ1 period. The is an excellent level of service given the number of properties serviced. While carrying out these duties safe working practices relating to Covid remain in place.
								FQ4 2020/21 A&B The number of waste collection complaints has risen this quarter, however given the inclement weather and breakdowns this service is still good. In general all collections were carried out, some may have been a few days late. Information regarding delayed uplifts was posted on the Council's web page to inform the public.

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
RIS114_01-The percentage of waste that is recycled, composted or recovered (Waste Management Performance)	●	↓	45.0%	49.3%	45.0%	46.6%	John Blake	FQ1 2021/22 A&B 46.6% recycling, composting and recovery (35.0% recycling/composting plus 11.6% recovery). FQ1 percentages in this quarter at more normal levels compared to April-June 2020 when council kerbside recycling services suspended and recycling/civic amenity sites were closed during the early months of Pandemic.
								FQ4 2020/21 A&B 49.3% recycling, composting and recovery (37.1% recycling/composting plus 12.2% recovery). Recycling percentages overall in Q4 are similar to pre-Covid rates and have returned well since kerbside recycling was suspended during early months of pandemic. Full year figure for recycling and recovery at 45.1% (29.4% recycling/composting plus 15.7% recovery).
Shanks - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↓	No Target	50.9%	No Target	45.5%	John Blake	FQ1 2021/22 Waste PPP Area 45.5% recycling, composting and recovery (30.2% recycling/composting plus 15.3% recovery). FQ1 percentages in this quarter at more normal levels compared to April-June 2020 when council kerbside recycling services suspended and recycling/civic amenity sites were closed during the early months of Pandemic.
								FQ4 2020/21 Waste PPP Area 50.9% recycling, composting and recovery (37.1% recycling/composting plus 12.2% recovery). Recycling levels have returned well since kerbside recycling was suspended during early months of the pandemic. Full year - 47.4% recycling and recovery (26.1% recycling/composting plus 21.3% recovery).
Islands - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↓	No Target	34.4%	No Target	33.8%	John Blake	FQ1 2021/22 Islands 33.8% recycling, composting and recovery (32.3% recycling/composting plus 1.5% recovery). FQ1 percentages in this quarter at more normal levels compared to April-June 2020 when council kerbside recycling services suspended and recycling/civic amenity sites were closed during the early months of Pandemic.
								FQ4 2020/21 Islands 34.4% recycling and recovery (32.6% recycling/composting plus 1.8% recovery). Waste arisings much lower in this quarter due to lack of visitors as a result of lockdown. Full year - 33% recycling and recovery (30.3% recycling/composting plus 2.7% recovery).
H&L - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↑	No Target	50.3%	No Target	52.0%	John Blake	FQ1 2021/22 H&L 52.0% recycling ,composting and recovery (44.0% recycling/composting plus 8.0% recovery). FQ1 percentages in this quarter at more normal levels compared to April-June 2020 when council kerbside recycling services suspended and recycling/civic amenity sites were closed during the early months of Pandemic.
								FQ4 2020/21 H&L 50.3% recycling ,composting and recovery (42.1% recycling/composting plus 8.1% recovery) . Recycling rates have now returned to more normal levels after kerbside recycling was suspended during early months of the pandemic. Full year - 44.4% recycling and recovery (35.3% recycling/composting plus 9.2% recovery).

