Public Document Pack

Argyll and Bute Council

Comhairle Earra-Ghàidheal Agus Bhòid

Executive Director: Douglas Hendry



Kilmory, Lochgilphead, PA31 8RT Tel: 01546 602127 Fax: 01546 604435 DX 599700 LOCHGILPHEAD 6 December 2022

NOTICE OF MEETING

A meeting of the HELENSBURGH & LOMOND AREA COMMITTEE will be held ON A HYBRID BASIS BY MICROSOFT TEAMS AND IN THE MARRIAGE SUITE IN THE HELENSBURGH AND LOMOND CIVIC CENTRE on TUESDAY, 13 DECEMBER 2022 at 9:30 AM, which you are requested to attend.

Douglas Hendry Executive Director

BUSINESS

- 1. APOLOGIES
- 2. DECLARATIONS OF INTEREST
- 3. MINUTE OF THE MEETING OF THE HELENSBURGH AND LOMOND AREA COMMITTEE, HELD ON 20 SEPTEMBER 2022 (Pages 3 8)
- 4. PUBLIC QUESTION TIME
- 5. **POLICE SCOTLAND UPDATE** (Pages 9 12)

Update from Inspector Andrew Barron, Police Scotland

6. CHARTS (ARGYLL AND THE ISLES) (Pages 13 - 44)

Presentation

7. **AREA PERFORMANCE REPORT - FQ2 2022/23** (Pages 45 - 78)

Report by Executive Director with responsibility for Customer Support Services

8. PERFORMANCE EXCELLENCE PROJECT, COMMUNICATIONS UPDATE (Pages 79 - 86)

Presentation by Corporate Support Manager

9. LOCAL HOUSING STRATEGY (LHS) 2022-27 - ANNUAL UPDATE (Pages 87 - 128)

Report by Executive Director with responsibility for Development and Economic Growth

10. ARGYLL AND BUTE HSCP ANNUAL PERFORMANCE REPORT 2021 (Pages 129 - 160)

Report by Head of Strategic Planning, Performance and Technology, Health and Social Care Partnership

11. ROADS AND INFRASTRUCTURE SERVICES UPDATE (Pages 161 - 164)

Report by Executive Director with responsibility for Roads and Infrastructure Services

12. LUSS TRAFFIC REGULATION ORDER - REPORTERS REPORT (Pages 165 - 224)

Report by Executive Director with responsibility for Roads and Infrastructure Services

13. HELENSBURGH AND LOMOND ACTIVE TRAVEL PROJECTS UPDATE (Pages 225 - 354)

Report by Executive Director with responsibility for Development and Economic Growth

14. HELENSBURGH WATERFRONT DEVELOPMENT UPDATE (TO FOLLOW)

Report by Executive Director with responsibility for Commercial Services

15. CHARITABLE TRUSTS, BEQUESTS AND TRUST FUNDS (Pages 355 - 360)

Report by Executive Director with Responsibility for Legal and Regulatory Support **REPORTS FOR NOTING**

16. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN (Pages 361 - 366)

REPORTS WITH EXEMPT APPENDIX FOR DECISION

- 17. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE
 - (a) Report by Executive Director with responsibility for Development and Economic Growth (Pages 367 372)
 - (b) Appendix 1 (Pages 373 374)
- E1 (c) Appendix 2 (Pages 375 378)

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

The appropriate paragraph is:-

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

Helensburgh & Lomond Area Committee

Councillor Math Campbell-Sturgess Councillor Maurice Corry Councillor Graham Hardie Councillor Fiona Howard

Councillor Mark Irvine Councillor Paul Donald Kennedy

Councillor lan MacQuire Councillor Gary Mulvaney (Vice-Chair)
Councillor lain Paterson Councillor Gemma Penfold (Chair)

Contact: Julieann Small, Senior Committee Assistant - 01546 604043

MINUTES of MEETING of HELENSBURGH & LOMOND AREA COMMITTEE held in the HELENSBURGH AND LOMOND CIVIC CENTRE on TUESDAY, 20 SEPTEMBER 2022

Present: Councillor Gemma Penfold (Chair)

Councillor Math Campbell- Councillor Paul Donald Kennedy

Sturgess Councillor Ian MacQuire
Councillor Maurice Corry Councillor Gary Mulvaney
Councillor Graham Hardie Councillor Iain Paterson

Councillor Fiona Howard Councillor Mark Irvine

Attending: Shona Barton, Committee Manager

Mark Calder, Project Manager

Andrew Collins, Regeneration Project Manager Colin Young, Senior Transportation Delivery Officer

1. APOLOGIES

The Chair welcomed everyone to the meeting and took the opportunity to acknowledge the death of Her Majesty, Queen Elizabeth II on Thursday, 8 September 2022.

There were no apologies for absence intimated.

2. DECLARATIONS OF INTEREST

There were no declarations of interest intimated.

3. MINUTE OF THE MEETING OF THE HELENSBURGH AND LOMOND AREA COMMITTEE, HELD ON 14 JUNE 2022

The Minute of the meeting of the Helensburgh and Lomond Area Committee, held on 14 June 2022 was approved as a correct record.

4. PUBLIC QUESTION TIME

The Committee Manager read out a question from Sarah Davies of Helensburgh Community Council in relation to the Helensburgh Waterfront Development:-

"Could the committee please let us know how and when the Helensburgh Community is going to be consulted on the redevelopment of the grey area now that the Leisure Centre is finished? The waterfront paper being presented to this meeting today refers to demolishing the pool and creating a cycle path on West Clyde Street (I am not sure what this is linked to and from). It was also agreed with Scottish Water and Andrew Collins that that a Top Up Tap would be installed at the corner opposite the old bank / The Journey building to provide refill facilities for the John Muir Way, residents and visitors to the seafront. However there is no further information about the return of the Skateboard Park or retail units."

The Committee Manager advised that the Head of Commercial Services was currently on leave and would provide a response to this question on his return to work. She further advised that the response would be circulated to Members also.

The Committee Manager read out a second question from Sarah Davies of Helensburgh Community Council:-

"The community is very appreciative of the hard work which has gone in to the completed Leisure Centre. It is mentioned in the waterfront report that this compliments the Chord Project in Colgubour Square and the regeneration of Hermitage Park. Both projects are again appreciated by the community, however they are also areas which are frequently raised with the community council with regards to ongoing maintenance. In the square lights, benches and bins require repair and refurbishment. In the park there are a number of areas which need completing and there is broken play equipment. It seems that the capital works are completed, but then there isn't a regular maintenance schedule to keep these areas in good condition. This was highlighted in the recent Conveners report to the Helensburgh Community Council AGM which was also presented to the last Helensburgh and Lomond Planning Group. Is there a regular maintenance schedule for these areas? When will the larger bins budgeted for and discussed jointly with HCC and Plastic Free Helensburgh be in place? The community works hard to monitor the bins, clean the beaches and tidy the shrub beds, we would welcome support with the other areas to ensure Helensburgh is the clean, green and well maintained town I am sure we all desire it to be."

The Committee Manager advised that she would forward the sections of the question that related to the Leisure Centre to the Head of Commercial Services, who would provide a response on his return from leave.

The Project Manager provided a short update on routine maintenance and advised that as he didn't have the information to hand, he would provide further details on the schedules following the meeting.

The Chair advised of a recent Business Day meeting which took place at Hermitage Park and spoke of the broken play equipment. She advised of supply chain issues that were delaying the process of repair.

The Committee Manager undertook to seek combined responses from the relevant departments and provide a response to Ms Davies in respect of her question.

The Committee Manager read out a further question from Stuart Paul, a Helensburgh resident regarding street name signs in Helensburgh:-

"When are we going to get new ones? Many existing ones have faded and now unreadable. What is the plan and timetable, if any?"

The Project Manager confirmed that a programme of sign replacement was currently underway but advised that the revenue budget for this was relatively small. He advised that the programme would look to replace the worst affected signs first. Discussion was had on the possibility of replacing old signs with embossed signs; and a number of areas throughout the locality that should be addressed, with signage at Faslane Cemetery being of particular concern. The Project Manager advised that he would look into the issues raised and report back to the Committee in this regard.

5. POLICE SCOTLAND UPDATE

The Committee gave consideration to a report which provided an update on the work of Police Scotland. The report included information on the resourcing of staff; the recent engagement of Inspector Barron with the ASB group and co-ordinator; the ongoing roll out of Operation Balaton to deal with the increased footfall across the area during the summer months; joint patrols with National Park Rangers on Loch Lomond to ensure that loch users are acting responsibly and the joint patrols with the Royal Navy Police and the Ministry of Defence Police to promote the safety and wellbeing of members of the public and prevent criminality taking place or escalating. Further information was provided on the support offered to families affected by drug deaths in the community; the weekly midnight football league at Hermitage Academy; the efforts to reduce speed across the locality and the commencement of training for selected officers in Distress Brief Intervention (DBI).

The Committee took the opportunity to thank Police Officers involved in events that took place to commemorate the life of the late Queen.

Decision

The Helensburgh and Lomond Area Committee considered and noted the information provided in the report.

(Reference: Report by Inspector Andy Barron, Police Scotland, dated 20 September 2022, submitted)

6. AREA PERFORMANCE REPORT - FQ1 2022/23

Consideration was given to a report which presented the Area Performance Report for Financial Quarter 1 2022/23 (April to June 2022) and illustrated the agreed performance measures.

Decision

The Helensburgh and Lomond Area Committee:

- 1. Noted and considered the performance and supporting commentary as presented;
- 2. Noted that upon receipt of the Quarterly Performance Report the Area Committee should contact either the Responsible Named Officer or Sonya Thomas with any queries; and
- 3. Noted 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.

(Reference: Report by Executive Director with responsibility for Customer Support Services dated 20 September, submitted)

7. ROADS AND INFRASTRUCTURE SERVICES UPDATE

Consideration was given to a report which provided a general update on key activities of the Service over recent months and highlighted works being undertaken which were of relevance to the Helensburgh and Lomond area.

Discussion was had in relation to the value of quarterly reporting on this subject given the implementation of the new Member Zone system and the availability of briefing sheets and key policy documents, with it being noted that Members appreciated the opportunity to discuss matters of importance with an officer in a formal setting.

Decision

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

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services, dated 20 September 2022, submitted)

8. RECYCLING AND RECOVERY PERFORMANCE

The Committee gave consideration to a report providing 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.

Decision

The Helensburgh and Lomond Area Committee noted and gave consideration to the details as outlined in the report and the national policy drivers that will likely impact over the coming years.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated 20 September 2022, submitted)

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

Consideration was given to a report which provided a project position update together with confirmation that the Certificate of Practical Completion for Phase 1 of Helensburgh Waterfront Development had been issued with the new Helensburgh Leisure Centre handed over by Heron Bros on Friday 29th July 2022 and fully opened to the public on 3 September 2022.

Decision

The Helensburgh and Lomond Area Committee:

- 1. Noted and considered the contents of the Report and
- 2. Commended the work of the project team and the contractors in delivering the project on time and within budget.

(Reference: Report by Executive Director with responsibility for Commercial Services, dated 20 September 2022, submitted)

10. REFERRAL FROM THE AUDIT AND SCRUTINY COMMITTEE - COMMUNITY ASSET TRANSFER REVIEW

A recommendation from the Audit and Scrutiny Committee held on 23 June 2022 in respect of the facilitation of the promotion of the Community Asset Scrutiny Review Report to community groups was considered.

Decision

The Helensburgh and Lomond Area Committee noted the recommendation from the Audit and Scrutiny Committee.

(Reference: Recommendation by Audit and Scrutiny Committee held on 23 June 2022, submitted)

11. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN

The Helensburgh and Lomond Area Committee Workplan was before members for information.

Decision

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

(Reference: Helensburgh and Lomond Area Committee Workplan dated 13 September 2022)

12. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE

The Committee resolved in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973 to exclude the press and public for the following item of business on the grounds that it was likely to involve the disclosure of exempt information as defined in Paragraph 6 of Part 1 of Schedule 7A to the Local Government (Scotland) Act 1973.

(a) Report by Executive Director with responsibility for Development and Economic Growth

Consideration was given to a report providing an update on the progress made in relation to the delivery of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.

Members agreed that they wanted to discuss the information contained in Appendix 2 of the report so they agreed to exclude the Press and public to allow for consideration of this information.

Decision

The Helensburgh and Lomond Area Committee:

1. Noted the continued efforts of Officers to engage with WSP Design Consultants and instructed officers to provide a report to the next meeting of the Area Committee on the legal aspects of the design contract and the options available

to the Council for expediting the design aspects and facilitating the construction thereafter;

- 2. Instructed officers to continue to provide reports on a quarterly basis; and
- 3. Welcomed the securing of funding from the highly competitive Places for Everyone Programme for initial design development of Phase 3, Helensburgh Town.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth, dated 20 September 2022, submitted)

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OFFICIAL

Agenda Item 5

POLICE SCOTLAND HELENSBURGH AND LOMOND AREA COMMITTEE

INSPECTOR ANDREW BARRON

DECEMBER 2022

We have a number of personnel changes throughout the coming weeks with an officer due to transfer to the Mounted Branch and an officer transferring on acting promotion to Dunoon. Another officer is acting up to Sergeant rank from within the office and an officer from Campbeltown due to transfer to Helensburgh at the end of November.

Significant work is now underway with regard to the relaunch of the Police Scotland Youth Volunteer (PSYV) programme. This work is being led by our Youth Engagement Officer and is at the stage of recruiting youth volunteers and also crucially adult volunteers from within the local community who are vital to the operation of the scheme. Whilst the scheme is run and managed by the Police, many of the adult volunteers will be non police officers.

Work is also ongoing to implement the 'not at home' part of the 'Respect' programme in the Argyll and Bute area part of which is a shift change in terms of how the police and partners deal with and risk assess missing young people from looked after accommodation. This has been operating successfully in many other local authority areas throughout Scotland and will be a positive step in delivering for children at risk and ensuring that partnership and policing resources are not overburdened where simply not required. The overarching intent of this is to reduce harm for our care experienced young people in Argyll and Bute.

A major positive development within the area is the commencement of our newly established Community Policing Team which is a team of three officers who will develop local work in relation to community needs and problems as well as addressing the wider concerns around violence, drugs and anti-social behaviour. The team commenced work at the start of October and have already had a positive impact in the area.

A bespoke training programme set up by an officer from Helensburgh in conjunction with the National Park Rangers has resulted in several of the local officers being trained to work alongside the park rangers on the boat in the Loch. Not so critical as winter months approach however looking forward to the spring, having many more officers trained will provide that resilient, joint working that is required to police the Loch effectively.

A public facing campaign called 'Don't be that guy' in relation to promoting the safety of women and girls through positively influencing male behaviour has begun and is being broadcast nationally. Local officers have a part to play in the reinforcement of this through their daily work. This links in to the wider policing strategy dedicated to disrupting violence against women and local officers will be involved in the '16 days of action' which starts at the end of November.

OFFICIAL

COMMUNITY ENGAGEMENT TEAM WORK

Dementia Safeguarding Tag

During the summer of 2021, the Herbert Protocol was launched in Argyll and Bute. This involved promotion of the Herbert Protocol for every person living with dementia whether they are living at home, or within another setting in the event they go missing in order that Police Scotland can use the information on the form to find them sooner and therefore, safer. This work has been well received and continued to be promoted with both statutory and third sector services as well as featuring regularly on social media and other platforms.

Police Scotland are experiencing an increase in incidents pertaining to people living with dementia, who have been out in their community and have become distressed, confused or disorientated. Often this happens in cafes, retail outlets or on public transport. The normal response to this is that members of the public, normally those working in these premises, will engage with the person and try and lessen their distress. They will try and establish their name and an emergency contact. In most incidents, Police Scotland are contacted to assist as what we would class as a "concern for person" incident. Upon officers attendance, normally 2 officers in high visibility police uniform and a marked police car, they will try and establish their identity and of course, their wellbeing. Whilst officers will always be compassionate in their response, their very presence can often increase someone's distress, mainly owing to the uniform and police car.

The principal aim of the Dementia Safeguarding Tag is to provide everyone living with dementia, at least one Dementia Safeguarding Tag which can be attached to a handbag, mobile phone, walking aid, house keys, or item of clothing most worn. This would be for the person themselves or their family/support network to agree on based on the individual. The Dementia Safeguarding Tag looks like a keyring (around the size of a 2p coin) and contains what is known as Near Field Communication (NFC). NFC is the mechanism that enables chip and pin cards to work and can be operated by a mobile phone to use for payment means such as Apple Pay. Every modern mobile telephone has NFC technology within it, it simply needs to be enabled in the same way as Bluetooth or WIFI. This doesn't require an app and does not cost any money.

Each tag is individually programmed and when tapped against a mobile telephone populates a message relative to the wearer. Police Scotland have held a number of focus groups throughout Argyll and Bute involving people with lived experience of dementia. This has included those with their own diagnosis, those who have a family member living with dementia, or those providing support to people living with dementia. The focus groups have provided the design of the device itself as well as the wording to be contained when the device is tapped with a mobile phone. The focus groups have provided an overwhelming support of this project to be launched with 100% of those discussed saying this is a good idea and should be rolled out further. When tapped with a mobile phone, the tags will reveal the following:

My name is [insert name] and I live in [insert town].

I am living with dementia.

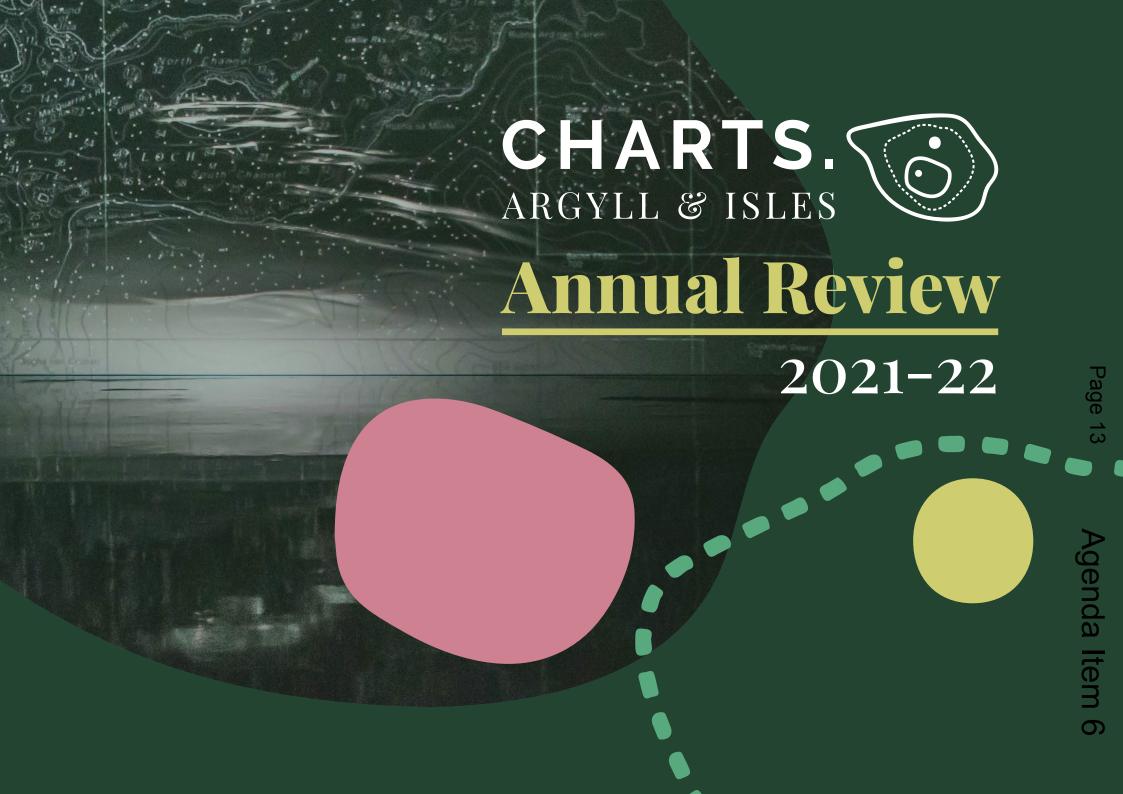
OFFICIAL

If I require assistance, please contact [insert emergency contact name and telephone number].