H&L Area Scorecard FQ1 2021/22

Performance element	Status	Performance Trend	Target FQ4	Actual FQ4	Target FQ1	Actual FQ1	Owner	Comments
Making It Happen								
H&L Teacher Absence (Education Other Attendance)	●	↓	1.50 days	1.50 days	1.50 days	1.94 days	Simon Easton	FQ1 2021/22 H&L Last year absence levels were unusually low due to the pandemic and therefore an increase was expected in comparison with the same quarter last year.
								FQ4 2020/21 H&L Teacher absence is significantly lower than the same time last year with an even split of days lost between short and long term.
A&B Teacher Absence (HR1 - Sickness absence ABC)	●	↓	1.50 days	1.15 days	1.50 days	1.36 days	Simon Easton	FQ1 2021/22 A&B Last year absence levels were unusually low due to the pandemic and therefore an increase was expected in comparison with the same quarter last year.
								FQ4 2020/21 A&B Teacher absence has reduced significantly (by over 1 work day lost per FTE) on the same quarter last year.
H&L LGE Only (HR1 - Sickness absence ABC)	●	↓	2.36 days	2.85 days	2.36 days	4.38 days	Carolyn McAlpine	FQ1 2021/22 H&L Last year absence levels were unusually low due to the pandemic and therefore an increase was expected in comparison with the same quarter last year.
								FQ4 2020/21 H&L LGE absence has increased slightly on the same quarter last year. Long term absence accounts for double the number of work days lost in comparison with short term. Stress is the biggest reason for work days lost.
A&B LGE Staff Summary - Combined Office & Non Office (HR1 - Sickness absence ABC)	●	↓	2.36 days	2.82 days	2.36 days	3.32 days	Carolyn McAlpine	FQ1 2021/22 A&B Last year absence levels were unusually low due to the pandemic and therefore an increase was expected in comparison with the same quarter last year.
								FQ4 2020/21 A&B Work days lost this quarter remains the same as it did in the same quarter last year.

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ARGYLL AND BUTE COUNCIL**Helensburgh and Lomond Area Committee****COMMERCIAL SERVICES****16th September 2021****PROPERTY UPDATE**

1.0 EXECUTIVE SUMMARY

1.1 The purpose of this report is to provide members with an update on the development and sale of properties in the Helensburgh and Lomond Area.

RECOMMENDATIONS

1.2 That members note the position as outlined in respect of the various properties.

2.0 INTRODUCTION

- 2.1 The purpose of this report is to provide members with an update on the development and sale of properties in the Helensburgh and Lomond Area.

3.0 RECOMMENDATIONS

- 3.1 That members note the position as outlined in respect of the various properties.

4.0 DETAIL

Blairvadach, Shandon by Helensburgh

- 4.1 Blairvadach is a large former council office building and substantial estate grounds. The property is allocated in the Local Development Plan for Housing for 112 residential units and was marketed in early 2019 with a number of offers being received.
- 4.2 Following assessment of the offers a preferred developer was selected to work with to develop the site. Subsequently a site licence was been agreed in November 2019 to allow the preferred developer to undertake site investigations, topographical surveys, tree surveys and a structural assessment of Blairvadach House. It was anticipated that these surveys would be completed in early 2020 however this was delayed by the Covid-19 pandemic.
- 4.3 Unfortunately the preferred developer confirmed in September 2020 that due to the significant impact of the Covid-19 pandemic and the resultant effect on the wider economy they would be unable to proceed with their proposed development. Accordingly their interest in the site was terminated which was a major disappointment particularly considering the delays in getting to this position again caused by the pandemic stopping the site investigations for an extended period.
- 4.4 On a more positive note the developer who previously submitted the second best offer subsequently confirmed that they remained interested in developing the property and discussions were commenced on a phased approach.
- 4.5 The plan attached as appendix 1 outlines the proposed approach with phase 1 relating to the conversion of Blairvadach House into 8 flats with 28 units to be developed within the phase 1 grounds. The developer will also construct the main access road to adoptable standards which will assist with the development of the phase 2 grounds in the future.
- 4.6 Heads of terms have been agreed for the acquisition of the phase 1 site and legal services have been instructed to work towards concluding this transaction. In addition pre-application consultations have been undertaken

with Planning for the phase 1 development and it is anticipated that an application for full consent will be submitted by the developer in due course.

52 Sinclair Street, Helensburgh

- 4.7 The Council owns a number of commercial and residential properties between the Co-op and the former Municipal Buildings on Sinclair Street. The Municipal Buildings was sold to Peckhams Investments Ltd last year and work on conversion into a bar / restaurant is now well underway although this has been impacted by the pandemic similarly to a number of development projects.
- 4.8 Working with the flat owners and commercial tenants of 52 Sinclair Street a significant refurbishment programme including replacement of the roof was commenced and was completed in summer 2021. The council owns 2 flats within the building and following some internal works these properties will be marketed for sale in autumn 2021.

MOD property requirements

- 4.9 Officers from the council and the MOD have been meeting regularly to develop an understanding of the property requirements of the MOD for both office and residential accommodation outwith their existing estate. Options to satisfy both the short and long term aspirations of the MOD are being investigated and this has extended to involve representatives from Scottish Enterprise as the project could form an important part of the Rural Growth Deal as part of the Covid-19 recovery plan.

Sawmill Field & Colgrain Business Park sites

- 4.10 Estates and Property Development have been working with the developers of the above sites on access and flooding issues and have recently concluded agreements to facilitate both developments. The Sawmill Field site has commenced the delivery of 143 homes by Bellway Homes Ltd and the Colgrain Business Park site recently secured planning consent in principle for the development of business / commercial space. In both cases the focus has been on developing the sites sustainably to maximise the value for the local area in terms of infrastructure and longer term employment opportunities.

Helensburgh Waterfront – Commercial development

- 4.11 Following the approval of planning consent and appointment of a contractor to build the new leisure facility on the pier head site Estates and Property Development have been working with the Major Projects team to deal with property related issues on the site. The most significant part of this is in relation to the commercial development area within the masterplan which will be available for marketing following relocation of the facilities from the existing to the new leisure centre.
- 4.12 The next step in this process will be the appointment of a consultant to support an appraisal of the development options for the retail area and the delivery model which will generate the maximum benefit from the site. The Estates team have consequently been working with Procurement to gather the information required to commence the development of the business case and there has been some early interest in the site from retailers and developers which is positive.

Hermitage Park pavilion

- 4.13 Following the construction of the pavilion the property was advertised for lease and terms were agreed with the prospective tenant to commence operation of the property. There were delays concluding the lease while some remaining technical issues with the building were resolved. However the lease was concluded with an entry date of 24th March 2021 and the early feedback on the operation of the premises has been positive.

Loch Lomond (Duck Bay) site

- 4.14 The council has a significant land holding around the Duck Bay site adjacent to Loch Lomond. This is an important area of public recreation but there have been concerns expressed about anti-social behaviour and a lack of public facilities on the site. Estates and Property Development have been assessing the options to develop the facilities on the site to encourage tourism. Initially this has involved considering any constraints to development. Given the location adjacent to the loch one of the first investigations was a Flood Risk Assessment which was completed during 2020.
- 4.15 As anticipated the Flood Risk Assessment identified concerns about flood risk. However to clarify the extent of the risk and any potential development area it was recommended that a full topographical survey of the site was undertaken. Accordingly this has been procured and was anticipated to be completed in February 2021. However the contractor initially appointed had significant issues due to the pandemic and the works required to be retendered and it is anticipated they will be received in August 2021. Following receipt of the survey results the Flood Risk Assessment will be finalised on the basis of the actual site levels to inform the next steps.
- 4.16 In the meantime the council is working with the National Park Authority, the Friends of Loch Lomond and local business owners to address concerns around anti-social behaviour and public facilities in the short term.

Glen Loin car parks, Arrochar

- 4.17 The council leased 2 areas of ground in Arrochar which were developed as car parks in 1995. The leases were due to end in 2020 but continued on a short term basis while discussions were ongoing with the owners. The council was keen to continue to operate the car parks as they provide a valuable public service however this does require to be based on terms which reflect the costs and benefits of operating the service.
- 4.18 Luss Estates marketed the car park which they own with a closing date set for 12th February 2021. However they subsequently removed the car park from the market having decided to operate it themselves and have been working with the council to ensure a smooth transition of the service.
- 4.19 Clydebank Developments, who own the majority of the other car park in Arrochar marketed it for sale with a closing date of 30th April 2021. The Estates team submitted an offer on behalf of the council which has been accepted in principle. Accordingly Legal Services have been instructed to conclude the acquisition which will allow the service to continue to operate.

5.0 IMPLICATIONS

- 5.1 Policy – None.
- 5.2 Financial – Continue to pursue sale, lease or development of properties that shall generate a financial income for the council.
- 5.3 Legal – The terms and conditions of any property transactions are intended to be delegated to the Executive Director with responsibility for Legal Services.
- 5.4 HR – None
- 5.5 Fairer Scotland Duty
- 5.6 Equalities – Individual projects will be assessed for equalities issues.
- 5.7 Socio economic Duty – None
- 5.8 Islands – Projects which impact on island communities will be individually assessed for impacts.
- 5.9 Risk – Individual leases, disposals and developments will have specific risks which will be assessed for impacts and mitigated where possible.
- 5.10 Customer Service – None