This ensures no sensitive information is provided on the person that could make them more vulnerable. The town of residence is included in the event an emergency contact cannot be contacted. The way the tag works is that when this message comes up on the screen, you simply tap the number of the emergency contact and it will call them. To programme each device takes around 2 minutes and is extremely simple to carry out with a free app being downloaded to facilitate this. At the focus groups this was demonstrated and trialled by a number of members all succeeding in this quickly.

We are aiming to launch the Dementia Safeguarding Tag at the end of November 2022 with support from Alzheimer Scotland which will include a video that can be shared on social media as well as posters and leaflets that partners can share for wider awareness. For more information please contact laura.evans@scotland.police.uk





About

The CHARTS network was conceived through the desire to create a sustainable future for the culture, heritage and arts sector in Argyll and Bute.

It was developed through the Creative Scotland and Argyll and Bute Council Place Partnership Programme, with additional European funding secured through the Leader programme.

Through extensive consultation with the sector and a two year programme of delivery (2017–19), CHARTS became a registered, membership-led charity (SCIO) in 2019.

We aim to:

- Foster collaborative working across the whole culture, heritage and arts sector
- Build the area's profile through a collective cultural offer
- Co-operatively grow our audiences and customers by marketing ourselves and others locally, nationally and internationally
- Co-design and deliver partnership projects that engage communities and visitors
- Be an advocate for the needs and benefits of cultural activity

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Welcome

On behalf of the CHARTS Board, I am delighted to introduce our Annual Review 2021–22, highlighting achievements a mere three years into the life of the organisation. There has been an extraordinary amount of work delivered by our small team, despite limited resources, and I am proud to share this review. It not only shows the impact and importance of partnership working but also the potential for further development in the sector.

We believe that to create opportunities and raise the profile of culture and heritage in the region we need deep engagement with our membership. With over 500 individual and organisational members, this can be a challenge. So, in order to reach members more effectively, we have developed relationships with key regional and national bodies, including the Argyll & Bute Museums & Heritage Forum, the Argyll and Isles Tourism Cooperative, Bòrd na Gàidhlig, Greenspace Scotland, the Innovation School at the Glasgow School of Art, and Live Argyll.

The pandemic brought challenges for everyone. We supported practitioners and arts and heritage venues through a programme of digital workshops, webinars, drop-ins and training opportunities, and during this period our membership increased by 33%. The post-pandemic recovery is not complete, however.

Our work continues to support Argyll and Bute artists, makers and practitioners and the heritage sector through the many funding streams detailed in this review.

Partnerships have also been fundamental to our success with projects that invest in young people's futures.

We have jointly developed a programme of hosted heritage sector placements, apprenticeships and traineeships with the Argyll and Bute Museum and Heritage Forum, brokering new networked relationships and offering employability and skill-building opportunities. This has included working with organisations such as Developing the Young Workforce, Museums Galleries Scotland and Skills Development Scotland.

We very much look forward to working with the University of Dundee and Rewards Training Scotland as assessment providers over the coming months, increasing qualification opportunities for young people.

Fundraising is a critical part of our work to address needs and turn co-designed project ideas into action. We are grateful for ongoing foundational support from Argyll and Bute Council and for continued Open Fund support from Creative Scotland. We are proud to have



recently more than doubled our investment in the sector since 2021, to promote ambition and innovation, and help our members flourish.

I hope you enjoy reading the review and can appreciate the breadth of work achieved. I'd like to thank Kathleen and the team, the Steering Group and my fellow Trustees for their dedication and commitment to CHARTS' success to date.

Jo McLean

CHAIR



How we work

The Board

Jo McLean CHAIR

Seymour Adams VICE-CHAIR

Ellen Potter

Julian Forrester

Jim Anderson

Councillor Ross Moreland
Dr Michael Pierre Johnson
GLASGOW SCHOOL OF ART

The Board is supported by:

Kirsten Millar YOUTH ADVOCACY ASSOCIATE

Arlene Cullum ARGYLL AND BUTE COUNCIL LINKED OFFICER TO CHARTS,

SENIOR ECONOMIC REGENERATION OFFICER

Current staff

Core staff

Kathleen O'Neill DIRECTOR

James Coutts COMMUNICATIONS & MARKETING COORDINATOR

Finance Support

Rhiannon McIntyre VIRTUAL CHIEF FINANCE OFFICER

Project staff

Muriel MacKaveney PROJECT SUPPORT (2021–22)

Sarah Frood EVOLVE ARTS & TOURISM PROJECT MANAGER (2021–22) Kirsten Millar DIGITAL MARKETING MODERN APPRENTICE (2021–22) &

YOUTH ADVOCATE (2022-23)

Àdhamh Ó Broin GAELIC CULTURE OFFICER (2022-23)

Lucy McAra Neish ARGYLL ASPIRES PROJECT MANAGER (2022–23)

Infrastructure

CHARTS is designed to be a hybrid support charity with a Digital First approach to day-to day operations. This maximises our impact across Argyll and Bute, Scotland's second largest region, including the mainland and its 23 inhabited islands.

The organisation's infrastructure involves the Board and staff working together digitally and attending meetings, projects and member events in-person as needed. Development is strengthened by a Steering Group enabling us to deliver local in-person support to our members and directly helping project design and delivery. Working groups are also an essential part of how we involve a wide range of stakeholders in the co-design and supportive delivery of projects, building on the overall success of the CHARTS network.

Our way of working creates a virtuous cycle focused on members and their needs.



Steering Group

The Steering Group sits at the heart of the organisation and is critical to development. This group represents the CHARTS membership and currently comprises 13 people supporting arts, heritage and placemaking initiatives at a local and regional level. Members of the Steering Group are invited as leaders in their field with understanding of strategic development and/or by leadership roles in their local council area. Current representation includes:

- Oban, Lorne & Isles Eleanor McKinnon (The Rockfield Centre)
- Mid Argyll, Kintyre & Isles Iain Johnson (Kintyre Cultural Forum)
- Bute and Cowal Jenny Hunter (Dunoon Burgh Hall) & Julie Tait (Rothesay Pavilion)
- Helensburgh & Lomond Cove Park
- Island Development Giles Perring (Jura)
 & Jen Skinner (Screen Argyll, Tiree)

Other strategic representation includes:
Brian Barker (ArtMap Argyll on behalf of arts collectives), Lesley Burr (Argyll College, University of the Highlands and Islands), Alasdair Satchell (Gaelic language and culture), and specialist officer support from Argyll and Bute Council: Cristie Moore (Gaelic Community Development), Madeleine Conn (Cultural Coordinator, Creative Education), and Arlene Cullum (Senior Economic Regeneration Officer).

The role of the Steering Group is to assist facilitating change, advancing knowledge and sharing experience to build the capacity of the CHARTS network.

Representatives undertake to:

- Attend regular group meetings
- Feed into the direction of CHARTS' core activity
- Represent CHARTS throughout the region
- Maintain contact with members and groups in the areas represented to disseminate information
- Offer direct hands-on support to projects as appropriate

This enables strongly networked communications to help inform organisational development.

Working groups

Working groups are also attached to award giving, project commissioning and staff recruitment processes to further assist the membership to meet project milestones.

These are strategic groups with specialist stakeholders, often including funders and partnership representation, to support and signpost engagement. Board members, steering group and staff also contribute to working groups.



The steering group is now a wellestablished spoke in the CHARTS wheel that assists to drive the network forward. From my first involvement with the steering group in 2019, I have seen it evolve and grow in confidence supporting and assisting projects to move forward.

It has taken time and effort to support the steering group but this energy is not wasted as it brings benefits to all areas as new collaborations and connections transpire.

A perfect example was during lockdown when many of us remained connected and active supporting each other and enabling projects to adapt to maintain cultural engagement.

However, hopefully that is all behind us and this year it has been particularly pleasing to see the success of earlier projects and new projects begin.

Moving forward, we still remain in challenging times but the established structure gives members an area-wide 'voice' that all can influence, grow and benefit from.

- Eleanor McKinnon, The Rockfield Centre, Oban, Lorne & Isles representative

Membership

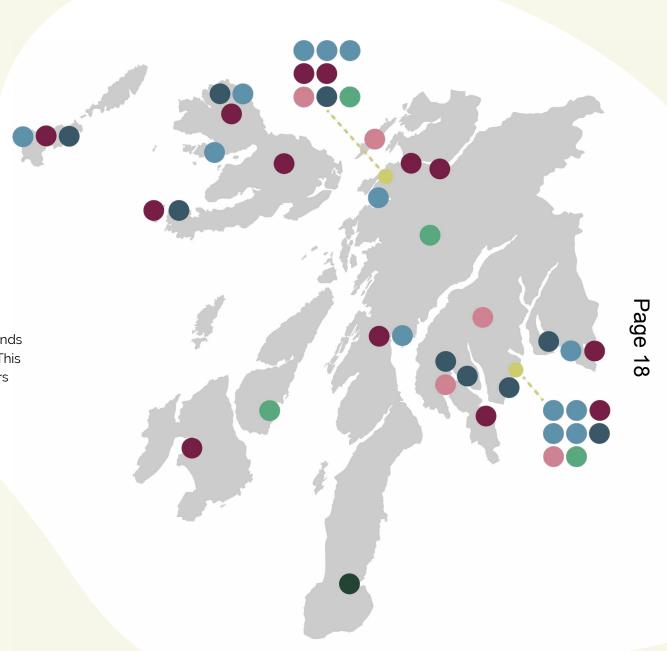
CHARTS is a Scottish Charitable Incorporated Organisation and relationships with our members remain vital. Being a member of CHARTS means effecting positive cultural change in Argyll and Bute.

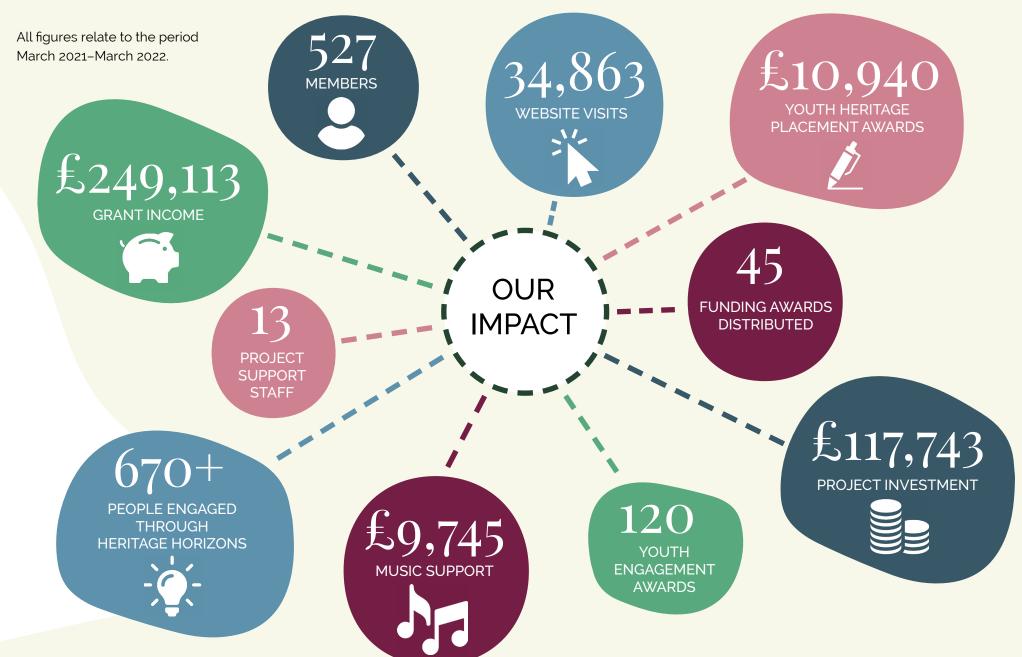
Find more about CHARTS' organisation and management at: www.chartsargyllandisles.org/about

Funding streams

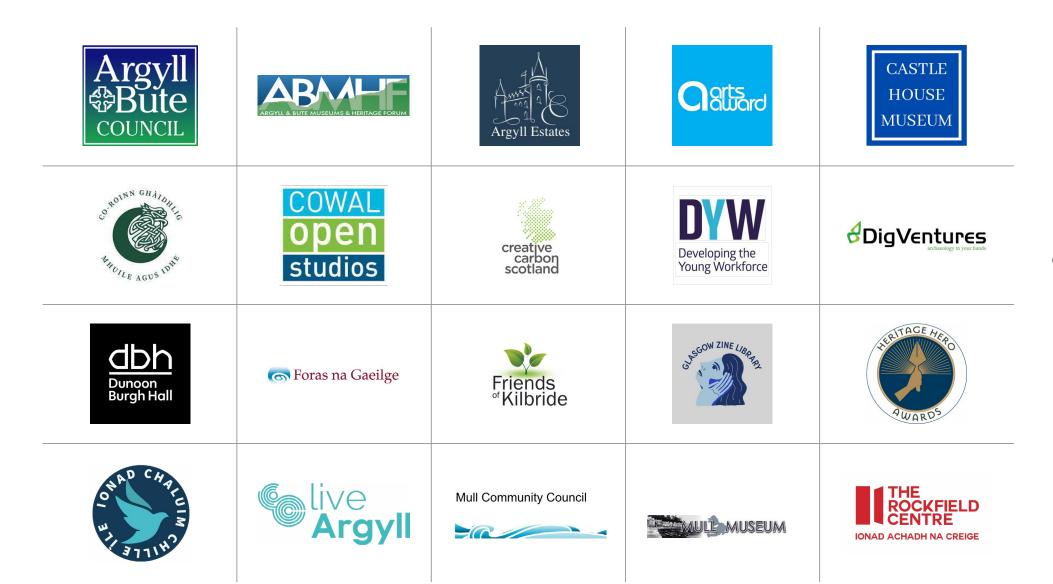
In 2021–22, CHARTS has managed to raise and disseminate funds supporting culture and heritage work across Argyll and Bute. This report shares some of the case studies and stories of members who have benefitted from these funding streams.

- Place Makers: Microcluster Networks
- Heritage Horizons
- Evolve Arts & Tourism
- Visual Artist & Craft Makers Awards
- Gaelic Development





Partners & collaborators





























Above: The Auchindrain Trust



Working in culture and heritage in rural Argyll, we are spread out across a huge area. CHARTS is a great asset because it links us up, reminds us how our individual projects fit into the wider whole and brings us together to work on joint projects. It is both a voice for us all and a steadying hand for the sector.

Auchindrain is benefitting greatly from the networking opportunities that CHARTS brings, and we are pleased to play an active role as it becomes bigger and stronger, and has even more to offer.

- Bob Clark (2022), Auchindrain Township

Place Makers: Microcluster Networks

From March 2020 until September 2021, CHARTS worked closely with Dr Michael Pierre Johnson at The Innovation School at Glasgow School of Art to research the impacts of creative collaborations in Argyll and Bute. The research project focused on providing bespoke development support through one-to-one mapping sessions, webinars and workshops for organisations and individuals across the region.

The project culminated in a range of commissions to arts collectives in Cowal, Jura and Oban to pilot initiatives bringing together professionals in innovative ways, including across sector industries.

View the final report, blogs and mapping toolkit, based on Michael's Mapping Your Creative Growth sessions: www.chartsargyllandisles.org/showcase/place-makers-microcluster-networks

- 1. Case Study: Dunoon Goes POP, Dunoon
- 2. Case Study: Eco Creative Cluster, Oban and Lorne
- 3. Mapping Your Creative Growth, Argyll-wide
- 4. SO:AR Island Collective, Isle of Jura

Staff

PROJECT EVALUATOR - Dr Deirdre Mackenna, Cultural Documents

Project partner

Dr Michael Pierre Johnson, Innovation School Glasgow School of Art





Left: the Tailwind film weekend with Screen Argyll.

Right: a 'Take Flight' pop-up engagement event on a beach on Jura.

Both images © SO:AR Island Collective



During the Mapping Your Creative Growth session, we got a very detailed overview on how all our KNOCKvologan activities are connected and intertwined.

Together we traced important movements, promising plans and dead ends. Confronting and promising at the same time. To do that live with an expert from within the art field was for us a new experience. We were surprised that everything we mentioned could be positioned on the maps. We both felt this was very precious and instructive. Nobody before (even people that know us well) gave us so much precise support.

We started to feel we ourselves have grip on the often quite chaotic organisation of the projects, the aims and the audience.

- Miek Zwamborn & Rutger Emmelkamp,
- KNOCKvologan, Isle of Mull



CASE STUDY: Hannah Clinch

Dunoon Goes POP, Tacit-Tacit Dunoon / Cowal

Over the last few years, CHARTS has provided Tacit-Tacit with place-based networking opportunities and funding. Tacit-Tacit is a small, socially-engaged design practice located in Dunoon "committed to #positivegrowth". CHARTS has supported two projects that explore themes of heritage, inclusion, climate change and enterprise.

Dunoon Goes POP was part of Place Makers: Microclusters (2021) and explored how Dunoon's history as a soft drinks manufacturing base could be used to engage people in learning about the global impacts of the industry, make drinks, and create a new visitor experience.

Tacit-Tacit also received support and funding through the Evolve and Heritage Horizons programmes (2021–22) for the project *We Are Building a Beach Hut*, which aims to make a prototype beach hut for West Bay in Dunoon, developed through creative public engagement.

Tacit-Tacit exercised flexibility to use foundational awards as match funding to maximise outcomes. This has empowered Tacit-Tacit to increase capacity and employ a team of local creative practitioners, building more value at a local level for design and placemaking projects.

CHARTS support enabled Tacit-Tacit to test out concepts during the pandemic, with a range of collaborators, taking the project forward to a stage where *Dunoon Goes POP* had a more defined enterprise concept.

The We Are Building Beach Hut investment has enabled Tacit-Tacit to broker new partnerships with the Dunoon Conservation Area Regeneration Scheme, Dunoon Area Alliance (a local community development trust), and Dunoon Grammar School, resulting in a creative initiative that has, to date, involved 46 people including 35 young people in traditional skills and heritage related training.

www.tacit-tacit.co.uk



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Many of the networks of support for design focus on the needs of urban practitioners, so it has been incredibly refreshing to access a range of opportunities for the innovative work and positive growth we want to deliver, as well as tap into a creative network wired into the complex and hidden challenges of living and working in Argyll.

- Hannah Clinch, sustainable designer

CASE STUDY: Eleanor Mackinnon, Naoko Mabon & Deborah Gray

Eco Creative Cluster, The Rockfield Centre

Oban / International

During the Covid-19 lockdown, The Rockfield Centre (TRC) worked closely with CHARTS to develop a Place Makers initiative, Eco Creative Cluster. This project with key aims to create a dye garden, began with conversations between local artists and The Rockfield Centre's Heritage Officer, with Eleanor Mackinnon, Lead Officer. supporting the project's evolution. The project was led by Deborah Gray, a resident textile artist with active Icelandic cultural links and professional interests, and Naoko Mabon, a Japanese curator. Due to Naoko's interest in weaving relationships amongst differences, the project sought to expand natural dye focused dialogue to develop a network of practices and practitioners, including localities and grounds in and beyond Oban. CHARTS was described by the artists as providing financial, professional and moral support, as well as friendship.

This small project was important to The Rockfield Centre as it allowed growth in artist engagement, whilst also providing opportunities for the local community to establish a dye garden and be active during Covid-19. This was found to benefit volunteers by offering inclusive support during periods of Covid restrictions and

beyond, improving wellbeing, and knowledge in horticulture, natural dyes and heritage. The area opposite the main entrance to the Centre was also improved significantly for staff, local community and visitors. The artistic community also showed growth through new collaborations, workshops and projects that evolved based around themes of the dye garden.

Participants used their ingenuity across all development stages to maximise the scope for both digital communications and outdoor activity reflecting the demands of strict public health guidance. This included to initiate a series of talks by webinar exploring horticulture dye heritage in relation to people and place, which engaged local, national, and international presenters and audiences.

www.therockfieldcentre.org.uk/ eco-creative-cluster

Image: team photo of Oban Heritage of Colours project with their "Heritage Hero Gold Award" from Archaeology Scotland.



Since moving to Oban just before the coronavirus outbreak, I was searching for a way to get to know about and engage with my new hometown and its creative community. The project provided an ideal platform and occasion to learn about the tangible and intangible local cultural heritage, ecology, and people.

- Naoko Mabon, curator

Heritage Horizons

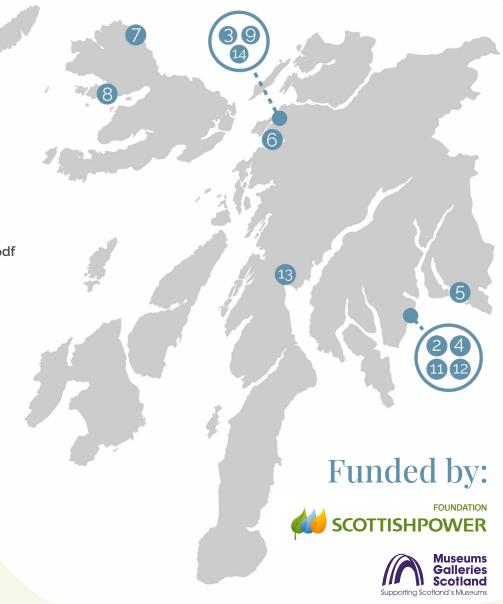
Heritage Horizons was a project developed in partnership with the Argyll & Bute Museums & Heritage Forum, made possible with funding support from the Scottish Power Foundation. This addressed the challenges of an ageing workforce across the region's heritage sector and built youth employability skills by creating exciting opportunities for young people across Argyll and Bute. This project included 15 key heritage venues and projects and was supported by a strategic regional working group including partner providers and Argyll and Bute Council officers.

View the 2021–22 Project Evaluation Report at: www.chartsargyllandisles.org/media/5020/heritage-horizons-report-2022.pdf

- The Argyll Collection, Argyll and Bute Council
- 2. Case Study: Castle House Museum, Dunoon
- 3. Dunollie Museum, Castle and Grounds, Oban
- 4. Case Study: Dunoon Burgh Hall, Dunoon
- 5. Hermitage Park, Helensburgh
- 6. Historic Kilbride, Lerags
- 7. Mull Museum, Tobermory, Isle of Mull
- 8. North West Mull Community Woodland Company, Isle of Ulva
- 9. The Rockfield Centre, Oban
- 10. Screen Argyll, Isle of Tiree
- 11. Tacit-Tacit, Dunoon

Heritage Horizons Schools

- 12. Dunoon Grammar School, Dunoon
- 13. Lochgilphead High School, Lochgilphead
- 14. Rockfield Primary School, Oban





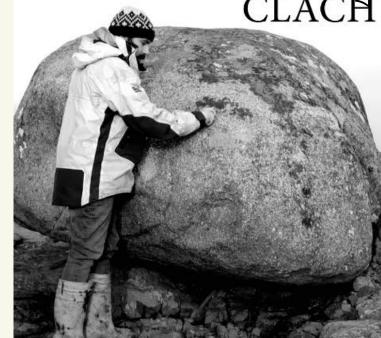
Above: as part of Heritage Horizons, a tour guide training event was held at Historic Kilbride.
Right: Jamie McDonald's film explored the Ringing Stone on Tiree and was produced with the support of Screen Argyll.

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One of the skills I've developed is called Palaeography. Palaeography is where you take an old document and you rewrite it in a way that people today will understand. A lot of the old writing is considered quite 'scribbly', and a lot of people don't know how to read cursive. A lot of the documents are also in Latin as well, which is quite hard to try and translate.

I think old buildings and historical buildings are incredibly important, as they have made history. Without that building there, a lot of its history wouldn't have existed.

- Abbey McFadyen, North West Mull Community Woodland Company, Isle of Ulva



Staff

PROJECT MANAGER (North) – Pamela Campbell
PROJECT MANAGER (South) – Kirsty McNab
DIGITAL MARKETING MODERN APPRENTICE – Kirsten Miller
PROJECT SUPPORT – Muriel MacKaveney

Project partner

Argyll & Bute Museums & Heritage Forum



CASE STUDY: Iona Tytler

Castle House Museum Dunoon

Over 12 weeks, Iona worked alongside the Castle House Museum manager to learn about all aspects of the museum, from front of house to accessing archives, to create improved visitor experiences, all set against the Covid-19 pandemic restrictions.

Castle House Museum and CHARTS supported lona by providing access to valuable skills development opportunities and one-to-one mentoring, helping Iona to explore the potential of a career in the heritage and cultural sector.

Originally from Dunoon, Iona is interested in social, LGBTQ+ and gender history. Iona achieved the following during her placement:

- Worked to uncover underrepresented narratives often not featured in popular history
- Focused on the museum's clothing collection and developed object handling skills
- Gained access to Castle House Museum's archive
- Created text about Dunoon's suffrage movement which was turned into a public display

- Engaged new audiences through their displays
- Received training, advice, and support for Castle House Museum staff
- Received support and progress meetings with heritage project manager Kirsty MacNab
- Learnt how best to portray a heritage organisation online through giving a presentation at a CHARTS webinar, 'Love Heritage', which they received support for from Kirsten Millar

www.castlehousemuseum.org.uk

View Iona's suffrage display at: www.chartsargyllandisles.org/media/4935/ ioan-tytler-dunoon-suffrage.pdf

Image: Iona Tytler on placement at Castle House Museum. Dunoon.



I developed visitor service skills and a welcoming front of house persona, alongside object handling skills, and how to create text for a museum display. I also had the chance to be trained by a Scottish Tourist Guides Association member and learnt how to disseminate historical information on a guided tour. I feel this is a really good working model to get young people into heritage, as it has given me a lot of skills that are needed for the sector. It has brought me more involved with my local heritage sector and the museum itself which I wouldn't have been able to do otherwise.

- Iona Tytler, Heritage Horizons placement

CASE STUDY: Jack Elroy & Amy Johnstone Dunoon Burgh Halls Dunoon

CHARTS helped to support two 12-week
Heritage Horizons placements at Dunoon
Burgh Hall (DBH) with an in-person and online
heritage experience. This included, Jack McElroy
a 2020 Fine Art, Sculpture and Environmental
Art graduate of Glasgow School of Art with an
interest in the social history of Joan Eardley's
Townhead works and Amy Johnstone, recent
graduate from the University of Glasgow in
Technical Art History who explored Eardley's
work for her dissertation.

Working with The Argyll Collection and Dunoon Burgh Hall, Amy and Jack assisted Jenny Hunter, Creative Arts and Education Manager for Dunoon Burgh Hall, in the creation of a series of events and exhibitions to mark the centenary of Joan Eardley's birth ('JE100').

Work for this exhibition was provided by The Argyll Collection, the Lillie Art Gallery and the Clydebank Museum.

 Amy and Jack helped organise and curate an events programme for JE100 Exhibition: 'Joan Eardley – In Conversation' on 28th April 2022, and 'A Personal View on Eardley' on 30th April 2022.

- Amy and Jack both achieved Gold Archaeology Scotland Heritage Hero Awards and 100-hour Saltire Awards.
- DBH was able to support Jack as a new young artist by showcasing his work *The* Steamie (1988); Me and Gran in Maryhill Park, 2021, alongside Joan Eardley's art.
- Amy is now involved in CHARTS Under 30s a membership group to advocate and create opportunities for young people – and has secured full-time employment as of July 2022.

Image: Amy Johnstone, Placement Holder, Dunoon Burgh Hall





This gives young people the opportunity to work on projects they might not necessarily be exposed to, it lets them develop new skills, lets them have input into something they might not have otherwise had the opportunity to do. My experience has been positive, everyone is supportive, enthusiastic about having placements on board.

- Amy Johnstone, Heritage Horizons placement

This opportunity has allowed me to delve even further into the artist and her work by visiting her work in galleries, libraries, and archives to write texts on the social history of her work. I have learnt a lot collaborating with Amy, sharing information, and learning from Eardley's life and work.

- Jack McElroy, Heritage Horizons placement



Evolve Arts & Tourism

This funding stream was designed to help mitigate socioeconomic challenges exacerbated by the pandemic. Five innovative area-based projects were commissioned including artists from the Cowal Peninsula, Oban, Kyles of Bute and Lismore.

In Dunoon, Evolve supported Hannah Clinch (Tacit-Tacit) with We Are Building a Beach Hut, Eve Campbell and Karen McPhail developed Fragments, leading to a trail of ceramic treasures for people to find, and Siamh Sound created a series of sound pieces on Lismore to encourage visitors to explore and dwell in places of unique beauty and experiences.

In Oban, Campbell and Joy Cameron created the Market Barra as a platform for selling local products by a variety of artists also creating new audience experiences and across Cowal, Cowal Open Studios increased access to their arts collective studio trail.

- Cowal Open Studios, Cowal
- 2. Case Study: Fragments, Drey Workshop, Tighnabruaich
- 3. Market Barra, Making it Happen, Oban
- 4. Case Study: Saimh Sound, Lismore and Glasgow
- 5. We Are Building a Beach Hut, Tacit-Tacit, Dunoon

Staff

PROJECT MANAGER - Sarah Frood





Additional commissioning of *The Pantry* also emerged from the Evolve project, made possible by CHARTS partnership with the Argyll and Isles Tourism Cooperative (AITC), aiming to further promote the culture sector within the tourism and hospitality industry:

Building on the success of Evolve, Karen McPhail, Eve Campbell and Gregor Campbell of the Drey Workshop were invited to develop a full tableware display for use by food and drink suppliers in Argyll and Bute. CHARTS worked in partnership with AITC to contribute to this 'Pantry' project as part of the AITC Collaborait programme which encourages collaboration between businesses in Argyll in delivering new and innovative products.

Visit the CHARTS microsite Wander Argyll for more details about support to our members, building tourism interest: www.wildaboutargyll.co.uk/wander-argyll

Images: textiles (by Eve Campbell) and tableware (by Karen McPhail and Gregor Campbell, Drey Workshop).

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As a young maker in Argyll, CHARTS has provided me with the support to continue experimenting and developing new work. It is vital that I continuously free my time for the projects and research periods that bring life to my work and CHARTS has enabled opportunities for me to do this.

- Eve Campbell, textile artist



CASE STUDY: Karen McPhail

Fragments, Drey Workshop Tighnabruaich

CHARTS supported the Drey Workshop with two projects linked to Evolve, which enabled ceramicist Karen McPhail to finesse an idea for work she had been developing for several years.

CHARTS financial support enabled Karen to refine ideas, experiment with imagery found in Argyll and make a body of work in response to the landscape, while CHARTS staff supported Karen with how her Fragments project could be engaged with. Alongside this support, Karen was able to develop work which enabled communities to connect with ceramic pieces, and which also allowed Karen's work to 'live' outside her studio:

Fragments resulted in hundreds of highly decorated glazed ceramics fragments placed in earthenware 'lady pots' to be placed at sites of public interest around Tighnabruaich. Those who discovered the work were invited to take away their own fragment. Karen was supported by CHARTS Communications Coordinator, James Coutts, who discussed the involvement of social media in recording the fragments' journeys. Through conversations, it was decided the works would be interacted with in real-

time giving each person who found fragments a unique experience. This allowed for organic discussions around the work to develop.

For example:

- Two sisters from Poland excitedly photographed each other holding the fragments and, after hearing about the project, emotionally shared that it was one of their birthdays and they would treasure their fragments as a memento.
- The local 'Branching Out' group (a network for mental health support) found a jar during a walk through the woodland and one member took pleasure in asking other members to choose their own fragment and discuss where they would leave them.
- An archaeologist visiting the area on holiday tweeted after seeing a jar in the Tighnabruaich Gallery window, "this is archaeology of the future".

www.dreywork.shop

Image: a Fragments project lady pot by Karen McPhail.



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CHARTS support has made it possible for Drey Workshop to engage with the local and wider community, which has resulted in our practice becoming more relevant in our setting. Links have been created and future plans for projects discussed with local groups. Working in the creative industries can be isolating, especially in a rural environment, and CHARTS has facilitated a more 'expansive' outlook.

- Karen McPhail, ceramicist

CASE STUDY: Rory/Ruari Green Sàimh Sound Collective Lismore / Argyll-wide (Glasgow-based)

CHARTS provided Saimh Sound Collective with mentoring and financial support, which facilitated the creation of sound works that explore Argyll's cultural and natural heritage.

Evolve's Project Manager, Sarah Frood, supported Sàimh Sound through a series of one-to-one meetings that helped to create a structured timeline for the project and build the collective's networks and audiences.

As a collective run by young people, the combined professional development and financial support provided by CHARTS allowed Sàimh Sound the time to fully develop and deliver their project. Through Evolve, Sàimh Sound has explored a different kind of artwork for visitors to Argyll and Bute and documented the contemporary sounds of the Lismore area.

CHARTS support allowed Saimh Sound to fully commit to their practice. Prior to this the artists involved were struggling to develop the project. The artists informed staff that to continue to work in isolation, pursuing ideas for development, would have had a detrimental effect on the project outcomes and their own wellbeing.

Via Evolve, Sàimh Sound completed a production and development phase on Lismore that was vital to their success, and it allowed them to embed themselves in the landscape. This commitment of time has shone through in the final project, Eilean. With guidance from Sarah, Sàimh Sound was also able to develop a website and make it representative of their code of ethics.

The digital legacy of the project will help to promote and engage new audiences and stimulate future conversations.

saimhsound.cargo.site



Image: Hydrophonics, by Rory Green.



This was the first funding of this sort the collective received, and it was beyond motivational, a real steppingstone in moving Saimh Sound from 'student-led practice' and into the big wide world of professional practice. Without the support of CHARTS, our collective may well have lasted the duration of our studies and fizzled out. Instead we've expanded to include several new members and are working to publish a diverse array of experimental projects over the next couple of years.

- Rory Green, sound artist



Visual Artist & Craft Makers Awards

Since 2019 CHARTS has managed the Visual Artist and Craft Makers Awards (VACMA) on behalf of Argyll and Bute Council and Creative Scotland. This has brought VACMA, as a highly regarded national programme, to Argyll and Bute for the first time. During February 2022, eight awards between £500–750 were distributed to assist professional artists, craft makers and designers in their creative development.

From the outset this award scheme has greatly benefited practitioners to develop ideas and practice, including in a variety of ways during the period of Covid-19 national lockdown and towards recovery from the pandemic. Additional delivery time has also been enabled where helpful to support awardees with the impacts of the pandemic, as highlighed within case studies.

- Alicia Hendrick, Isle of Mull.
- 2. Dot Sim, Isle of Tiree
- 3. Eve Campbell, Tighnabruaich
- 4. Case Study: Mhairi Killin, Mull and Iona
- 5. Naoko Mabon, Oban
- 6. Pieter van der Werf, Bute, Colintraive
- 7. Sarah Boulton, Rhu
- 8. Stephen Healy, Dunoon
- 9. Case Study: Valerie O'Regan, Innellan





Left: Walking bear landscape, 2021, by Lesley Burr (cropped from original artwork).

Right: Silver jewellery by Dot Sim, inspired by the rural Scottish environment.



The award supported my creative practice at a crucial time, following an art residency in the Arctic. Access to specialist print-making supplies allowed me to have a period of experimentation, with fresh creative approaches that I found invigorated my art practice, with printmaking and with painting.

I have established connections with staff and artists at Glasgow Print Studio which is very supportive as a rural based art practitioner. It felt so exciting to be able to buy and experiment with new print supplies and this has been so fruitful creatively, resulting in over 50+ new prints and upcoming exhibitions.

The body of artwork produced has contributed to securing two upcoming exhibitions, at Stirling Smith Museum and Dunoon Burgh Hall in 2023. It has indirectly resulted in artwork being selected for the RSA annual exhibition, the Royal Academy Edinburgh and the RA Summer Exhibition in London in 2022, which is very encouraging.

- Lesley Burr, artist



CASE STUDY

Mhairi Killin Mull and Iona

CHARTS and VACMA supported island-based artist Mhairi Killin to undertake a research trip with the Hebridean Whale & Dolphin Trust, as part of the research and development phase of a multi-disciplinary project.

In May 2021, Mhairi was able to join a ten-day voyage with a scientist and two crew on the Tobermory-based, Hebridean Whale & Dolphin Trust research vessel, *The Silurian*. This voyage intentionally coincided with 'Joint Warrior', Europe's largest military, UK-led NATO exercise which takes place around the Hebrides twice a year. Mhairi was able to observe the Hebridean Whale & Dolphin Trust monitoring surveys of the Joint Warrior exercises, which records the impact that these activities may have on cetaceans across the Hebrides.

Mhairi later created a multi-disciplinary exhibition, *On Sonorous Seas* that supported the local gallery space, An Tobar, and produced a podcast series, public performances, a publication and CD.

The support of CHARTS at the research stage for *On Sonorous Seas* was critically important to the project's longer-term success as it provided Mhairi time to experience meaningful engagement with Hebridean Whale & Dolphin Trust scientists and the subject matter. Mhairi reported that this valued support had helped to build a solid foundation of knowledge and grow relationships that in turn provided integrity and depth to her final work.

www.onsonorousseas.com

Image: On Sonorous Seas: A Constellation of Strandings, still from a video created in collaboration with composer, Fergus Hall, and digital artist, Tom deMajo. Image by Sarah Darling.



It is our embodied capacity to feel, to know and understand as human beings, that allows artists like me a way into participating in science. The Joint Warrior research trip allowed me to participate in different relationships and processes governing a world till then relatively unfamiliar to me, because I lived it for ten days, directly and imaginatively. This was a phenomenological learning experience – embodied learning in a specific and relational environment.

- Mhairi Killin, artist



CASE STUDY

Valerie O'Regan Innellan / International

Valerie O'Regan has been a CHARTS member since 2019 when the charity began. This has enabled promotion of her work on the CHARTS website through access to the artist's profile pages, where she has uploaded new exhibitions, events and showcased her work. Valerie received a VACMA award in 2022 and CHARTS is reported to have provided supportive guidance with the application process and ongoing advice and support throughout the delivery of the award against the backcloth of the pandemic. Valerie states that the digital support and network systems provided by CHARTS were vital to her ongoing success with VACMA.

CHARTS support has been most valuable in supporting Valerie's ongoing research and exploration into photography and printmaking. This has directly enhanced Valerie's understanding of materiality, processes and techniques which are fundamental characteristics of her practice. Valerie has also developed her research and technology skills by accessing online resources, such as found in the CHARTS archives. Support has also enabled her to connect with artists globally through digital engagement such as social media

and online workshops. Supporting Valerie's practice has given her confidence to apply for further opportunities to show her work such as open calls, curated exhibitions and residencies. Valerie's feedback includes that these digital relationships and opportunities such as CHARTS online membership are vital to sustaining artists' practice in rural areas.

www.valoregan.com

Image: Vertical landscape, a four metres tall, multi-layered cyanotype print with plant pigments foraged around Innellan by Valerie O'Regan.



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The funding has given me the confidence to risk take and trust my intuition, working with materials and techniques that I would not have considered because of their cost and unchartered outcomes. It has been such a challenging couple of years with Covid and having such positive support from CHARTS has given me real focus and confidence in my practice. The opportunity to apply for VACMA with the support of CHARTS has developed new possibilities locally and allowed me to share and promote my visual art from my Argyll context to audiences further afield, nationally and internationally.

- Valerie O'Regan, artist

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Gaelic Development

Gaelic development is a key priority for CHARTS and opportunities to date have been made possible with the outstanding support of Bòrd na Gàidhlig and Argyll and Bute Council.

Partnership to design a national award programme for the themed year of Colmcille 1500, resulted in significant support to artists during 2020 and 2021 and has assisted the organisation to develop links with Foras na Gaeilge, Ireland. Projects include:

- 1. Illuminations, Ardrishaig, Dunoon, Islay and Oban
- 2. Teangan Earra-Ghàidheal, Iona, Mull and Tiree
- 3. Turas, Helensburgh

Duais Dileab Chaluim Chille / The Colmcille Legacy Award

- 4. Alie Robertson, Taynuilt
- 5. Alicia Hendrick, Isle of Mull
- 6. Andrew Dunlop, Connel
- 7. Bobbi Vetter, Oban
- 8. Judith Parrott, Isle of Bute

Awardees based outside the region:

- g. Catriona Patience, Edinburgh
- 10. Déirdre Ní Mhathúna, Edinburgh
- 11. Gina MacDonald, North Uist
- 12. Rachel Walker, Spean Bridge, Inverness
- 13. Róise Nic an Bheatha, Edinburgh
- 14. Thomas Keyes, Cromarty, Highlands



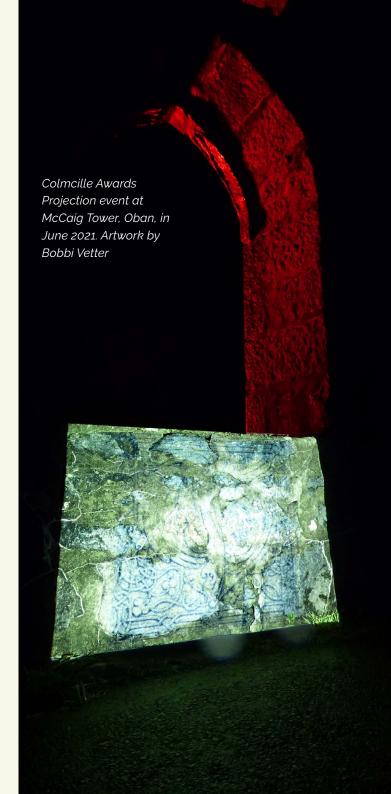
Duais Dileab Chaluim Chille/The Colmcille
Legacy Award, was a national arts and heritage
award scheme created in partnership with Bòrd
na Gàidhlig to commemorate Colmcille/St
Columba's life and cultural legacy throughout
the year of Colmcille 1500. This project
began during the height of the pandemic and
continued to support artists in their work until
early 2022. This project invited Gaelic artists'
and non-Gaelic speakers working in partnership
with Gaelic speakers, to create artwork that
celebrated and interpreted the role of Colmcille
in the past and in contemporary society.