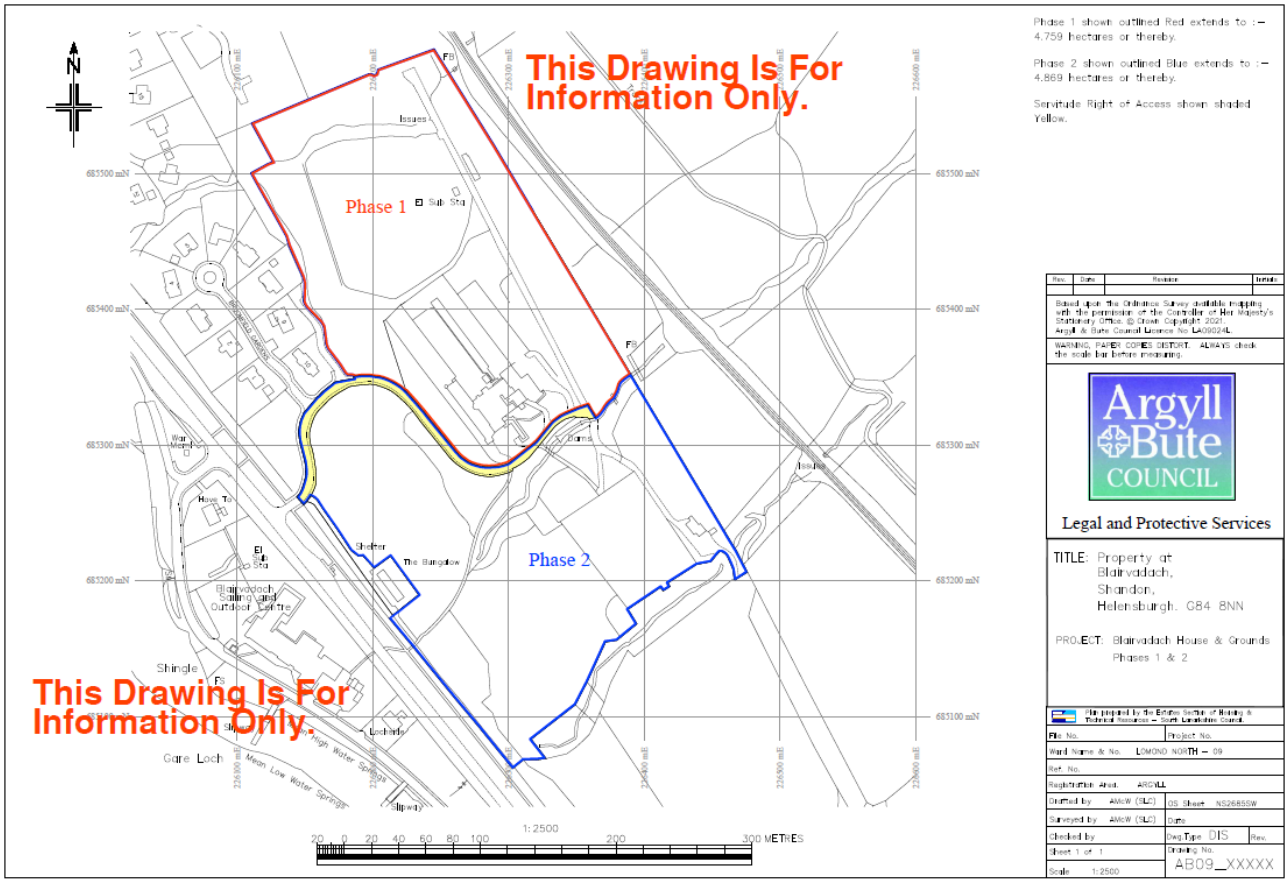
Douglas Hendry, Executive Director with responsibility for Commercial Services

11th August 2021

For further information contact:

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Appendix 1
Blairvadach site phasing plan