The project initially offered arts awards of up to £750 and a single heritage award of £1500, alongside an online exhibition to profile and support Gaelic culture and language. Results reached beyond original partner expectations. The project grew to not only successfully support 11 artists nationally across a wide range of media, but to also support resulting exhibitions, public engagement and to have artworks projected onto some of Argyll's most iconic buildings through the Illuminations programme in December 2021. This emerged through working closely with Foras na Gaeilge and Bòrd na Gàidhlig to comme<mark>morate the birth</mark> of Colmcille, with projection events additionally supported by Argyll and Bute Council.

Turas, held at Hermitage Park, Helensburgh, also further celebrated the awards programme highlighting the significance of Gaelic language and culture during March 2022, as part of Seachdain na Gàidhlig / World Gaelic Week, 21–27 March 2022. Additionally, Turas included digital arts resources created for primary and secondary school pupils in partnership with Gaelic Community Development services at Argyll and Bute Council. Designed to increase access for young people in Gaelic language, poetry and storytelling, these resources were first developed to be highlighted at the Argyll Gaelic Gathering 2022, hosted for the local authority by CHARTS.

Further Gaelic language promotion during 2021 included Teangan Earra-Ghàidheal, providing simultaneous meeting translation via a dedicated Zoom platform to community groups and projects. This was a pioneering project, believed to be the first of its kind outside the Scottish Government, and was co-designed by CHARTS in collaboration with Mull and Tiree Community Councils and the Mull and Iona Gaelic Partnership. The project facilitated translation at community council meetings and for online events held by the Argyll Estates and Screen Argyll. As a pilot project the key aims were to reach out and support those with Gaelic, assist learners and help to position the language as relevant for everyday use. During this period Gaelic speakers were also trained as simultaneous translators for future online events.

This project was supported by Iain MacIIIChiar and made possible by Argyll and Bute Council Supporting Communities Fund.



CASE STUDY

Judith Parrott Isle of Bute

The Rionnach Maoim: Cloud Shadows project enabled the discussion and preparation of material from the Gaelic Centre on Islay and for the Colmcille 1500 live online event. This was broadcast from the Great Room in Magee Campus, University of Ulster (Derry~Londonderry), which included collaborating with the Gaelic Centre on the making of a short audiovisual display from still images and song.

CHARTS supported the facilitation and the ongoing publicity of Rionnach Maoim, developed for Colmcille 1500, with its inclusion in several events, including CHARTS projects such as Illuminations, Colmcille1500, celebrations in Ireland, and via presentation at the Gaelic Centre on Islay.

Several opportunities have arisen as a direct result of the work created by Judith Parrott for the Colmcille 1500 Award, including developing the theme of the natural environment's importance in a GUIR! residency with Glasgow Life, and presenting at the UEFA Euros Cultural Festival. This then led to work with the University of Glasgow *Dear Green Bothy* project,

participation in the *John Muir Message to* the Earth at Dunbar Townhouse Museum, and an article published in the John Muir Trust *Wild and Well Repository*.

Elements of this material, on the theme of the benefits of engaging with nature for mental wellbeing, have also gone on to be used with a class of refugee English language students.

www.judithparrott.com

Image: still from the Colmcille film project, by Judith Parrott.



The ongoing legacy to a body of work is vital to the viability of life as an artist in Argyll.

CHARTS has facilitated this and continued to be a great support. These projects have led on to further development of my Gaelic language skills with the taking up of formal Gaelic lessons, which I continue with, and very much enjoy.

Thank you very much Kathleen, James, and all in the CHARTS team, for playing such an important role in this. CHARTS is a very valuable resource for artists in Argyll and beyond.

Judith Parrott, photographer



CASE STUDY

Thomas Keyes Cromarty, Highlands

CHARTS helped to promote Thomas Keyes' search for a collaborator, which enabled his work in partnership with Gaelic expert, Dr Michael Newton. CHARTS further supported this working relationship through the Colmcille Legacy Heritage Award, which provided Thomas with £1,500 towards the production of a process video that documented the creation of a manuscript. The terms of the award also introduced Thomas, living outside the area to artists in Argyll and Bute and through which to further develop access to his work in the region.

For the manuscript, Michael provided a Gaelic story that Thomas translated into a page, using traditional tools and materials reminiscent of Colmcille, as part of the celebration of his life.

This project was Thomas' first move into Gaelic arts, which is now a significant proportion of his practice. From the Colmcille Legacy Heritage Award, Michael and Thomas have now created a close working relationship and have become long-term collaborators. This new network has allowed Thomas to work on two further projects, including a book on Gaelic origin legends with the artwork created with CHARTS forming one of the pages.

CHARTS has supported this growth by linking Thomas with relevant partners such as The Rockfield Centre, leading to another funded project collaboration. CHARTS support also led to further opportunities for Thomas, such as securing funding from Glasgow Life's GUIR! programme and Maoin nan Ealan Gàidhlig.

scribalstyles.net

Images: Calumcille ann an Eirinn, by Thomas Keyes 2021.





If CHARTS had not provided the network to find my collaborator and then the funding to initiate our project then the most creative and prolific year in my career so far would not have happened.

- Thomas Keyes, artist

Ongoing work & future plans

The outcomes of projects developed during 2021 created a considerable legacy for the organisation. Evaluation work evidenced the value of these projects and the ongoing need for our role across Argyll and Bute, encouraging further investment from funding bodies. At the time of producing this review, many new projects are at a start-up stage, outlined below.

To find out more, visit CHARTS' Showcase page at: www.chartsargyllandisles.org/showcase

Projects include:

 Argyll Aspires supported by the National Lottery Heritage Fund based on the success of Heritage Horizons. This includes partnership with Dunollie Museum, Castle & Grounds, Auchindrain Historic Township, The Argyll Papers, Argyll Estates and the Argyll Collection, owned by Argyll and Bute Council.

This innovative project offers early entry experience with nationally recognised qualifications into the heritage and museums sector through paid apprenticeships and training schemes and encourages a greater understanding of culturally significant collections and curatorial responsibilities.

Qualification support for Argyll Aspires will be provided by Museums Galleries Scotland, the University of Dundee, and Rewards Training Scotland. Live Argyll Partnership at Campbeltown
 Museum designed to support and develop
 interest in the nationally accredited
 museum collection, building audiences
 with Live Argyll. This will establish new
 opportunities at the museum including
 for young people, including a Museums
 Technician Modern Apprenticeship,
 supported by Museums Galleries Scotland
 and Skills Development Scotland.

We are delighted to continue working with Live Argyll through museum and heritage initiatives, and we also look forward to other future partnerships supporting musicians. For more information about the Tides Digital Music Festival, 2020 and 2021, visit: myplayer.uk/tides

 Remembering Together, led by Lateral North, enables a regional arts response to the impacts of the pandemic. It includes both in-person and virtually immersive

- opportunities for mainland and island communities, and is a partnership with Argyll and Bute Council and Greenspace Scotland, supported by the Scotlish Government.
- Wander Argyll, the dedicated CHARTS microsite linked to Wild About Argyll, will be revitalised. We will continue to work closely with the Argyll and Isles Tourism Cooperative to promote events, products and experiences region-wide, nationally and internationally. During 2022, audience development initiatives for our members will include Argyll and Bute based artists exhibiting work at Craft Central in London.
- The Visual Artist and Craft Maker Awards (February, 2023) will offer for the third year running professional development support to experienced and emerging practitioners on behalf of the partnership between Creative Scotland and Argyll and Bute Council.

Development plans include:

Expanding the staff team to increase our impact. We are delighted that new part-time posts will be established during 2022, including dedicated support for Gaelic language and culture, and islands heritage and culture, supported by Bòrd na Gàidhlig and the Scottish Government, respectively.

Supporting members under 30 years old. We are creating a peer-leadership group to help design and build new opportunities for other young people. This is currently supported by Argyll and Bute Council and Argyll and Bute Third Sector Interface.

Helping members thrive. We will continue to grow opportunities that support the sector, whether individuals, organisations or venues. In the autumn, we will offer profile-building workshops to help grow audiences and further develop our webinar series to continue making new introductions, forge connections and listen to area needs. We hope you will join us to decide the next steps.

To find out more, visit: www.chartsargyllandisles.org/news

Images from top: Tides Digital Music Festival – Eilidh Steel and Mark Neal © Allan MacDonald Seylan Baxter © Seylan Baxter

Stay in touch

info@chartsargyllandisles.org chartsargyllandisles.org







/CHARTSArgyllandIsles



Cover image: On Sonorous Seas: A Constellation of Strandings, by Mhairi Killin.
Still from a video created in collaboration with composer Fergus Hall and digital artist Tom deMajo. Image by Sarah Darling.

Review designed by CHARTS members, Abigail Daly (ruskinlane.co.uk) and Hannah Clinch (tacit-tacit.co.uk).

The Culture, Heritage and Arts Assembly, Argyll and Isles, is a Scottish Charitable Incorporated Organisation registered in Scotland: SC049113



ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA COMMITTEE

CUSTOMER SUPPORT SERVICES

13 SDECEMBER 2022

AREA PERFORMANCE REPORT – FQ2 2022/23

1 Background

- 1.1 This paper presents the Area Performance Report for Financial Quarter 2 2022/23 (July to September 2022) and illustrates the agreed performance measures.
- 1.2 As previously agreed the 14 quarterly Corporate Outcome Indicators (COIs) are now reported to all Area Committees on a quarterly basis, and are now included in the Performance Reports.

The features of the Performance Report are as follows:-

- Indicators are grouped by Corporate Outcome.
- > The data table for each indicator is coded to identify the level of reporting.
 - o Area level measures are blue
 - Council level measures are grey
 - COI measures are white
- > Each indicator details the
 - Target, Actual and Performance status (Green / Red / No Target) for the current and three previous financial quarters.
 - o Commentary for the current financial quarter only.
 - Narrative explaining the performance trend e.g. This indicator is above Target and performance has improved since the last reporting period.
 - o The name of the responsible officer.
 - Where possible performance is presented at both Area and Council level.

It should be noted that Pyramid remains live and all measures can be navigated as usual through the front screen. If support to navigate Pyramid is required please email pyramid@argyll-bute.gov.uk

- 1.3 The commentary for each indicator helps 'Tell Our Story' and enables Elected Members to put the performance data into perspective and understand if an issue is local in nature or should be escalated up to a Strategic Committee.
- 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.

2 Recommendations

- 2.1 It is recommended that the Area Committee
 - a) Notes and considers the performance and supporting commentary as presented.
 - b) Upon receipt of the Quarterly Performance Report the Area Committee contact either the Responsible Named Officer or Sonya Thomas with any queries.
 - c) 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 Climate Change: None
- 3.7 Risk: None
- 3.8 Customer Service: None

Kirsty Flanagan, Executive Director with responsibility for Customer Support Services

Jane Fowler Head of Customer Support Services 20 October 2022

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

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Appendix 1: FQ2 2022/23 H&L Performance Report



Helensburgh and Lomond Performance Report – FQ2 2022/23

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FQ2 2022/23 Overall Performance Summary

The information presented is a summary of the measures in the Scorecard that are available on Pyramid.

Unless stated otherwise, performance is presented at both Area and Council-wide levels.

The measures show the performance against target for the current and previous three reporting periods with an explanation of performance trend.

The data table for each indicator is colour coded to identify the level of reporting:

- > Area level measures are blue.
- > Council level measures are grey.
- > Corporate Outcome Indicators (COIs) are white.

Corporate Outcome No.1 – People live active, healthier and independent lives

COI - Maximise distribution of Scottish Welfare Fund

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	95.3%	130.0%	Green
FQ4 2021/22	95.3%	120.7%	Green
FQ1 2022/23	95.3%	87.5%	Red
FQ2 2022/23	95.3%	115.1%	Green

This indicator for FQ2 is above target and performance has increased since the last reporting period.

FQ2 Comment

We have currently spent £263,859 of our 2022/23 allocation of £458,338 which is above our monthly profile amount, and we have more than maximised our spend. We are continuing to monitor this closely while trying to support our most vulnerable customers during this time.

Responsible person: Fergus Walker

Corporate Outcome No.1 – People live active, healthier and independent lives

COI – Percentage of clients satisfied that they are better able to deal with their financial problems following our support and intervention

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	100%	100%	Green
FQ4 2021/22	100%	100%	Green
FQ1 2022/23	100%	100%	Green
FQ2 2022/23	100%	100%	Green

This indicator has met the target with no change in performance since the last reporting period.

FQ2 Comment

There were no Debt Arrangement Schemes set up in this quarter. All of the clients provided with a Personal Debt Recovery Action Plan were satisfied. Out of 7 surveys issued 7 were returned showing 100% of clients satisfied. Six of the 7 survey returns had comments showing their appreciation of the service and how it had helped them.

Responsible person: Lee Roberts

Corporate Outcome No.2 – People live in safer and stronger communities

Number of parking penalty notices issued – Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	769	No target
FQ4 2021/22	No target	760	No target
FQ1 2022/23	No target	1,411	No target
FQ2 2022/23	No target	1,303	No target

The indicator for FQ2 shows the number of parking penalty notices has decreased slightly since the last reporting period.

FQ2 Comment

Parking Charge Notices broadly on par to previous year. Luss remains a focus point with assistance from wardens from other areas. Responsible person: Hugh O'Neill

Number of parking penalty notices issued – Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	973	No target
FQ4 2021/22	No target	1,188	No target
FQ1 2022/23	No target	2,043	No target
FQ2 2022/23	No target	2,124	No target

This indicator for FQ2 shows the number of parking penalty notices has increased since the last reporting period.

FQ2 Comment

Overall the Parking Charge Notice figures are up from previous year; this likely due to a combination of the new warden in Bute & Cowal and the ongoing recovery from Covid-19.

Responsible person: Hugh O'Neill

Corporate Outcome No.2 – People live in safer and stronger communities

Car parking income to date - Helensburgh and Lomond

Performance is presented cumulatively for both Area and Council-wide levels. For individual Car Parks the income is presented on a quarterly basis.

Reporting Period 2022/23	Target (Cumulative)	Actual (Cumulative)	Status
FQ3 2021/22	£148,442	£224,101	Green
FQ4 2021/22	£181,503	£239,840	Green
FQ1 2022/23	£42,168	£60,908	Green
FQ2 2022/23	£105,213	£152,150	Green

This indicator for FQ2 shows the cumulative amount of income collected has exceeded the cumulative target.

FQ2 Comment

At FQ2, the cumulative H&L is showing £46,937 in income above the target. This is likely due to the ongoing popularity of sites such as Luss and Arrochar. Responsible person: Hugh O'Neill

Actual Quarterly Income collected in H&L during FQ1 and FQ2.

Car Park Location	FQ1 Actual	FQ2 Actual
Arrochar	£16,712	£22,215
Luss, Lomond	£31,979	£56,755
Sinclair Street, Helensburgh	£1,410	£736
Maitland Street, Helensburgh	£33	£0
Pier, Helensburgh	£10,751	£10,979
H&L	£23	£556

Car parking income to date - Argyll and Bute

Performance is presented cumulatively for both Area and Council-wide levels.

Reporting Period	Target	Actual	Status
	(Cumulative)	(Cumulative)	
FQ3 2021/22	£660,069	£699,363	Green
FQ4 2021/22	£807,078	£801,606	Red
FQ1 2022/23	£250,264	£165,678	Red
FQ2 2022/23	£625,429	£491,454	Red

This indicator for FQ2 shows the cumulative amount of income collected is significantly lower than the cumulative target.

FQ2 Comment

The Service is working through a stock programme which will upgrade all parking terminals to enable multi payment options (cash, Cashless and Chip & PIN). At this point, 66 terminals out of 92 have been upgraded. The back-office system for the upgraded terminals is excellent and allows for ensic review of the various payment modes. For FQ1 & FQ2 combined, the system shows payment totalling £573k for the upgraded 66 terminals. The remaining 28 cash only income is not shown on this system but may include an additional "payment in process" element (a lag on the income being added to the Councils ledger).

The cumulative total at FQ2 is shown as £491,454 against a cumulative target of £625,429; a shortfall of £133,975. However, even discounting the cash only terminals; there is circa £287k still to be processed, which would take the income over the target for FQ2.

Responsible person: Hugh O'Neill

Corporate Outcome No.2 – People live in safer and stronger communities

Dog fouling - total number of complaints - Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	9	No target
FQ4 2021/22	No target	18	No target
FQ1 2022/23	No target	13	No target
FQ2 2022/23	No target	7	No target

This indicator for FQ2 shows the number of dog fouling complaints has decreased since the last reporting period.

FQ2 Comment

There were 7 dog fouling complaints reported this quarter, this is good and is due to the Wardens increased patrols and signage. Responsible person: Tom Murphy

Dog fouling – total number of complaints – Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	60	No target
FQ4 2021/22	No target	81	No target
FQ1 2022/23	No target	61	No target
FQ2 2022/23	No target	45	No target

This indicator for FQ2 shows the number of dog fouling complaints has decreased since the last reporting period.

FQ2 Comment

There were a total of 45 dog fouling complaints received this quarter for the whole of Argyll and Bute, this has reduced significantly from last quarter. The service will continue monitoring, patrolling and educating on the issues of dog fouling in an attempt to reduce the number of complaints further.

Responsible person: Tom Murphy

Corporate Outcome No.3 - Children and young people have the best possible start

COI – Increase the percentage of our care experienced young people that have the recommended additional tracking and monitoring plans in place

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	100%	100%	Green
FQ4 2021/22	100%	100%	Green
FQ1 2022/23	100%	100%	Green
FQ2 2022/23	100%	100%	Green

This indicator for FQ2 is on track with no change in performance since the last reporting period.

FQ2 Comment

There is individual tracking and monitoring in place on SEEMIS in schools for care experienced children and young people. In addition to this, the Principal Teacher for care experienced children and young people monitors the information in SEEMIS and has subsequent conversations with staff in schools to ensure care experienced children and young people are receiving all the support they need to achieve and that the staff in school have the right strategies in place to help the child remain engaged with their education attainment and achievement. Often the care experienced health and wellbeing officers are used to provide extra support for the child and the family

Responsible person: Louise Lawson

Corporate Outcome No.3 – Children and young people have the best possible start

COI – Provide quality meals with cost margins to all pupils

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	5.00%	-0.62%	Green
FQ4 2021/22	5.00%	-4.00%	Green
FQ1 2022/23	5.00%	3.77%	Green
FQ2 2022/23	5.00%	0.98%	Green

This indicator for FQ2 is below target and performance has improved since the last reporting period.

FQ2 Comment

The food cost percentage for the whole area showed a variance of 0.98%. We will continue to review the food cost percentage for those schools above and below the 5% variance target.

Responsible person: Jayne Jones

Corporate Outcome No.4 – Education, skills and training maximises opportunities for all

Maximise the percentage of 16-19 years olds participating in education, training or employment – Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	94.00%	91.98%	Red
FQ4 2021/22	94.00%	92.79%	Red
FQ1 2022/23	94.00%	92.88%	Red
FQ2 2022/23	94.00%	95.48%	Green

This indicator for FQ2 is above target and performance has improved since the last reporting period.

FQ2 Comment

As at the end of FQ2 the Participation figure for Helensburgh & Lomond was 95.48%. This is above the Argyll and Bute Participation figure for 2021/22. Responsible person: Simon Easton

Maintain the percentage of 16-19 years olds in Argyll and Bute participating in education, training or employment services – Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	94.00%	93.17%	Red
FQ4 2021/22	94.00%	93.80%	Red
FQ1 2022/23	94.00%	94.00%	Green
FQ2 2022/23	94.00%	93.90%	Red

This indicator for FQ2 is slightly below target and performance has decreased slightly since the last reporting period.

FQ2 Comment

The Annual Participation Measure for 2021-22 was released on 30th August 2022. In Argyll and Bute 93.9% of young people aged 16-19 were participating (in work, training or education). This figure is 1.5% above the national average. 3.8% were not participating, which is 0.2% below the national average. 2.3% were unconfirmed, which is 1.3% below the national average. As of 10th October 2022, the Participation figure for Argyll and Bute stood at 95.67%. Responsible person: Simon Easton

Number of affordable social sector new builds completed per annum - Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	0	0	Green
FQ4 2021/22	0	0	Green
FQ1 2022/23	0	0	Green
FQ2 2022/23	0	0	Green

This indicator for FQ2 shows the number of completions has remained the same since the last reporting period.

FQ2 Comment

No units were scheduled for completion during quarter 2.

Responsible person: Allan Brandie

Number of affordable social sector new builds completed per annum - Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	23	23	Green
FQ4 2021/22	45	45	Green
FQ1 2022/23	36	36	Green
FQ2 2022/23	48	48	Green

This indicator for FQ2 has met the target for the reporting period.

FQ2 Comment

48 units were completed during FQ2. Bute & Cowal - no units completed; Helensburgh & Lomond - no units completed; Oban, Lorn & the Isles - 38 units completed at Dunbeg Phase 3. The units comprised 8 New Supply Shared Equity units and 30 for social rent. 31 units were general need, 4 wheelchair units and 3 amenity units. Mid Argyll, Kintyre & Islay - West Highland Housing Association completed 10 units for social rent on Jura. The units comprised 8 x 2-bedroom amenity units and 2 x 3-bedroom general needs units.

Responsible person: Alan Brandie

Percentage of pre-planning application enquiries processed within 20 working days - Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	75.0%	70.0%	Red
FQ4 2021/22	75.0%	41.4%	Red
FQ1 2022/23	75.0%	45.5%	Red
FQ2 2022/23	75.0%	36.8%	Red

This indicator for FQ2 is below target and performance has decreased since the last reporting period.

FQ2 Comment

The Team continues to work at a reduced capacity with 1 FTE vacant — statutory functions remain the priority and as a result Pre-application performance has been impacted, H&L pre-app figure this quarter is 36.8%

Responsible person: Peter Bain

Percentage of pre-planning application enquiries processed within 20 working days - Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	75.0%	61.7%	Red
FQ4 2021/22	75.0%	56.3%	Red
FQ1 2022/23	75.0%	60.5%	Red
FQ2 2022/23	75.0%	64.7%	Red

This indicator for FQ2 is below target however performance has improved since the last reporting period.

FQ2 Comment

The Development Management Team continues to operate with reduced resource. As new officers settle in, the Service are concentrating resource on working through planning applications which is a regulatory function.

Responsible person: Peter Bain

Householder planning applications – average number of weeks to determine – Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	8.0 weeks	15.6 weeks	Red
FQ4 2021/22	8.0 weeks	17.1 weeks	Red
FQ1 2022/23	8.0 weeks	9.8 weeks	Red
FQ2 2022/23	8.0 weeks	14.8 weeks	Red

This indicator for FQ2 has not met the target and performance has decreased since the last reporting period.

FQ2 Comment

This measure only relates to planning applications received for alterations to existing premises.

The average of 14.8 weeks to determine householder applications is above the target of 8, however 2 applications have skewed the figure taking between 50 and 70 weeks to determine.

Responsible person: Peter Bain

Householder planning applications – average number of weeks to determine – Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	8.0 weeks	11.8 weeks	Red
FQ4 2021/22	8.0 weeks	13.8 weeks	Red
FQ1 2022/23	8.0 weeks	12.4 weeks	Red
FQ2 2022/23	8.0 weeks	13.1 weeks	Red

This indicator for FQ2 has not met the target however performance has decreased slightly since the last reporting period.

FQ2 Comment

The Development Management Team continues to operate with reduced resource. The headline performance figure of an average of 13.1 weeks to determine these applications, is skewed by 2 applications which took over between 50 and 70 weeks to determine.

Responsible person: Peter Bain

Benchmarking FY 2019/20, 2020/21 and 2021/22

The year-end statistics from The Scottish Government were published on 31st August. FY21/22 benchmarking figures have now been updated and FY22/23 have been forward projected in the usual way. Readers should note that our own Pyramid data in Development Management measures is "unadjusted", whereas that of the benchmarks (represented by the blue and green columns on the graph) is adjusted for "clock-stopping". Clock-stopping is where The Scottish Government allow for the removal of specific time periods for identified applications where delays were out with the control of the Local Planning Authority.

COI – The number of new homeless applicants who required temporary accommodation this period

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	28	No target
FQ4 2021/22	No target	37	No target
FQ1 2022/23	No target	32	No target
FQ2 2022/23	No target	28	No target

This indicator for FQ2 shows the number of applicants has decreased since the last reporting period.

FQ2 Comment

During FQ2 – The Housing Service provided temporary accommodation to 28 new homeless households.

Bute and Cowal – 11 Helensburgh and Lomond – 4 Oban, Lorn and the Isles – 11 Mid Argyll, Kintyre and Islay – 2

Responsible person: Flora Lamont

COI – Maintain the percentage of local suppliers that benefit from the awards of contracts via the procurement portal

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	20.0%	39.4%	Green
FQ4 2021/22	20.0%	13.5%	Red
FQ1 2022/23	20.0%	13.2%	Red
FQ2 2022/23	20.0%	22.2%	Green

This indicator for FQ2 is above target and performance has increased since the last reporting period.

FQ2 Comment

Increase from previous quarter due to the Capital Building Works Projects Dynamic Purchasing System Contract Award - value £4.6m. 35 Successful suppliers allotted lots 9 of which were local suppliers. A summary of all contracts awarded in FQ2 is available on Pyramid.

Responsible person: Anne MacColl-Smith

COI - Increase the number of community benefits that are delivered through contracts we award locally

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	-	No target
FQ4 2021/22	No target	40	No target
FQ1 2022/23	No target	-	No target
FQ2 2022/23	No target	30	No target

This indicator for FQ2 shows the number of community benefits since the last reporting period.

FQ2 Comment

This indicator is reported in FQ2 and FQ4. The team has been working closely with their suppliers to deliver additional social, economic and environmental value and achieved 30 community benefits through Contract Management, Contract Awards and the Request List from 1st April 2022 to 30th September 2022. A summary of all contracts awarded in FQ2 is available on Pyramid.

Responsible person: Anne MacColl-Smith

Corporate Outcome No.6 – We have infrastructure that supports sustainable growth

Street lighting - percentage of faults repaired within 10 days - Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	75%	80%	Green
FQ4 2021/22	75%	12%	Red
FQ1 2022/23	75%	22%	Red
FQ2 2022/23	75%	47%	Red

This indicator for FQ2 is below target but there has been a large improvement in performance since the last reporting period.

FQ2 Comment

The street lighting repairs performance continues to improve in the Lomond area, due to the presence of a locally based Street Lighting electrician. A total of 74 jobs were completed in the period, of which 35 were within the 10day timescale. This gives a performance of 47%, more than doubling that of the previous quarter. The through-put of jobs also increased, from the 50 jobs completed in the previous period.

Responsible person: Hugh O'Neill

The percentage of street lighting faults are completed within 10 working days – Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	75%	59%	Red
FQ4 2021/22	75%	28%	Red
FQ1 2022/23	75%	29%	Red
FQ2 2022/23	75%	48%	Red

This indicator for FQ2 is below target however performance has improved significantly since the last reporting period.

FQ2 Comment

The total number of Street Lighting jobs recorded as completed within FQ2 totals 214, up from 116 completed in the previous period. Of these jobs, 102 were completed "on time" within the 10day timescale, showing an overall increase of the performance figure from 29% in FQ1 to 48% in FQ2. Whilst jobs may have missed the completion "target" they were eventually completed, as the figures for new faults at 215 in the same period, shows that the small team of 3 electricians and one apprentice, are at present able to "keep pace" with new service requests. This however indicates the underlying issue related to "out of date"

columns, cabling and control gear generally. The completion of the LED project in 2022/23, delayed due to Covid, will further reduce faults due to luminaire failures and it is anticipated that the Street lighting Capital replacement programme 22/23 will start to address the underlying issue of ageing asset. It may however, take several years of further investment before this has an appreciable effect on the frequency of reactive repair requests.

Responsible person: Hugh O'Neill

Corporate Outcome No.6 – We have infrastructure that supports sustainable growth

Total number of complaints regarding waste collection – Helensburgh and Lomond.

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	0	No target
FQ4 2021/22	No target	29	No target
FQ1 2022/23	No target	32	No target
FQ2 2022/23	No target	33	No target

This indicator for FQ2 shows the number of waste collection complaints has increased slightly since the last reporting period.

FQ2 Comment

There were 33 refuse collection complaints received for the Helensburgh and Lomond area for the second quarter. This could be down to operational and staffing issues and it is hoped this will improve next quarter, however given the number of properties serviced in this area this is still a good level of service.

Responsible person: Tom Murphy

Total number of complaints regarding waste collection - Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	0	No target
FQ4 2021/22	No target	40	No target
FQ1 2022/23	No target	58	No target
FQ2 2022/23	No target	65	No target

This indicator for FQ2 shows the number of waste collection complaints has increased since the last reporting period.

FQ2 Comment

The number of waste collection complaints has risen again slightly this month, with the most complaints received in the Helen sburgh and Lomond area. There were operational and staffing difficulties again over the months of July, August and September in this area. Discussions will continue with the local delivery teams in an effort to reduce the number of complaints next quarter. However, given the number of domestic and commercial properties services throughout Argyll and Bute this is still a good level of service.

Responsible person: Tom Murphy

Corporate Outcome No.6 – We have infrastructure that supports sustainable growth

COI - Percentage of waste recycled, composted and recovered

Performance is presented by Council-wide service provision.

Reporting Period	Target	Actual	Status
FQ3 2021/22	45.0%	50.6%	Green
FQ4 2021/22	45.0%	48.3%	Green
FQ1 2022/23	45.0%	52.1%	Green
FQ2 2022/23	45.0%	50.5%	Green

This indicator for FQ2 is above target however, performance has decreased since the last reporting period.

FQ2 Comment

50.5% recycling/composting and recovery (37.9% recycling/composting and 12.6% recovery). Following a Scottish Government Landfill Tax Abatement Order (which commenced from 1st July 2022), Barr Environmental no longer carry out any recovery from mixed general waste delivered to them from the Helensburgh and Lomond area. There is no recovery tonnage therefore for the H&L area during the quarter which has resulted in a slight reduction to the overall figure. Responsible person: John Blake

Shanks - Percentage of waste recycled, composted and recovered

Performance is presented by Council-wide service provision.

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	53.1%	No target
FQ4 2021/22	No target	49.7%	No target
FQ1 2022/23	No target	54.4%	No target
FQ2 2022/23	No target	58.1%	No target

This indicator for FQ2 shows the percentage of waste has seen a large increased since the last reporting period.

FQ2 Comment

58.1% recycling/composting and recovery (37.0% recycling/composting and 21.1.% recovery). Year to date figure is 56.3% recycling/composting and recovery (37.2% recycling/composting and 19.1% recovery).

Responsible person: John Blake

Islands – Percentage of waste recycled, composted and recovered

Performance is presented by Council-wide service provision.

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	39.0%	No target
FQ4 2021/22	No target	38.4%	No target
FQ1 2022/23	No target	33.3%	No target
FQ2 2022/23	No target	34.7%	No target

This indicator for FQ2 shows the percentage of waste has increased since the last reporting period.

FQ2 Comment

34.7% recycling/composting and recovery (34.7% recycling/composting and 0% recovery). Year to date figure is 34.0% recycling/composting and recovery (33.5% recycling/composting and 0.5% recovery).

Responsible person: John Blake

H&L – Percentage of waste recycled, composted and recovered

Performance is presented by Council-wide service provision.

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	49.5%	No target
FQ4 2021/22	No target	48.9%	No target
FQ1 2022/23	No target	53.6%	No target
FQ2 2022/23	No target	41.0%	No target

This indicator for FQ2 shows the percentage of waste has seen a large decreased since the last reporting period.

FQ2 Comment

41.0% recycling/composting and recovery (41.0% recycling/composting and 0% recovery). Following a Scottish Government Landfill Tax Abatement Order (which commenced from 1st July 2022), Barr Environmental no longer carry out any recovery from mixed general waste delivered to them from Helensburgh and Lomond area. There is no recovery tonnage for the H&L area during the quarter which has resulted in a reduction to the overall recovery figure. Year to date figures for H&L are 46.1% recycling/composting and recovery (41.9% recycling/composting and 4.2% recovery).

Responsible person: John Blake

Corporate Outcome No.6 – We have infrastructure that supports sustainable growth

COI – The number of tonnes of waste sent to landfill

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	5,100	4,550	Green
FQ4 2021/22	5,000	4,252	Green
FQ1 2022/23	5,850	4,546	Green
FQ2 2022/23	5,550	4,947	Green

This indicator for FQ2 is below target (lowest is best) however performance has decreased since the last reporting period.

FQ2 Comment

Tonnes of biodegradable municipal waste (BMW) to landfill within limit but slightly more than FQ2 in previous year. Following a Scottish Government Landfill Tax Abatement Order (which commenced from 1st July 2022), Barr Environmental no longer carry out any recovery from mixed general waste delivered to them from Helensburgh and Lomond area. There is no recovery tonnage therefore for the H&L area during the quarter which has resulted in a slight increase to the landfill figure.

Responsible person: John Blake

Corporate Outcome No.6 – We have infrastructure that supports sustainable growth

LEAMS (Local Environment Audit and Management System) - Helensburgh and Lomond

(Monthly data combined to show quarterly average)

Reporting Period	Target	Actual	Status
FQ3 2021/22	73	86	Green
FQ4 2021/22	73	56	Red
FQ1 2022/23	73	86	Green
FQ2 2022/23	73	87	Green

This indicator for FQ2 is above target and performance has improved slightly since the last reporting period.

FQ2 Comment

The level of street cleanliness for this quarter remains high for the Helensburgh and Lomond area, with scores of 86 for July, 87 for August and 88 for September. This is a very good performance

Responsible person: Tom Murphy

LEAMS (Local Environment Audit and Management System) - Argyll and Bute

(Monthly data combined to show quarterly average)

Reporting Period	Target	Actual	Status
FQ3 2021/22	73	78	Green
FQ4 2021/22	73	79	Green
FQ1 2022/23	73	85	Green
FQ2 2022/23	73	82	Green

This indicator for FQ2 is above target however performance has decreased since the last reporting period.

FQ2 Comment

The level of street cleanliness across the whole area remains at a high standard. This is an excellent achievement. 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.

Responsible person: Tom Murphy

Making It Happen

Teacher sickness absence - Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	1.31 days	No target
FQ4 2021/22	No target	1.71 days	No target
FQ1 2022/23	No target	1.81 days	No target
FQ2 2022/23	No target	.64 days	No target

This indicator for FQ2 shows the number of sickness absence days has decreased since the last reporting period.

FQ2 Comment

Teacher absence in H&L has decreased significantly - over a day on the previous quarter and approximately a quarter of a day on the same quarter the previous year. The top reason for absence in this quarter was infections.

Responsible person: Simon Easton

Teacher sickness absence - Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	1.60 days	No target
FQ4 2021/22	No target	1.77 days	No target
FQ1 2022/23	No target	1.79 days	No target
FQ2 2022/23	No target	1.22 days	No target

 $This indicator for FQ2\ shows\ the\ number\ of\ sickness\ absence\ days\ has\ decreased\ since\ the\ last\ reporting\ period.$

FQ2 Comment

Overall teachers' absence is down by half a day on the last quarter but up by a third of a day on the same quarter last year. The top reason for absence is infections.

Responsible person: Simon Easton

Making It Happen

LGE staff (non-teacher) sickness absence - Helensburgh and Lomond

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	3.45 days	No target
FQ4 2021/22	No target	4.21 days	No target
FQ1 2022/23	No target	4.17 days	No target
FQ2 2022/23	No target	3.89 days	No target

This indicator for FQ2 shows the number of sickness absence days has decreased since the last reporting period.

FQ2 Comment

LGE absence in H&L has decreased by around a third of a day on last quarter but increased by over three quarters of a day on the same quarter last year. The top reason for absence is stress.

Responsible person: Carolyn Cairns

LGE staff (non-teacher) sickness absence - Argyll and Bute

Reporting Period	Target	Actual	Status
FQ3 2021/22	No target	3.49 days	No target
FQ4 2021/22	No target	3.42 days	No target
FQ1 2022/23	No target	3.57 days	No target
FQ2 2022/23	No target	3.66 days	No target

This indicator for FQ2 shows the number of sickness absence days has increased since the last reporting period.

FQ2 Comment

Overall LGE absence is about the same as last quarter but has increased by half a day on the same quarter last year. The top reason for absence is Stress. Responsible person: Carolyn Cairns

Making It Happen

COI – Increase the percentage of all self-service automated contacts

This indicator is a Corporate Outcome Indicator that is reported quarterly. The performance presented is Council-wide only.

Reporting Period	Target	Actual	Status
FQ3 2021/22	70.0%	72.2%	Green
FQ4 2021/22	70.0%	73.1%	Green
FQ1 2022/23	70.0%	79.4%	Green
FQ2 2022/23	70.0%	75.4%	Green

This indicator for FQ2 is above target however performance has decreased since the last reporting period.

FQ2 Comment

In FQ2 there were 37,577 transactions dealt with by customer service agents (24.6%) and 115,120 automated or self-service transaction (75.4%) so the 70% target was well exceeded. FQ2 2021/22 2022/23 Mediated 40,004 37,577 Automated 112,215 115,120

Responsible person: Robert Miller

Performance Excellence Project

Communications Update to Area Committees

December 2022

2020 Best Value Audit; How well is the Council performing?

- Accounts Commission noted progress providing a sound basis for tackling future challenges and sound approach to financial planning and budgeting.
- The Council has a mature approach to performance and is making improvements.
- The Council's performance reporting makes it difficult to assess what progress has been made against its six corporate outcomes.
- There is limited evidence of the Council using performance information to drive improvement.
- Some areas of good practice, for example at Area Committee Level.

Best Value Improvement Action Plan

- Agreed by Council June 2020.
- Annual updates to Audit and Scrutiny Committee (March 2021, 2022)
- Theme 2 of Action Plan; Improve Performance Management Reporting.
 - 1. Review the approach to performance management.
 - 2. Introduce improved reporting of performance information to members.
 - 3. Improve public performance reporting.

Review of Performance Management

- 1. Recommendations agreed by Council September 2021.
- Agreed a suite of Corporate Outcome Indicators that will be reported on annually.
- 3. Other improvements underway.

New Hierarchy of Performance Reporting

Hierarchy	Indicators/ data	Purpose	Level of Scrutiny	Frequency
Strategic Level	Corporate Outcome Indicators (COIs)	Allows external and internal scrutiny of performance against our corporate outcomes.	Strategic Committee	Annual
Transformation Level	Information (above operational measures and) related to transformational activity, policy objectives and projects.	Allows external and internal scrutiny of performance and progress of our transformational activity.	Strategic Committee	Quarterly
Operational Level	Area Committee Quarterly Reporting	Allows scrutiny of operational performance	Area Committee	Quarterly
	Operational Indicators		Management	As required

COIs

Transformation

Operations

Decommissioning of Pyramid

- 1. Council agreed February 2019 to cease use of pyramid as a budget saving on account of it being non user friendly, unwieldy and did not provide the Council what it needed.
- 2. Very few teams using Pyramid for operational performance and have alternative tools in place to record data and review performance.
- 3. Pyramid will be decommissioned by the end of this financial year.
- 4. Future performance data will be presented using new and existing tools in accessible formats.
- 5. This will simplify our approach and provide greater value for money.