Helensburgh and Lomond Area Committee Workplan 2021-22

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
September 2021					
September 2021	Area Scorecard FQ1 – 21/22	Sonya Thomas/Jane Fowler Performance and Improvement	Quarterly Report		
September 2021	Roads and Infrastructure Services Update	Jim Smith Roads and Infrastructure Services	Annual Report		
September 2021	Annual Recycling Performance Report	Jim Smith Roads and Infrastructure Services	Annual Report		
September 2021	Luss TRO Report	Jim Smith Roads and Infrastructure Services	One Off Report		
September 2021	Police Scotland Update	Inspector Roderick MacNeill Police Scotland	Quarterly Report		
September 2021	Commercial Services Property Update	David Allan Commercial Services	Quarterly Report		
September 2021	Helensburgh, Cardross and Dumbarton Cycleway Update	Colin Young Development and Economic Growth	Quarterly Report		
December 2021					

Helensburgh and Lomond Area Committee Workplan 2021-22

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
December 2021	Hermitage Academy School Report	Douglas Morgan Head Teacher	Annual Report		
December 2021	Area Scorecard FQ2 – 2021-22	Sonya Thomas/Jane Fowler Improvement and HR	Quarterly Report		
December 2021	Health and Social Care Partnership Update	Charlotte Craig/Joanna McDonald HSCP	Bi-Annual Report		highlight local issues
December 2021	Strategic Housing Infrastructure Programme	Douglas Whyte Development and Economic Growth	Annual Report		
December 2021	Police Scotland Update	Inspector Roderick MacNeill Police Scotland	Quarterly Report		
December 2021	Commercial Services Property Update	David Allan Commercial Services	Quarterly Report		
December 2021	Helensburgh, Cardross and Dumbarton Cyclepath Update	Colin Young Development and Economic Growth	Quarterly Report		

Helensburgh and Lomond Area Committee Workplan 2021-22

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
December 2021	Charities and Trust Funds Report	Shona Barton Legal and Regulatory Support	Annual Report		
March 2022					
March 2022	Quarterly Performance Scorecard – FQ3 21/22	Sonya Thomas Improvement and HR	Quarterly Report		
March 2022	Roads and Infrastructure Services Update	Jim Smith Roads and Infrastructure Services	Annual Report		To include Roads Capital Plan, Roads and Amenities Revenue Work Plan (Programmed), Grass Cutting Schedule and Post Winter Update
March 2022	Police Scotland Update	Inspector Roderick MacNeill Police Scotland	Quarterly Report		
March 2022	Commercial Services Property Update	David Allan Commercial Services	Quarterly Report		
March 2022	Helensburgh,	Colin Young	Quarterly Report		

Helensburgh and Lomond Area Committee Workplan 2021-22

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Cardross and Dumbarton Cyclepath Update	Development and Economic Growth			
March 2022	Major Projects Update		Bi-Annual Report		Where appropriate
June 2022					
June 2022	Quarterly Performance Scorecard – FQ4 21/22	Sonya Thomas HR & Improvement	Quarterly Report		
June 2022	Primary School Reports	Simon Easton Education Services	Annual Report		
June 2022	Health and Social Care Partnership Update	Charlotte Craig HSCP	Bi-Annual Report		
June 2022	Police Scotland Update	Inspector Roderick MacNeill Police Scotland	Quarterly		
June 2022	Commercial Services Property Update	David Allan Commercial Services	Quarterly Report		
June 2022	Supporting Communities Fund Applications	Rona Gold/Kirsty Moyes Chief Executive	Annual report with applications for decision		

Helensburgh and Lomond Area Committee Workplan 2021-22

June 2022	Helensburgh, Cardross and Dumbarton Cycleway Update	Colin Young Development and Economic Growth	Quarterly Report		
June 2022	Dates of Future Meetings	Shona Barton Legal and Regulatory Support	Annual Report		
September 2022					
September 2022	Area Scorecard FQ1 – 22/23	Sonya Thomas/Jane Fowler Performance and Improvement	Quarterly Report		
September 2022	Roads and Amenities Revenue and Capital Update	Jim Smith Roads and Infrastructure Services	Annual Report		
September 2022	Annual Recycling Report	Jim Smith Roads and Infrastructure Services	Annual Report		
September 2022	Police Scotland Update	Inspector Roderick MacNeill Police Scotland	Quarterly Report		
September 2022	Commercial Services Property Update	David Allan Commercial Services	Quarterly Report		
September 2022	Helensburgh, Cardross and Dumbarton Cycleway Update	Colin Young Development and Economic Growth	Quarterly Report		