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ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA COMMITTEE

DEVELOPMENT AND ECONOMIC GROWTH HOUSING SERVICES

13TH DECEMBER 2022

LOCAL HOUSING STRATEGY (LHS) 2022-27 - ANNUAL UPDATE

1.0 EXECUTIVE SUMMARY

The main purpose of this report is to update Members on the Local Housing Strategy (LHS). The Council remains the Strategic Housing Authority for Argyll and Bute. One of the statutory duties of the Council is to produce a Local Housing Strategy which is agreed by partners including the Scottish Government.

The LHS 2022-27 was approved by Council in November 2021 and was launched in March 2022 after approval by the Scottish Government. This report will provide an update on progress against the key targets within the LHS. The full annual update document can be found at Appendix 1.

The recommendation is for Members to consider the content of this report.

ARGYLL AND BUTE COUNCIL

AREA COMMITTEE

DEVELOPMENT AND ECONOMIC GROWTH

NOVEMBER

HOUSING SERVICES

LOCAL HOUSING STRATEGY (LHS) 2022-27 – ANNUAL UPDATE

2.0 INTRODUCTION

2.1 The Argyll and Bute Local Housing Strategy (LHS) outlining the Council's vision and investment priorities for the area's housing sector over the next 5 years from 2022 to 2027 was formally launched in March 2022 following approval from the Scottish Government. The LHS sets out the joint approach the Council and its partners will take to enable high quality housing and housing – related services across Argyll and Bute. The over-arching vision of the LHS is that 'Everyone in Argyll and Bute has access to a suitable high quality home which is affordable and located within a vibrant, sustainable and connected community'.

The Council has a statutory duty to produce annual progress updates on the LHS. The full annual update document can be found at appendix 1.

3.0 RECOMMENDATIONS

3.1 The recommendation is for Members to consider the content of this report.

4.0 DETAIL

- 4.1 The LHS 2022 to 27 has 4 key outcomes:-
 - Housing Supply and Placemaking
 - Energy Efficiency, Climate Change and Poverty
 - Specialist Provision and Independent Living
 - Housing Options Information and Support

4.2 Housing Supply and Placemaking

The key priority of this outcome is to facilitate access to sufficient, suitable and affordable housing across all tenures.

In 2022 the Council Tax Register recorded 48,570 dwellings in Argyll and Bute which represents an increase on the 2021 total of 48,363. In 2022 3,956 of the dwellings (8%) are deemed ineffective stock (empty properties or second/holiday homes which are unavailable to meet the need of local or incoming residents for permanent accommodation). This is a reduction of 3% from 2021.

The pressure on housing demand can be illustrated through the increase on the social housing waiting list. In 2022 there were almost 3,000 applicants waiting for social housing which is a 14% increase from 2021.

147 affordable homes were delivered in 2022 and 38 empty properties were brought back into use. 733 social housing tenancies were created in 2022 which is still below pre-pandemic levels when the average number of tenancies created in a year was 943.

4.3 Energy Efficiency, Climate Change and Poverty

The key priority of this outcome is to regenerate communities by improving the quality, condition and energy efficiency of housing and by tackling fuel poverty.

In 2022 30% of properties in Argyll and Bute are in fuel poverty and 53% of properties are off gas grid. On average fuel consumption in Argyll and Bute is 38% higher than Scotland and fuel costs are 35% higher. (It is anticipated that fuel costs and fuel poverty will be considerably worse in 2022/23.)

2120 households received advice on house condition / energy improvement and /or home safety works in 2022 against a target of 2000. The Council's Welfare Rights service generated additional annual income of £2,736,000 for households against a target of £2,750,000.

In terms of energy efficiency improvements the Council Energy Efficiency Programme approved 300 grants and energy efficiency measures were installed to 105 households.

The Council also worked with Argyll Community Housing Association to deliver energy efficiency measures to mixed tenure blocks of housing in Oban.

4.4 Specialist Provision and Independent Living

The key priority of this outcome is to enable people with particular needs to live independently in their own homes and remain in their communities.

2022 saw the greatest number and proportion of specialist new build homes delivered through the Strategic Housing Investment Plan (SHIP) in recent years

with 22 units completed. At 15% of homes completed this exceeds the LHS target of 10%.

In 2022 Housing Services completed a Housing Contribution Statement (HCS) which is now an integral component of the Health and Social Care Partnership (HSCP) Strategic Plan.

319 existing properties (all tenure) were adapted against an annual target of 350.

Gypsy/Traveller accommodation is classed as specialist provision and the Council secured £108 000 to enable Argyll Community Housing Association (ACHA) to deliver improvements to the 2 official sites (Bayview, Oban and Duncholgan, Lochgilphead). The Council and ACHA continue to engage with the Gypsy/ Traveller community to plan for further capital improvements to the sites.

4.5 Housing Options, Information and Support

The key priority of this outcome is to promote individual housing options to meet housing need and ensure everyone has access to appropriate, accurate and timeous information, advice and assistance.

Although homeless application have reduced by 8% from 2019/20 to 2021/22 (398 applications in 2021/22) the indications are that homeless applications are increasing. The pressure on the housing market with private landlords selling properties and house prices in Argyll at a level were 76% of the population cannot now afford the average house price means that more households have no option but to present as homeless. This is putting pressure on the temporary accommodation available to Argyll and Bute Council.

There has also been an increase on the time taken to secure permanent housing for homeless households. In 2022 the average time was 34 weeks compared to the target of 26 weeks.

Another key objective of the LHS is to deliver the Council's Rapid Rehousing Transition Plan (RRTP) which includes a target of delivering 10 Housing First tenancies per year. 2022 is the first year of this target and progress is being made with 1 Housing First tenancy created with a further 2 tenancies in the planning.

5.0 CONCLUSION

5.1 The production and monitoring of the Local Housing Strategy is a key statutory function of the Council and it is important that Members are aware of progress against the key objectives within the Strategy. Good progress continues to be made in relation to most targets but both economic and social conditions continue to be challenging with significant concerns over the cost of living crisis and how this will impact on fuel poverty for example. The full annual update can be found at Appendix 1.

6.0 IMPLICATIONS

- 6.1 Policy The Local Housing Strategy vision and objectives are directly aligned with the overall objectives of the Outcome Improvement Plan, in particular Outcome 2 we have infrastructure that supports sustainable growth.
- 6.2 Financial There will be an ongoing requirement to retain and target Strategic Housing Fund resources to support the aims and objectives of the Local Housing Strategy.
- 6.3 Legal The Council has a statutory duty to produce an LHS annual update.
- 6.4 HR None
- 6.5 Fairer Scotland Duty: The LHS is subject to an EQIA
 - 6.5.1 Equalities protected characteristics There are targets within the LHS which aim to meet the identified housing needs of specialist groups.
 - 6.5.2 Socio-economic Duty The delivery of the LHS across Argyll and Bute facilitates socio-economic opportunities for all.
 - 6.5.3 Islands The LHS takes full account of housing issues on the islands.
- 6.6 Climate Change one of the four key priorities in the LHS has a focus on house condition, energy efficiency and poverty.
- 6.7 Risk the risk to the Council of not producing an annual LHS update is that the Council will not fulfil one of its main statutory housing functions.
- 6.8 Customer Service the LHS will deliver increased access to a range of suitable affordable housing options.

Kirsty Flanagan
Executive Director with responsibility for Housing
Robin Currie
Council Leader and Policy Lead for Economy and Rural Growth
10th October 2022

For further information contact:

Douglas Whyte 01546 604 785 douglas,whyte@argyll-bute.gov.uk

Appendix 1 – Local Housing Strategy Annual Update 2022





ARGYLL AND BUTE LOCAL HOUSING STRATEGY

ANNUAL REPORT 2022



INTRODUCTION

Following publication of the Argyll & Bute Housing Need & Demand Assessment in 2021, a comprehensive revision of the Council's Local Housing Strategy was launched in April 2022, covering the planning period 2022/23 to 2026/27. This sets out a detailed Action Plan and Outcome Template which provides the monitoring and evaluation framework for reporting annual progress on the delivery of our strategic objectives and the new LHS Vision, which is

"Everyone in Argyll & Bute has access to a suitable, high quality home which is affordable and located within a vibrant, sustainable and connected community"

A baseline summary of progress during the interim year 2021/22 is set out in the following pages, structured around the four LHS Outcomes:

Outcome 1: Housing Supply and Place-making
Outcome 2: House Condition, Energy Efficiency and Poverty
Outcome 3: Specialist Provision and Independent Living
Outcome 4: Housing Options, Information and Support
Page 23

Abbreviations used in this document				
ABC – Argyll & Bute Council	LHS – Local Housing Strategy			
ACHA – Argyll Community Housing Association	LHEES – Local Heat and Energy Efficiency Strategy			
BAME - Black Asian and Minority Ethnic	MECOPP – Minority Ethnic Carers of People Project			
BTS - Below Tolerable Standard	NSSE - New Supply Shared Equity (Affordable housing model/initiative)			
CHR - Common Housing Register (HOMEArgyII waiting list)	OT – Occupational Therapist			
CPO – Compulsory Purchase Order	PSHG – Private Sector Housing Grant			
CRO – Care & Repair Officer	RGD – Rural Growth Deal			
EESSH – Energy Efficiency Standard for Social Housing	RPA – Resource Planning Assumption			
HEEPS - Home Energy Efficiency Programme Scotland	RSL - Registered Social Landlord (Housing Association)			
HCS - Housing Contribution Statement	SHF – Strategic Housing Fund (Council)			
HNDA - Housing Need & Demand Assessment	SHIP – Strategic Housing Investment Plan			
HSCP - Health & Social Care Partnership	TEC – Technology Enabled Care			
LA – Local Authority	WHHA - West Highland Housing Association			

LHS OUTCOME ONE: HOUSING SUPPLY AND PLACE-MAKING

LHS strategic aim one is: **To facilitate access to sufficient**, **suitable and affordable housing across all tenures**, and the associated strategic objectives are to:-

1.1: Maximise investment via the SHIP and other sources to deliver the Housing Supply Targets 1.2: Ensure sufficient and effective land is made available to facilitate new house building

1.3: Encourage and support the delivery of affordable/mixed tenure housing including mid-market rent, shared equity, serviced plots and self-build

1.4: Proactively address the infrastructure requirements of potential housing sites and maximise investment to enable housing development

1.5: Encourage the principles of the PLACE standard in the design and development of new build housing and existing stock

1.6: Ensure the housing component of the Rural Growth Deal delivers positive outcomes for economically active households and supports local businesses to attract and retain staff

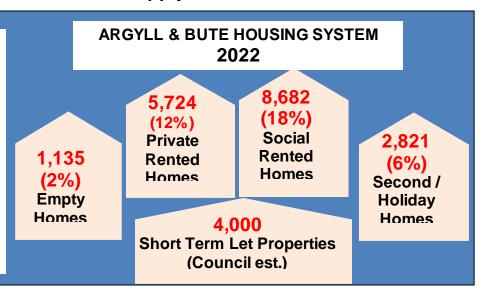
1.7: Ensure effective and efficient access to permanent housing

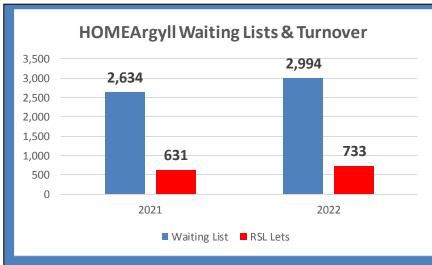
LHS OUTCOME 1: Housing System Context – Selected Supply & Demand Indicators

Argyll & Bute Council Tax Register recorded a total of 48,570 dwellings in 2022, an increase of 0.4% on the 2021 total of 48,363.

3,956 (8%) comprise long term empty properties (2%) or second/holiday homes (6%) which are deemed "ineffective stock" in that they are unavailable to meet the need for permanent occupancy by local residents.

The number of "ineffective" properties decreased by 3% on the previous year's figure of 4,083.





There were almost 3,000 waiting list applicants across Argyll & Bute in 2022, an increase of 14% on the previous year.

Over 730 households were allocated permanent social rented tenancies in 2021/22, an increase of 16% on the number of HOMEArgyll RSL lets in 2020/21, albeit still below the LHS target.

This equates to 4 applicants per available let.

LHS OUTCOME 1: Housing System Context – Registers of Scotland Annual Property Market Report, 2022

Average Residential Property Prices, 2019/20 – 2021/22 (financial years data)

76%	% change 19/20-21/22	2021/22	2020/21	2019/20	Average House Prices	
NO	+12.5%	£194,392	£184,101	£172,851	Argyll & Bute (All sales)	
	+10.9%	£201,744	£194,060	£181,947	Scotland (All sales)	
	Market Affordability - To meet the average house price in 2021/22, at the standard					

76% of local residents would NOT be able to afford the average house price in Argyll & Bute

Sales Activity and Value: All Transactions and New Build Transactions, 2019/20 - 2021/22

affordable ratio (4 x HOUSEHOLD income), would require an annual income of £48,598

ARGYLL & BUTE	2019-20	2020-21	2021-22	3 Year % Change
Volume of All Sales	1,883	1,819	2,059	+9.3%
Value of All Sales (£m)	£325m	£335m	£400m	+23%
Volume New Build Sales	117	85	61	-48%
Value New Build sales	£28.5m	£20.9m	£15.3m	-46%
Average Price New Build sales	£243,961	£246,235	£251,265	+3%

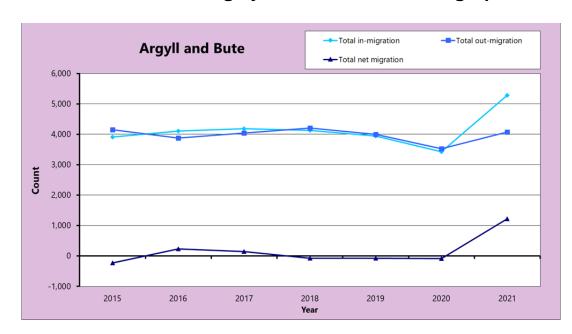
Housing Market by Scottish Government Urban/Rural Classification, 2021/22

Urban areas	Rural areas	Total
1,926 (49.7%)	1,952 (50.3%)	3,878
2,312	688,635	690,947
(0.3%)	(99.7%)	090,947
£169,359	£209,502	
	1,926 (49.7%) 2,312 (0.3%)	1,926 (49.7%) 1,952 (50.3%) 2,312 688,635 (0.3%) (99.7%)

"Urban" areas make up only 0.3% of Argyll & Bute but account for half of all house sales. The average rural house price in A&B is **24%** higher than the average "urban" price.



LHS OUTCOME 1: Housing System Context - Demographic Changes (NRS Local Area Migration Update, 2022)



According to the NRS Mid-Year Estimates for 2020-2021, when population changes due to births and deaths are factored into the migration changes, set out in the accompanying tables on the right, Argyll & Bute experienced the sixth highest net increase of all Scottish local authorities, with **growth of 0.9%, amounting to 790 persons**. This exceeds the demographic aspirations underpinning the Council's LHS (of 0.5% annual growth); and further supports our ambitious Housing Supply Targets.

IN-MIGRATION increased by 54% during the pandemic period, while OUT-MIGRATION increased by 15%. Overall, NET MIGRATION saw a sharp growth, after a period of decline and stagnation.

INDICATORS	2020	2021	Change (nos)
TOTAL IN-MIGRATION	3,430	5,280	1,850
TOTAL OUT-MIGRATION	3,530	4,070	540
TOTAL NET MIGRATION	-90	1,220	1,310

Net migration involved all age groups, including children under 16, with the biggest increase being seen in the 16 - 64 cohort.

Total Net Migration	2019/20	2020/21
Aged 0-15	-42	188
Aged 16-64	42	983
Aged 65+	-93	44

59% of in-migration came from elsewhere in Scotland.

Origin of In-Migration	2020/21	%
Within Scotland	3,100	59%
Rest of UK	1,870	35%
International	320	6%

LHS Outcome 1 – progress made against key actions and output targets in 2021/22.

Relevant Indicators	Baseline Historic Trend	2021/22	Annual target (& 5 Year Targets)	Assessment / Comment
Number of new house building completions (all tenure)	2019/20: 268 2020/21: 228	275	290 per annum (1,450)	ABC Planning estimates (does not include National Park figure)
Number of new private market homes completed	2019/20: 205 2020/21: 172	156	75 per annum (375)	ABC Planning estimates (does not include National Park figures)
Number of new affordable homes completed (RSL/ Social) ("Baseline/ Historic Trend" data sourced from Scottish Government Housing Statistics & Planning estimates; "2021/22" figure sourced from Council Planning records & Housing Services SHIP monitoring data)	2019/20: 60 2020/21: 56 (Council / SHIP figures vary from above due to differences in reporting systems)	119 (ABC Planning est.) (N.B. 147 ABC Housing stats)	215 per annum (1,075)	Highest rate of completions since 2016/17, 30% above historic LHS Targets, however this was still short of the highly ambitious new revised target. Slippage in the SHIP programme due to issues with transport, materials supply chain, and contractor capacity.
Total Investment in completed SHIP projects (value of projects completed in year NOT actual spend in that year for ongoing work)	2019/20: £16.9m 2020/21: £6.767m	£4.522m (+c.£24m for partial Dunbeg units)	Maximise RPA, SHF, & RSL funding above baseline	Estimated investment to deliver 115 units at Dunbeg (handed over within the year) on pro rata basis (i.e. 38% of total project cost) would amount to circa £24m. This would bring total value of investment to c. £29m.
5 year effective housing land supply (unit capacity)	2020: 3,738 2021: 2,889	2,684	(1,885)	Additional capacity also available within National Park area of Argyll & Bute.
Number of alternative/intermediate tenure homes completed via the SHIP (% of total completions)	2019/20: 14 (9%) 2020/21:4 (8%)	2 (1%)	(10-15% of total completions)	2 x NSSE units at Imeraval Phase 3, Islay delivered by WHHA. Scope within programme for target to be delivered over next 5 years
Number of households housed through CHR (RSL allocations/tenancies created)	2018/19:928 2019/20:810 2020/21: 631	733	860 per annum (4,300)	While the annual HOMEArgyll lets increased last year, they remain below pre-pandemic levels and 15% below the LHS Target
Nos. of empty homes brought back into use (all cases involving Empty Homes Officer)	2019/20: 37 2020/21: 29	38	30 per annum (150)	Target exceeded by 27%.

LHS Outcome 1 – The Strategic Housing Investment Plan Programme 2021/22

Four SHIP projects were fully completed in 2021/22, and 115 of the 300 planned homes at Dunbeg Phase 3 also completed in that period, despite significant challenges for the construction sector as the long term impacts of the pandemic, Brexit, and global factors affecting local economies all contributed to labour shortages, rising fuel costs, and delays in transport and supply chains. A number of live projects also progressed onsite during the year and other proposals were in various stages of development or approval, in preparation for implementation in 2022/23.

Location	Project	Developer	Status as at end of March 2022	Project value
Kirk Road Dunbeg	4 units conversion	West Highland	COMPLETED May 2021	£257,362
Manson View, Cairndow	6 units	FYNE Homes	COMPLETED May 2021	£1,065,481
Linn Walk, Garelochhead	10 units	ACHA	COMPLETED June 2021	£1,845,518
Imereval Phase 3, Islay	8 units (incl. 2 NSSE)	West Highland	COMPLETED March 2022	£1,354,567
Dunbeg Phase 3	300 units	LINK	Partial completion of 115 units in 2021/22 with full completion by May 2023	£63,687,000
Tower View, Inveraray	10 units	ACHA	Completion in June 2022	£1,912,845
Tarbert Phase 2	4 units	ACHA	Onsite July 2021, completion later 2022	£904,000
Craighouse, Jura	10 units	West Highland	Completion in July 2022	£2,234,633
Milknowe, Campbeltown	2 dementia units	ACHA	Onsite Feb 2022, est. completion Nov. 2022	£195,824
Sawmill Field, Helensburgh	36 units	Wheatley Group	Partial completions due in 2022, full completion in 2023	£4,582,512
Eton Avenue, Dunoon	4 wheelchair/ older person units	ACHA	Demolition/ground works in 21/22, onsite 2022, due for completion in 2023	£1,150,707

SHIP PROJECTS 2021/2022: 147 AFFORDABLE HOMES COMPLETED



CAIRNDOW FYNE HOMES



MERAVAL PHASE 3, ISLAY
WEST HIGHLAND H.A.



PLUS:

4 CONVERTED PROPERTIES, KIRK ROAD, DUNBEG – WEST HIGHLAND H.A. 115 OF 300 PLANNED AFFORDABLE HOMES, DUNBEG PHASE 3 – LINK GROUP

IN ADDITION: 4 NEW HOMES DELIVERED AT ULVA FERRY BY MULL & IONA COMMUNITY TRUST with funding from Scottish Government's Rural & Island Housing Fund and the Council's Strategic Housing Fund.

SHIP PROJECTS 2021/2022: 251 NEW AFFORDABLE HOMES ONSITE

OVERVIEW OF DUNBEG PHASE 3 SITE, LINK GROUP









AWARD WINNING EMPTY HOMES SERVICE 2021/22

Once again, Argyll & Bute's Empty Homes Officer, along with partners, colleagues, and property owners, triumphed at Scottish and national UK awards ceremonies in 2021/22. The Council picked up 5 awards at the Shelter Scottish Empty Homes Conference including winner of the "Outstanding Team"; and had two finalists in "Best Improved Wreck" including a project at Cullipool on Luing (see below) and a finalist in "Best Before and After Photograph"



38 empty private properties brought back into use in 2021/22 with advice, support and assistance from the Empty Homes Service and partners



Cullipool, Luing - before & after renovation works to bring a long-term empty property back into effective use. The project was finalist in the "Best Improved Wreck" and "Best Before and After Photograph' at Shelter Scotland awards and commended in the highly 'Meetina the Challenge' category at the national Empty Homes Network conference in 2022



COMMUNITY HOUSING NETWORK GROUP

Argyll and Bute Council, as the strategic housing authority, recognises the importance of Community Groups and the role they play in the delivery of affordable housing. Therefore in 2021 a Community Housing Network Group was established to improve communication and partnership working. The Council's LHS Team provides administrative support and initially will chair the quarterly group meetings, while core membership is drawn from a wide range of rural and island community groups and development trusts with an interest in progressing affordable housing projects in their local areas. A number of community-led projects are being explored and some have already secured funding from varying sources including the Scottish Government's Rural & Islands Housing Fund. The Council has also approved an amendment to the Strategic Housing Fund policy extending grant support to these Community Groups in line with the financial support available to RSLs developing in the area. In 2021/22, the following community-led projects have received funding:

ULVA FERRY - Mull & lona Community Trust completed 4 new homes on Mull in April 2021. Total costs were circa £1.352m. **COLONSAY** - The Colonsay Community Development Company commenced a scheme onsite at Scalasaig on the island in 2021, to deliver 9 units and 3 serviced plots for self-build homes. The total cost is circa £4.387m (including land acquisition and legal fees etc.). **ULVA** - Having purchased the island of Ulva in 2018, the North West Mull Community Woodland Company is currently progressing the refurbishment of 6 BTS properties, at an estimated cost of £1.8M.



GLENGORM

Other Community-led projects currently progressing with the support of the Scottish Government Rural & Island Housing Fund and the Council's Strategic Housing Fund include the Glengorm Farming Partnership proposal for a refurbished empty property located on Mull, near Tobermory. This proposal will provide 5 flats for affordable rent.

Photo courtesy MICT Housing Development Manager, Helen MacDonald

RURAL GROWTH DEAL (RGD) - HOUSING PROPOSALS

Within the overall £70m Rural Growth Deal for Argyll & Bute, £3m has been allocated to develop and deliver dedicated Housing projects focused on Attracting Economic Growth by Building Our Island Communities and Accommodating Workers.

2021/22 - The RGD Housing Sub Group was established in August 2021, with partners including Council Housing, Economic Growth, Planning, Roads and Estates Services, plus representatives from Scottish Government's More Homes Division and Highlands & Islands Enterprise. Consultants Stantec have been commissioned to provide support to help the group develop robust Business Cases for the prioritised Housing Projects which are to be delivered via the RGD investment for Argyll & Bute. These projects will focus on the provision of affordable accommodation for workers and economically active households on Islay and Mull, with a view to approval and implementation by 2023.

In 2022, Stantec Consultancy completed the initial site investigation work for the Islay proposal and discussions are ongoing with partners, including Communities Housing Scotland and Council Legal Services, to agree the most appropriate model in order to deliver housing for sale which will remain as homes for principal occupation in perpetuity.

Worker Accommodation – work is also ongoing to establish the best model of delivery for worker accommodation on a Council owned site on Mull. The survey carried out on Mull and Iona with employers to establish need and demand for worker accommodation on the island was completed in 2022 and has now been published. In terms of the Council owned site at Tobermory, a proposal was submitted to the RGD enabling fund to complete a more detailed assessment of the site. The proposal has been agreed and Stantec Consultancy have carried out the initial site investigations

LHS OUTCOME TWO: ENERGY EFFICIENCY, CLIMATE CHANGE & POVERTY

LHS strategic aim two is: To regenerate communities by improving the quality, condition and energy efficiency of housing and by tackling poverty, including Fuel Poverty and Child Poverty, and ensuring that Housing contributes to addressing the wider Climate Change agenda.

The associated strategic objectives are:-

2.1 Improved property condition and energy efficiency across all tenures

2.2 Compliance with all statutory property standards

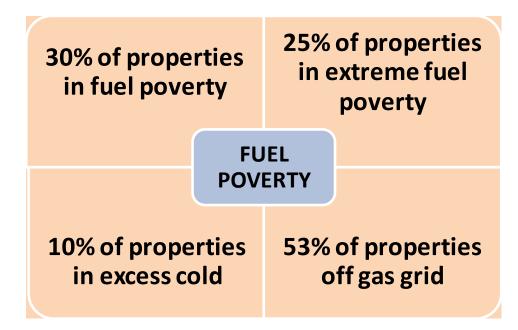
2.3 Holistic advice and assistance for owners, landlords and tenants

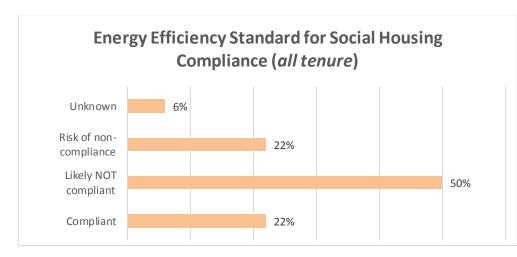
2.4 Fuel Poverty and Child Poverty reduced

2.5 Council's Scheme of Assistance reviewed and revised 2.6 A net zero carbon approach to housing

2.7 A Housing Sector that supports regeneration and sustainability of town centres and rural and island settlements

Housing System Context – Energy Efficiency & Fuel Poverty Indicators (Home Analytics, 2022 data update)





On average, fuel consumption is 38% higher in Argyll & Bute than in Scotland, and fuel costs are 35% higher.

	Argyll & Bute	Scotland
Average		
Fuel Bill	£1,271	£940
(£pa)		
Average		
Energy	21 705	22,945
Demand	31,705	
kWh/year		

(N.B. These estimates predate 2022 energy price increases & the full impact of the "Cost of Living Crisis")

LHS Outcome 2 – progress made against key actions and output targets in 2021/22

Delevent la die ete ve	Deceline	2024/22	Annual toward	Assessment / Comment
Relevant Indicators	Baseline	2021/22	Annual target	Assessment / Comment
	Historic		(& 5 Year	
	Trend		Targets)	
Number of properties improved with	2019/20: 228	105 homes	280 homes pa	Less than 50% of notional annual target
energy efficiency measures &	& £1.425m	&	(1,400 homes	achieved by March 2022, but c. 300 approved
total grant investment via the Energy		£560,511	& at least	for completion by June 2022 (NB. Scheme
Efficiency Scotland: Area Based Scheme	2020/21: 237	total grant	£4.875m)	operates on July-June timeframe) with works
Efficiency Scotland. Area based Scheme	& £1.496m	total grain	~,	to value of £1.65m.
Nos of households receiving advice &	2020/21:	2,120	2,000 cases	HES - 3,268 household interactions; 2,120
assistance on house condition/ energy	2,901	referrals	completed pa	referrals to range of schemes/partners; 1,144
improvement and/or home safety works	referrals	1010110110	(10,000 closed	Warmer Homes measures installed:
improvement and/or nome salety works	(HES)		cases by 2027)	Alienergy – 1,237 clients registered in year
Annual Household Income Generated by	2019/20:	£2.736m	£2.75m	Effective support services continued to be
Council's Welfare Rights Service	£2.988m	2217 00111	(£13.75m)	delivered despite ongoing after effects of
Oddien 3 Wenare Tagnas Octobe	2020/21:		(210110111)	Covid lockdown; resulting in successful
	£3.364m			generation of income/benefits for vulnerable
	20.004111			households, only slightly below annual target.
Progress on revising, approving &	Previous SoA	Review to	SoA to be	Scheme of Assistance incorporating policy on
implementing the Scheme of Assistance	was	commence	approved &	CPO and BTS under review in 2022 with a
•	approved	2022/23	implemented in	view to completing revised update in 2023,
(SoA), incorporating strategy for	2016	2022/23	2023/24	
reducing homes failing Below Tolerable	2016		2023/24	pending outcome of national policy review on
Standard (BTS) & policy on Compulsory				adaptations.
Purchase Orders (CPOs)				
% of RSL properties achieving Energy	2019/20: 75%	87.6%	Compliance by	RSLs on track to meet full compliance with
Efficiency Standard for Social Housing	2020/21: 88%		2032 for	national target by 2032.
(EESSH) compliance			EESSH2 target.	
Nos of private properties improved with	2019/20: 38	19	(400 properties	Despite covid restrictions, 6 tenements & 19
PSHG aid, or assistance from ABC	2020/21:43		& grant spend of	
Housing Improvement Officers	_======================================		£2m)	improvement works with total PSHG
Tiousing improvement Officers			==:,	investment of £48,614 in 2021/22
				INVOCATION OF ATO, OFT IN AUA 1/AA

HOME ENERGY EFFICIENCY PROGRAMME SCOTLAND: AREA BASED SCHEME 2021/22

Following the restrictions caused by the Covid-19 pandemic, the Argyll and Bute Council Area Based Scheme resumed, in line with the most up-to-date Scottish Government Covid-19 Guidance. The 2021/22 programme runs from 1st July 2021 to 30th June 2022, and within that period 300 grants were approved and works to install energy efficiency measures were completed for 105 households. In addition, 655 properties were at survey stage, prior to approval. Total grant available for Argyll & Bute in that year was £1,742,819.

The Scottish Government have confirmed that there will be an Area Based Scheme programme in 2022/23 and Argyll and Bute Council has received notification of an allocation of £2,011,323. Argyll and Bute Council has contracted with BCA Insulation Ltd on a 3 year contact to deliver the Home Energy measures specified in the Scottish Government guidance. In addition, a Clerk of Works service has been procured and this has enhanced the service provided to householders receiving home energy measures.



Home Repair & Improvement Works Supported via					
Council's Private Sector Housing Grant					
PRIVATE SECTOR HOUSING GRANT (PSHG) 2020/21 2021/22					
Tenements Repaired 7 6					
Individual Units Retained	43	19			
Feasibility Grants 5 6					
Amenity Grants 2 5					
PSHG Investment (* excludes funding for private sector adaptations)	£89,515	£48,614			

RSL STOCK: ENERGY EFFICIENCY STANDARD FOR SOCIAL HOUSING

As of March 2022, almost 88% of the RSL stock complies with the Energy Efficiency Standard for Social Housing, amounting to over 7,455 properties. During 2021/22, 1,072 properties were brought up to standard.

RSLS	Total Stock	Units Improved to Standard in 2021/22	EESSH Compliant	% EESSH Compliant
ACHA	5165	903	4225	81.8%
BIELD	299	0	299	100%
DUNBRITTON	470	0	406	86.4%
FYNE HOMES	1583	29	1571	99.2%
LINK	192	0	185	96.4%
WHHA	803	140	770	95.9%
A&B TOTAL	8512	1072	7456	87.6%



The completed new build at Linn Way, Garelochhead

ACHA completed its first *Passivhaus* development in Garelochhead. Passivhaus is a german concept designed to a specification to maximise energy efficiency and reduce fuel cost to a minimum. The ten family and special needs homes were completed at Linn Walk in the centre of the Helensburgh and Lomond village of Garelochhead. The new homes were built by Helensburgh builders Stewart and Shields, and part funded by the Scottish Government and the Council, as well as the RSL.

This continues a tradition of innovation and pioneering in the field of energy efficient homes in Argyll & Bute. The first fully accredited Passivhaus scheme in Scotland was Tigh-na-Claddach developed by Fyne Homes in Cowal back in 2010.

ACHA WARM HOMES PROJECT 2020/21

The Scottish Government awarded £747,600, via the Council, to insulate 89 houses in the Lorn area in conjunction with ACHA. The works are carried out by OVO (SSE) and target private owners within mixed tenure blocks where ACHA also own homes. ACHA continue to work with OVO Energy Solutions to deliver external wall insulation measures in Oban and 18 properties were completed within the financial year. Argyll and Bute Council will submit additional funding requests to the Scottish Government for further funds to support ACHA's future plans for insulation and regeneration projects in Argyll and Bute.

In addition, a joint project between the Council and ACHA to refurbish 12 mixed tenure addresses in Ardrishaig is well on-track and the HEEPS team are very excited to be part of the project which will greatly enhance the appearance of the street-front property and will improve the energy efficiency of all 12 homes.

BEFORE



AFTER



HOUSING AND THE CLIMATE CHANGE AGENDA 2021/22



COP26, the annual Conference of Parties involved in tackling global climate change, was held in Glasgow in October and November 2021. The overarching outcome was the signing of the Glasgow Climate Pact which focuses on

- > Mitigation reducing emissions
- > Adaptation helping those already impacted by climate change
- Finance enabling countries to deliver on their climate goals
- > Collaboration working together to deliver even greater action

Housing contributes to a significant proportion of carbon emissions and the sector is critical to the achievement of net-Zero emissions targets. This was recognised by COP26 dedicating a day to the theme of the built environment including housing, which will contribute to phasing out fossil fuels and accelerating affordable and green technologies by:-

- > Phasing out the installation of new natural gas boilers from 2035
- Encouraging heat pumps and heat networks as an alternative to fossil fuels
- > Trialling hydrogen heating schemes
- > Reducing energy demand by promoting high levels of energy efficiency

The importance of decarbonising housing has been a priority long before COP26, and in the run up to the conference the Scottish Government published its *Heat in Buildings Strategy* which will inform social housing-related sustainability plans. The overarching aim is that, by 2030, greenhouse gas emissions from homes and buildings will be 68% lower. This means "we must rapidly scale up deployment of zero emissions heating systems so that by 2030, over one million homes and the equivalent of 50,000 non-domestic buildings are converted to zero emissions heat". In association with this process local authorities are in the process of preparing **Local Heat and Energy Efficiency Strategies** (LHEES), and the Local Housing Strategy will have to align closely with the aims and objectives of the LHEES.

Future updates of the LHS will provide details of the Housing Sector's contribution to this agenda and progress towards making our homes greener, warmer and more energy efficient.

LHS OUTCOME THREE: SPECIALIST PROVISION AND INDEPENDENT LIVING

LHS strategic aim three is: **To enable people to live well, with dignity and independently for as long as possible**. The associated strategic objectives are to:-

- 3.1: Deliver the vision and objectives set out in the Argyll & Bute Housing Contribution Statement; and fully implement the joint Housing and HSCP Action Plan through improved coordination and closer partnership working with Health & Social Care partners, RSLs and the Council
- 3.2: Ensure the effective provision of aids and adaptions to meet identified needs across all tenures
- 3.3: Maximise the use of assistive technology to allow people to continue to live independently in their own communities; and work with partners to deliver the TEC charter (Technology Enabled Care in the Home)

- 3.4: Deliver SHIP targets for specialist housing provision including wheelchair housing targets, ensuring early engagement in the design process
- 3.5: Work with the Gypsy/Traveller community and partners to ensure accommodation and support needs are met, including national standards for existing sites
- 3.6: Continue to monitor and review strategic interventions and outcomes for all equalities groups, including BAME, gender, age, and sexual orientation; and wheelchair users, people with autism, dementia, the frail elderly and other particular needs groups

LHS OUTCOME 3 – Specialist Provision & Particular Needs: Selected Contextual Indicators

Housing Health & Care Needs 2022

Analysis of the HOMEArgyll Waiting List, 2022, in relation to particular housing and support needs:

Of approx. 3,000 Waiting List Applicants:

- > 5% require only Specialist Housing
- > 3% seek Wheelchair Housing
- > 5% seek Housing with Support
- > 10% seek Amenity Elderly Housing
- > 6% seek Sheltered Housing for Elderly

N.B. Applicants can select multiple housing options including General Needs/ Mainstream housing, hence there will be double-counting across above figures.



- Over 44% of primary household members declared some form of disability
- > 6% state their medical condition is affected by current housing circumstances
- > 4% require support or assistance living in their home
- 5% need to move home to access specialist support services
- 8% have severe health issues
- 9% are aged 65-74 (primary applicant)
- > 5% are aged 75 or over (primary applicant)

In addition Bield had a waiting list of 88 applicants in 2022:

- > 43 for Retirement Housing and
- > 45 for Amenity Housing.

69 were single pensioners and 19 were pensioner couples

Average time on the waiting list was 169 weeks



LHS OUTCOME 3 - Contextual Indicators: Specialist Provision in the Social Rented Sector, 2022

In 2022 the RSL sector provides over 1,250 homes designed for some form of particular needs, amounting to more than 14% of the total stock in this sector. The main category of specialist provision is Amenity Housing (5% of total stock) while Wheelchair Accommodation makes up just 1% of the total. The 10 main RSLs currently providing specialist accommodation vary considerably in size and profile: while ACHA has 60% of the total stock it provides 20% of the specialist housing, and conversely Bield has only 4% of the total stock but provides 24% of the specialist homes. Fyne Homes has the largest specialist stock, mainly comprising "other specially adapted" units.

RSL Housing Stock by Type of Provision/Need, 2022 (Source: Annual RSL Statistical/ARC Returns)

Landlord	General Needs	Sheltered	Amenity	Community Alarm	Wheelchair	Ambulant Disabled	Other Specially Adapted	Total	% of Total
ACHA	4918	200	0	0	0	47	0	5165	60%
Bield	7	0	19	276	1	0	0	303	4%
Blackwood	4	0	0	0	6	4	0	14	0.2%
Cairn	0	0	34	0	0	0	0	34	0.4%
Dunbritton	372	0	69	0	5	14	3	463	5%
Fyne Homes	1147	0	232	0	32	34	136	1581	18%
Key Housing	23	0	0	0	6	0	0	29	0.3%
Link Group	175	0	0	0	14	3	0	192	2%
Trust	17	0	81	0	0	0	0	98	1%
WHHA	768	0	1	0	17	16	1	803	9%
A&B TOTAL	7431	200	436	276	81	118	140	8682	100%
% of Total	86%	2%	5%	3%	1%	1%	2%	100%	

2021/22 saw the greatest number and proportion of specialist new build homes delivered via the SHIP in recent years, with 22 units completed. At 15% of the total completions that year, this exceeded the LHS targets of 10% by a strong margin. The new builds included 13 purpose designed wheelchair homes and 9 Amenity/Older Persons' homes

LHS Outcome 3 – progress made against key actions and output targets in 2021/22

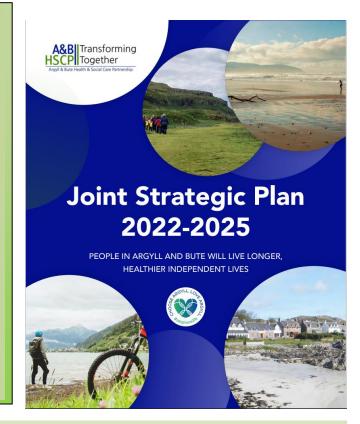
Relevant Indicators	Baseline Historic Trend	2021/22	Annual target (& 5 Year Targets)	Assessment / Comment
Housing Contribution Statement (HCS) revised & approved for inclusion in HSCP Strategic Plan; Housing OT post established as permanent and Action Plan reviewed and agreed.	2019/20: HCS published. 2020/21: OT post piloted	OT post made permanent; Revised HCS drafted.	HCS/OT Action Plan fully delivered by 2027	Launch of new HSCP Joint Strategic Plan & HCS was extended to June 2022. Housing OT established joint locality partnership groups with RSLs; implemented review of waiting lists; improved assessment procedures & data collation/case monitoring; and early engagement in new build design and allocations for SHIP projects.
Number of RSL and Private Homes adapted with grant assistance; and Total grant (all tenures)	2019/20: 372 £1.41m 2020/21: 309 £1.15m	319 homes adapted with £1.146m grant	c 350 pa (1,750 with £5.5m grant by 2027)	Scottish Government enabled 230 adaptations in 216 RSL properties with £640k grant funding. The Council's PSHG supported 110 adaptations to 103 private sector properties with £505,597 grant.
Nos of telecare unit installations & total clients in receipt of TEC service at year end.	2019/21: circa 950 clients pa received 1,145 installs. 1,896 clients. at year end	1,774 installs & 1,994 clients as of March 2022	By 2027, 4,500 clients to have received 5,700 installs; and over 2,000 active clients.	The total number of clients in receipt of active telecare services at March 2022 was 1,994. Total number of installations in 2021/22 equates to 1,774 (both new installs and additional pieces of equipment)
Nos & % of specialist subsidised new builds completed via SHIP	2019/20: 7 2020/21: 1	22 units	5% of SHIP new builds are wheelchair units & 5% are other specialist accommodation	Record number of specialist new build homes delivered, amounting to 15% of annual SHIP total, which exceeded the target of 10%, and included 13 wheelchair adapted units (9% of total) and 9 amenity/older person units (6%)
Improvements to official Gypsy/Traveller sites & satisfaction levels	2020/21: nil survey response	Nil survey response	100% satisfaction	£108k Scottish Govt. grant to ACHA funded interim site improvements. Satisfaction surveys not completed during pandemic.
Enhanced Equalities monitoring & evaluation framework established and annual reports produced	2020/21: HNDA published	Data and indicators reviewed	Annual Report for all Housing functions	Range of LHS Impact Assessments published online. Enhanced Equalities reporting to be implemented 2022/23.