Helensburgh and Lomond Area Committee Workplan 2021-22

September 2022	Charities and Trust Funds	Shona Barton Legal and Regulatory Support	Annual Report		
September 2022	Major Projects Update		Bi-Annual Report		Where appropriate
September 2022	Supporting Communities Fund – End of Project Monitoring Report 2020/21	Kirsty Moyes/Rona Gold Chief Executive	Regular Report		
Future Items					
	Hermitage Academy – Curriculum Review	Louise Connor Education	Update on progress		
	Helensburgh Shopfronts	Andrew Collins Development and Economic Growth	Update Report		
	Parking in Helensburgh	Hugh O'Neill Roads and Infrastructure Services			
	Helensburgh Civic Furniture	Shona Barton Legal and Regulatory Support	One Off Report		
	Helensburgh Waterfront Development	Andrew Collins/John Gordon Commercial Services	Update on Progress		
	Luss TRO	Jim Smith Roads and Infrastructure Services	Update Report		
	Marine Infrastructure – Dunoon and	Roads and Infrastructure Services	Update Report		

Helensburgh and Lomond Area Committee Workplan 2021-22

	Kilcreggan				
June 2023	Supporting Communities Fund – End of Project Monitoring Report 2021/22	Kirsty Moyes/Rona Gold Chief Executive	Regular Report		

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ARGYLL AND BUTE COUNCIL**HELENSBURGH AND LOMOND AREA
COMMITTEE****DEVELOPMENT AND ECONOMIC
GROWTH****16 SEPTEMBER 2021**

Helensburgh, Cardross and Dumbarton Cyclepath Update

1.0 EXECUTIVE SUMMARY

- 1.1. This report updates Members on the progress made since the previous report to the Helensburgh and Lomond Area Committee on 17 June 2021, 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. Developed design work is ongoing for the outstanding sections of the route linking Colgrain to the Geilston Burn and Ferry Road to Dumbarton. WSP have sought engagement with all identified landowners affected by the route to gain their input to support the design development. Engaging with landowners has taken longer than originally programmed. Design progress has also been delayed by a significant number of project change requests submitted by WSP. Wider community engagement is now planned for September 2021, following the completion of landowner engagement and design options development. Final design is now forecast to be completed in Q4 2021/22.
- 1.3. As instructed by this Committee on 17 December 2020, Officers have been in touch with the relevant landowner in relation to the potential for land acquisition to allow the completion of the section of the route from Geilston Burn to Murrays Crossing at the earliest opportunity. Following discussions, the landowner has stated that they do not wish to consider any land acquisition prior to the designs for the full route being finalised.
- 1.4. Construction of the permanent pedestrian and cycle bridge over the Geilston Burn recommenced in early August. Commencement of the construction was delayed due to change requests submitted by the bridge contractor. Construction of the permanent bridge is forecast to be completed by October, with surfacing and signage to be finalised by the Council's Roads Operations team following completion of the bridge.

2.0 RECOMMENDATIONS

- 2.1. It is recommended that the Helensburgh and Lomond members:
 - 2.1.1. Welcome the recommencement of the construction of the section linking Cardross Railway Station to the Geilston Burn, Cardross.

- 2.1.2. Note the rescheduling of the community engagement to inform the design to September 2021.
- 2.1.3. Note the revised timescale for completion of the design of the route linking Colgrain to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton.
- 2.1.4. Note the landowner between Geilston Burn and Murray's Crossing has declined to progress land acquisition negotiations prior to the design for the full route being completed.

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA
COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

16 SEPTEMBER 2021

Helensburgh, Cardross and Dumbarton Cyclepath Update

3.0 INTRODUCTION

- 3.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 17 June 2021 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 17 June 2021.

4.0 RECOMMENDATIONS

- 4.1. It is recommended that the Helensburgh and Lomond members:
 - 4.1.1. Welcome the recommencement of the construction of the section linking Cardross Railway Station to the Geilston Burn, Cardross.
 - 4.1.2. Note the rescheduling of the community engagement to inform the design to September 2021.
 - 4.1.3. Note the revised timescale for completion of the design of the route linking Colgrain to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton.
 - 4.1.4. Note the landowner between Geilston Burn and Murray's Crossing has declined to progress land acquisition negotiations prior to the design for the full route being completed.

5.0 DETAIL

Finances

- 5.1. **Design (Colgrain to Cardross & Cardross to Dumbarton).** Funding for the design development has been confirmed from the 2021/22 Transport Scotland Places for Everyone programme, administered by Sustrans. This is a highly competitive challenge fund which requires projects to closely comply with the

ever evolving design requirements set by Sustrans as administrators of the funding.

- 5.2. **Construction (Cardross Rail Station to Geilston Burn).** Estimated construction costs in 2021/22 are £196,000. Strathclyde Partnership for Transport (SPT) has confirmed £100,000 2021/22 capital funding to support the delivery of the Cardross to Geilston Burn section of the route currently under construction. £96,000 has been confirmed for 2021/22 from the Transport Scotland Places for Everyone programme, administered by Sustrans. These competitive challenge funds will cover the forecast construction costs.

Design

- 5.3. Transport Scotland's Places for Everyone funding programme, administered by Sustrans, is structured around 8 project stages with gateways which require approval from the Sustrans Project Board at the end of Stage 2 (Concept Design) and Stage 4 (Technical Design) to progress to the next stage. The project stages are (0) Strategic Definition, (1) Preparation and Brief, (2) Concept Design, (3) Developed Design, (4) Technical Design, (5) Construction, (6) Handover & Close Out and (7) In Use.
- 5.4. **Developed design** (stage 3) work is ongoing for the outstanding section of the route linking Colgrain to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton. WSP have sought engagement with all identified landowners affected by the route to gain their input to support the design development, which has taken longer than originally programmed. Design progress has also been delayed by a significant number of project change requests submitted by WSP. Wider community engagement is now planned for September 2021, following the completion of landowner engagement and design options development.
- 5.5. **Technical Design** (stage 4) engineering investigation and design finalization is planned to be progressed following completion of the develop design stage. Final technical design is now forecast to be completed in Q4 2021/22.
- 5.6. Once completed, the Developed Design and Technical Design will complete the design stages required prior to land acquisition and construction.
- 5.7. **Landowner engagement.** The design work includes engagement with relevant landowners to help inform the designs. WSP have sought engagement with all identified landowners affected by the route to gain their input to support the design development. However, this has taken longer than originally programmed.
- 5.8. **Community engagement.** A key element of the contract awarded to WSP for the development of the designs for the route linking Moss Road, Colgrain to Cardross and Cardross to Dumbarton is to undertake community engagement to inform the designs. Due to the landowner engagement taking longer to complete than originally programmed, it is now planned this engagement will be undertaken in September 2021. Due to the covid-19 pandemic this

consultation will be online via the Council's website. Officers will work with local community groups and the council's media team to promote the engagement to enable wide participation.

- 5.9. **Helensburgh Town.** It is planned to submit a funding application to Transport Scotland's Places for Everyone fund, administered by Sustrans, for funding in 2021/22 to undertake a high quality community engagement to identify demand for and a potential route(s) of the Cyclepath from the western edge of Helensburgh into the centre of the town. At time of writing it is not known when the Places for Everyone programme will reopen for new applications. Sustrans have recently delayed a decision panel for later design stages funding from August to November due to higher than expected competition for available funding, so it could be several months until new applications are accepted. The uncertainty of when it may be possible to apply for funding for this stage of work makes it highly unlikely that it will be possible to complete the planned work in 2021/22 given the required time for procurement and the work required.

Geilston Burn to Murray's Crossing

- 5.10. On 17 December 2020, the Committee instructed Officers to look at the options in relation to land acquisition to allow the completion of the section of the route from Geilston Burn to Murrays Crossing at the earliest opportunity. Officers contacted the relevant landowner's land agent and landowner, with a meeting taking place on 30 June.
- 5.11. Following discussions, the landowner has stated that they do not wish to consider any land acquisition prior to the designs for the full route being finalised.

Construction: Cardross Station to Geilston Burn

- 5.12. Following approval from SEPA for work around the Geilston Burn to recommence, the temporary (pipes) bridge was reinstalled in the burn in late May.
- 5.13. Construction of the permanent pedestrian and cycle bridge over the Geilston Burn recommenced in early August. Commencement of the construction was delayed due to change requests submitted by the bridge contractor. Construction of the permanent bridge is forecast to be completed by October.
- 5.14. Following construction of the permanent bridge, Roads Operations will undertake the final surfacing and completion of the route linking Cardross Station and the Geilston Burn.

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. **[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. This will provide a safe alternative to having to use a private car to travel between these communities and help lower Argyll and Bute’s carbon footprint. Funding for these works has been secured from our key active travel partners with further bids being developed to enable the construction of further sections of the cycleway following detailed design work and as and when land purchases have been concluded.

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 design, construction and land purchase will be funded by external grant funding applications. The council have not contributed any funding to design or capital costs. 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. Fairer Scotland Duty:

7.5.1 Equalities

Completion of this project will provide opportunities for all in the Helensburgh – Cardross – Dumbarton

corridor to travel more sustainably and actively by walking, wheeling and cycling.

7.5.2 Socio-economic Duty

The route has been designed to be DDA compliant and will provide a safe and accessible route for those with mobility aids including wheelchairs and parents/guardians with a child's pram or buggy.

7.5.3 Islands

There are no adverse impacts.

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.

Executive Director with the responsibility for Development and Economic Growth: Kirsty Flanagan

Policy Lead: Cllr Robin Currie

11 August 2021

For further information contact: Colin Young
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Appendix 1: Helensburgh, Cardross & Dumbarton Cyclepath Programme
Appendix 2: Update on Land Negotiations for Helensburgh, Cardross and Dumbarton Cyclepath [EXEMPT]

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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
Funding Applications				Green				Green		Green		Green				Green				Green				Green												
Phase 1: Helensburgh to Cardross	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								
Route Design: Helensburgh to Cardross						Green	Green	Green	Green	Green	Green	Green																								
Land Purchase Negotiations: Helensburgh to Cardross									Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange												
CPO Process (if required):										Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple												
- Provide CPO recommendation to H&L Area Committee										Green	Green	Green	Green	Green	Green	Green																				
- Develop CPO										Red	Red	Red	Red	Red	Red	Red																				
- Gain Full Council approval for CPO										Green	Green	Green	Green	Green	Green	Green																				
- Advertise CPO										Red	Red	Red	Red	Red	Red	Red																				
- Lodge CPO with Scottish Government										Green	Green	Green	Green	Green	Green	Green																				
- CPO Process										Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Red											
Construction: Helensburgh to Cardross																																				
Construction of Helensburgh to Cardross Part 1 (Cardross Station to Geilston Burn)				Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue	Blue																								
Construction of Helensburgh to Cardross Part 2 (assuming negotiated acquisition)													Green	Green	Green	Green																				
Construction of Helensburgh to Cardross Part 3 (assuming Compulsory Purchase Order required)																					Green	Green	Green	Green	Green	Green	Green	Green								
Construction of Helensburgh to Cardross Part 4 (assuming Compulsory Purchase Order required)																									Green	Green	Green	Green	Green	Green	Green	Green				
Phase 2: Cardross to Dumbarton					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				
Route Design: Cardross to Dumbarton						Green	Green	Green	Green	Green	Green	Green																								
Land Purchase Negotiations: Cardross to Dumbarton									Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange												
CPO Process (if required):										Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple												
- Provide CPO recommendation to H&L Area Committee										Green	Green	Green	Green	Green	Green	Green																				
- Develop CPO										Red	Red	Red	Red	Red	Red	Red																				
- Gain Full Council approval for CPO										Green	Green	Green	Green	Green	Green	Green																				
- Advertise CPO										Red	Red	Red	Red	Red	Red	Red																				
- Lodge CPO with Scottish Government										Green	Green	Green	Green	Green	Green	Green																				
- CPO Process										Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Red											
Construction: Cardross to Dumbarton																																				
Construction of Cardross to Dumbarton Part 1 (assuming negotiated acquisition)													Green	Green	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	Green	Green	Green	Green	Green	Green								
Construction of Cardross to Dumbarton Part 4 (assuming Compulsory Purchase Order required)																									Green	Green	Green	Green	Green	Green	Green	Green				
Helensburgh: Hermitage Academy to Town Centre									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	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	Orange	Orange	Orange	Orange								
Construction of route from Hermitage Academy to Helensburgh Town Centre Phase 1																					Green	Green	Green	Green	Green	Green	Green	Green								
Construction of route from Hermitage Academy to Helensburgh Town Centre Phase 2																									Green	Green	Green	Green	Green	Green	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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