WORKING WITH HEALTH & SOCIAL CARE PARTNERS

The Argyll & Bute Housing Contribution Statement 2019/21 was completed in 2021 and a comprehensive revision was drafted for inclusion in the HSCP's Joint Strategic Plan for 2022/25 to be launched in June 2022.

In total, it is estimated that Housing's potential financial Contribution available over the next 3 years of the Joint Strategic Plan, 2022/23–2024/25, could be in the region of **£111m**. This will help to increase the provision of affordable housing and aids and adaptations across all tenures; improve the condition and energy efficiency performance of homes; and deliver support, advice and assistance on a range of housing options, as well as tackling poverty, improving health and well-being, and generating additional income / benefits for vulnerable households.

For every £1 of Housing spend achieved, the added value and preventative savings to the HSCP will be significantly higher.



In 2021/22, the HOMEArgyll partnership of local housing associations rehoused **80** households in specialist accommodation, amounting to **11%** of the total HOMEArgyll lets that year. This included:

- > 39 lets to Sheltered Housing for Elderly
- > 26 lets to Amenity Housing for Older Persons
- > 13 lets to Wheelchair Housing
- 2 lets to Housing with Support

In addition, the national specialist associations operating in Argyll & Bute, such as Bield, Trust and Key Housing, accommodated over 70 households and individuals in various forms of housing for particular needs.

ARGYLL AND BUTE CARE & REPAIRSERVICE: ADAPTATIONS

MAJOR ADAPTATIONS COMPLETED 2021/22 WITH PRUVATE SECTOR HOUSING GRANT ASSISTANCE

Summary Care & Repair Officers (CRO) Cases	Q1	Q2	Q3	Q4	Totals
CRO closed cases	38	48	31	37	154
No of closed cases which were grant funded	17	21	21	29	88
PSHG Total	£88,828	£119,735	£133,678	£154,455	£496,696
Total Value of all works completed/closed	£107,426	£146,120	£163,996	£193,262	£610,804

As of 31st March 2022, the Care & Repair Service had 109 active projects for major adaptations. The majority (42%) were for Wet Floor Showers and 21% were Level Access Showers. 12% related to "Other Access Improvements" and 9% were for External Ramps; while 8% were for Internal Stair lifts. The remaining cases were for disabled toilets (5%), wheelchair access, and kitchen redesign/repair.



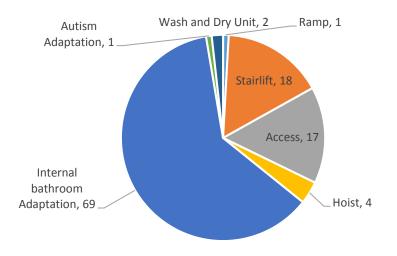
In 2021/22 the Scottish Government initiated consultation on revised guidance for the provision of equipment and adaptations. The Council and the HSCP are generally supportive of the key principles and aims of the new guidance, which includes, among others:

- Early intervention with full exploration of rehousing opportunities
- Better planning for the delivery of barrier-free housing and an inclusive design / living approach
- Equity in the system, applying a "tenure neutral"" approach (as far as practicable)

Working closely with the dedicated Housing OT and colleagues, the Council and partners will continue to monitor and promote service improvements for those who require home adaptations to live as independently as possible.

HOME ADAPTATIONS

Private Sector Adaptations (via PSHG)



Private Sector Housing Grant (PSHG) Adaptations in 2021/22

103 properties received 110 installations
Total Grant Value = £505,597
Total Works Value = £608,232

The main works were:

- Internal Bathroom Adaptations (63%)
- Stairlifts (16%)
- Access adaptations excluding ramps etc (15%)

Adaptations in 2021/22 were spread across 7 of the 9 Housing Market Areas. The largest number were in Helensburgh & Lomond (23%), Lorn (21%) and Kintyre (18%)

RSL Sector Adaptations in 2021/22 with Scottish Government "Stage 3" Grant Funding

216 RSL properties received 230 individual adaptations
Total Grant Value = £641,000 (rounded)

The most common adaptations were internal safety rails (31%) and installation of showers/baths (29%).

The majority of clients were older persons (56%), while 39% were disabled adults and just under 5% were children with particular needs.

16% of RSL grant funded adaptations in 2021/22 were for homes located on islands, 30% were in the rural mainland, and 54% were in main towns.

Area	Adaptations	Grant	Works/Fees
Islands	36	£93,340	£85,080
Rural Mainland	70	£160,770	£146,560
Main Town	124	£385,640	£351,530

GYPSY / TRAVELLERS

- ACHA secured £108k from the Scottish Government's £2m Capital Fund for Improving Gypsy/Traveller Sites. This was invested during 2021/22 to make interim improvements to both official sites at Bayview (near Oban) and Duncholgan (near Lochgilphead). This work was informed by resident community engagement.
 - Works at Duncholgan are complete and included: Improved lighting; New poles installed in drying areas; Improvements to fencing and gate access to the pitches; New access created to the play park with self-closing gate; Landscaping to the site including tree planting; Cleared garden area to west of site to enable it to be used and maintained by the community; and repurposed vacant amenity units for the residents to use.
 - Works at Bayview were delayed due to an illegal encampment but this has been resolved and positive progress has now been made, with drawings produced for consultation with residents on the environmental improvements that were undertaken, and proposed formation of potential new pitches.
- The Council have part funded a MECOPP Engagement Worker post for Argyll and Bute, which focuses on supporting the local Gypsy/Traveller community and facilitating on-going engagement. This will hopefully encourage and improve partnership working.
- Gypsy/Traveller Working Group Council Housing Services will initially help establish and facilitate a multi-agency working group. In due course, however, through the engagement with MECOPP it is hoped that representatives from the Gypsy/Traveller community will take leadership of the Working Group themselves.
- The Council were successful in an application to the Scottish Government's Covid-related, flexible LACER Fund. £10k was awarded which will be used to support the Gypsy/Traveller community in relation to food and fuel poverty, amongst other health and wellbeing matters. MECOPP will engage with the community to identify the key issues and best ways to use the funding to help mitigate some of the worst impacts identified.

Between March 2021 and March 2022 the site capacity and occupancy within Bayview remained unchanged: out of a total of 8 pitches, 3 were occupied and 5 were unavailable for occupation, giving an occupancy rate of 37.5% for both years. Over the same period, site capacity and occupancy at Duncholgan did however change: the total number of pitches was reduced from 14 to 7; and while 5 were occupied in 2021, only 4 were occupied in 2022. Nine of the 14 pitches were unavailable for occupation in 2021, reducing to three of the 7 in 2022, giving a current occupancy rate of 57%.

LHS OUTCOME FOUR: HOUSING OPTIONS, INFORMATION & SUPPORT

LHS strategic aim four is: **To provide effective and timeous information**, **advice and support to help persons in housing need to make informed choices and decisions on the range of Housing Options available.**

The associated strategic objectives are to:-

- 4.1: Establish protocols for persons leaving institutional settings
- 4.2: Deliver an effective Housing sector response to domestic abuse
- 4.3: Implement a Rural Housing first initiative in Argyll & Bute
- 4.4: Reduce or eradicate Rough Sleeping as far as possible

- 4.5: Make a positive contribution to the Community Justice agenda
- 4.6: Deliver Housing Support services in a "person-centred & trauma-informed" way
- 4.7: Tackle
 homelessness via a joint
 strategic approach
 across Housing, Health
 & Social Care
- 4.8: Deliver an integrated model of support aligned to the Rapid Rehousing Transition Plan

- 4.9: Deliver accessible, proactive housing information & advice services
- 4.10: Maintain an effective supply of temporary accommodation
- 4.11: Develop & implement a Communication Plan & Social Media Strategy

LHS Outcome 4: Homelessness Context – selected indicators



Homeless Case Durations	20/21	21/22	% Change
Average time to discharge duty (weeks)	40.74	37.78	-7%
The average time to close homeless cases fell by 7% last year			

Total Homeless Applicants fell by 8% over last 3 years

	295		
Single Person	290	257	253
Single Parent	77	104	66
Couple	34	31	37
Couple with Children	22	16	32
Other	2	6	1
Other with Children	4	1	9
All	434	415	398

Although the number of single persons presenting as Homeless reduced marginally last year, this still constitutes the overwhelming majority of cases, with almost two thirds of the total. Single Parents reduced significantly over the year (down by 36.5%), conversely, however, there was a proportionately significant increase in the number of "Other types of household with children".

Over a quarter (27%) of homeless presentations last year involved children; and at the year-end (March 2022) there were 45 children in temporary accommodation, albeit this was 25% lower than the previous year.

REASONS FOR PRESENTING AS HOMELESS	2019/2020	2020/2021	2021/2022
Termination of tenancy / mortgage due to rent arrears / default on payments	25	7	9
Other action by landlord resulting in the termination of the tenancy	51	32	50
Applicant terminated secure accommodation	8	3	2
Loss of service / tied accommodation	13	19	14
Discharge from prison / hospital / care / other institution	19	15	12
Emergency (fire, flood, storm, closing order from Environmental Health etc.)	2	3	0
Forced division and sale of matrimonial home	2	6	1
Other reason for loss of accommodation	31	26	16
Dispute within household: violent or abusive	33	35	25
Dispute within household / relationship breakdown: non-violent	110	115	105
Fleeing non-domestic violence	13	11	10
Harassment	5	13	7
Overcrowding	18	19	18
Asked to leave	78	83	107
Other reason for leaving accommodation / household	26	28	22
All	434	415	398

In 2021/22 the main reasons for presenting as Homeless remained "Non-violent dispute in household/relationship breakdown" (26% of all cases that year) and "Asked to leave" (27% of all cases). However, the latter category increased numerically by 29% compared to the previous year while the former category decreased numerically by almost 9% on the 2020/21 figure. Given the enhanced focus on tackling domestic abuse, it is encouraging to note that instances of homelessness due to Abuse/violent disputes within the household fell by 29% on the previous year and are at the lowest level for 9 years.

LHS Outcome 4 – progress made against key actions and output targets in 2021/22

Relevant Indicators	Baseline Historic Trend	2021/22	Annual target (& 5 Year Targets)	Assessment / Comment
Protocols for persons leaving an institutional setting including hospital discharge, looked-after children, armed forces, prison, or evictions	Looked after Children Protocols in place; Armed Services Covenant.	Existing protocols continue to operate effectively for Looked After Children.	Protocols drafted & consultation carried out by 2023. Protocols agreed & in place by 2024	In addition to effective protocols for Looked After Children, the Armed Forces Covenant continues to underpin positive activity with serving and former personnel. Review / work on protocols for hospital discharge, those leaving care setting, and evictions to be implemented in 2022/23. 12 Homeless cases due to "Discharge from prison / hospital / care / other institution" – lowest recorded incidence & 20% lower than previous year; also 2021/22 saw lowest incidence of cases "Previously Looked After by LA" (5 compared to 26 five years earlier – ie 81% decrease).
Housing sector enables an effective response to meeting the needs of those experiencing domestic abuse	2019/20: 33 HL applications; 2020/21 - 128 CHR applicants	100 CHR applicants. 25 Homeless Cases	Homeless & CHR applicants due to Domestic Abuse reduced below baseline.	Council signed Domestic Abuse "Make A Stand" Pledge and Champion established. The number of CHR applicants "being abused by someone in household" was 22% lower than baseline. Homeless cases due to domestic abuse at lowest level for 9 years; 52% down on figure five years ago and 29% down on previous year's figure.
Rural Housing First Initiative in Argyll and Bute – number of tenancies created	New Initiative	Protocols agreed with RSLs	10 tenancies pa (50 by 2027)	The initiative was developed in 2021/22 and first tenancy under this scheme was created in April 2022/23
Rough Sleeping presenting as Homeless (based on HL1 statistics: as reported at Homeless case interviews)	2020/21: 6% slept rough night before & 10% within previous 3 months	4% slept rough night before & 7% had done so within 3 months	Incidence reduced below baseline/ Scottish Average	Based on information provided by households presenting as homeless, 4% of homeless cases slept rough the night before presenting (17 out of 398) – lowest incidence recorded, and 26% lower than previous year; while 28 slept rough within 3 months previously (7% of total cases that year) – lowest recorded incidence for over two decades and 33% lower than previous year's figure.

Relevant Indicators	Baseline Historic Trend	2021/22	Annual target (& 5 Year Targets)	Assessment / Comment
HL1 presentations from Prison securing positive housing outcomes (supporting Community Justice agenda)	2020/21 – 2 of 4 closed cases (50%)	81%	Levels sustained at or above baseline i.e. >50%	16 cases closed, of which 12 secured an RSL tenancy & 1 entered home ownership i.e. 81% of ex-offenders achieved positive outcome via Homeless Route
% of Housing Support services departures (clients leaving support) which are <i>planned</i> departures per annum	2020/21: 70%	76%	80%	178 of 234 closed cases were planned departures (76%). Increase on baseline % but still below target. Training Programme for staff on Trauma-Informed approach to support will be developed and implemented via HSCP in 2022/23 with target for 100% of relevant Housing staff to receive training by 2027
Nos of households supported via Housing First with support of dedicated Mental Health /Addictions Housing Practitioner.	New Initiative	Post established	50 assessments to be completed	Since starting in post in Nov. 2021, the Mental Health/Addictions Housing Practitioner has dealt with 25 referrals and closed 5 of these
Temporary Accommodation provision with protocols to address emergency needs	2021: 108 units (includes 32 Blue Triangle)	121 units	100% applicants in need receive suitable offer of T.A.	In August 2021 the 51 additional TA units acquired to cover increased Covid requirements were reduced to 0, leaving core provision of 121 units (including serviced accommodation) as of March 2022.
Develop a Housing Communication Plan and social media strategy	Enhanced Housing Options module established	New Action	Plan to be implemented in 2023 – targets to be developed	Project plan to be developed in 2022 and implemented in 2023.
Level of Homeless presentations and average time to rehouse homeless applicants in an RSL property.	2020/21 – 416 applicants; 39 weeks on average to rehouse in RSL tenancy	398 HL applicants. 34 weeks to secure RSL home on average	Cases at or below baseline (416). 26 weeks on average to rehouse in RSL sector	Average time to rehouse homeless cases in RSL tenancy is 5 weeks below baseline/previous year, but still 8 weeks higher than LHS target of 26 weeks.

RAPID REHOUSING TRANSITION PLAN (RRTP), 2021/22

During 2021/22, Scottish Government Rapid Rehousing Funding of £241,496 was utilised to progress the transition of Rapid Rehousing and Housing First in Argyll and Bute.

- > Payments totalling £140,106 were made to RSLs to assist 129 tenants reduce their rent arrears.
- > The decoration project provided funding of £48,638 to assist 65 households settling in to permanent tenancies.
- Funding of £7,000 was provided to front line housing support providers to enable them to pro-actively assist homeless or potentially homeless households faced with emergency or crisis situations.

In November 2021 a new, dedicated post of **Mental Health/Addictions Housing Practitioner** was established to work with service users to assist them towards tenancy sustainment.

The RRTP budget allocation for 2022/23 is £111,570, which is significantly less than the previous year. Consideration has been given to how the monies will be allocated against the main projects and priorities have been agreed as follows:-

- > Mental Health / Addictions Housing Practitioner
- > Flexible Emergency Fund
- > Rent Arrears Prevention Project
- > Psychologically Informed Environments (PIE) Decoration Project
- > Housing First

The initial Housing First tenancy was created in April 2022 with a further 2 cases currently in the planning. The RRTP target is to create 10 Housing First cases each year.



PIE Decoration Project Before After



HOMELESS PREVENTION AND ADVICE (PREVENT 1)

The number of recorded Prevention and Advice cases increased from 1,162 in 2020/2021 to 1,302 in 2021/2022. This is an increase of 140 cases (12%).

The number of households seeking advice in respect of the range of particular advice categories varied considerably between 2020/21 and 2021/22, although "General Housing Options Advice" and cases involving "At Risk of Losing Accommodation by Eviction/Repossession" remain by far the most common:

Increases:

Cases involving 'At Risk of Losing Accommodation by eviction/repossession', increased from 174 households to 348 households (up 100%).

Cases involving 'Personal issues – affordability / financial difficulties', increased from 39 households to 70 (up 79%).

Decreases:

'Dispute with household/relationship breakdown: non-violent' decreased by 25 households to 43 (down 37%)

'Dispute with household violent or abusive' decreased by 10 households to 25 (down by 28%).

Consistent with previous year:

'Accommodation Unsuitable – Mobility / Adaptations Issues' has remained fairly constant with a slight increase of 3 households to 87 households.

'General Housing Options Advice' has also remained consistent with a marginal decrease of 1 household to 442

COVID-19 RENT ARREARS FUND

Argyll and Bute Council was awarded £93,000 by the Scottish Government to mitigate the short to medium term financial challenges experienced by tenants adversely impacted by restrictions and regulations introduced to control the spread of Covid-19. The eligibility period was for rent arrears arising between 23rd March 2020 and 9th August 2021. A total of 94 applications have been received from multiple sources. 69 offers have been made with 45 to Registered Social Landlords and 24 to Private Landlords. Offers totalling £89,706 have been made to date.

This report is available on the Council's website along with the full Local Housing Strategy (LHS) 2022/23 – 2026/27; Housing Need and Demand Assessment (HNDA) 2021; and the current Strategic Housing Investment Plan (SHIP); as well as a range of other supporting materials. These can be all be found at the following link:

Local Housing Strategy and Housing Need and Demand Assessment (argyll-bute.gov.uk)

If you would like:

- Further information or clarification on the content of this report; or
- To comment on the strategy or Housing in Argyll & Bute in general; or
- To obtain this document in another language or format;

please contact:
Hristina Tarpanova on 01369 800503
or email: hristina.tarpanova@argyll-bute.gov.uk.





Report to: Area Committee

Title of report: A&B HSCP Annual Performance Report 2021

Presented by: Stephen Whiston, Head of Strategic Planning, Performance

and Technology

Date: November 2022

The Committee is asked to:

 To consider the Annual Performance Report for the Health and Social Care Partnership for the year 2021 presented to the JB on 23 November 2022.

1. Background:

The IJB have previously agreed that an Annual Performance Report would be produced and presented to them each year. There have been four Annual Performance Reports, covering 2016/17, 2017/18, 2018/19 and 2019/20.

Required content of the report is set out in The Public Bodies (Joint Working) (Content of Performance Reports) (Scotland) Regulations 2014 http://www.legislation.gov.uk/ssi/2014/326/contents/made

As a minimum the annual performance report must include:

- Assessment of performance in relation to the 9 National Health and Wellbeing Outcomes
- Assessment of performance in relation to integration delivery principles
- Assessment of performance in relation to the Partnership's Strategic Plan
- Comparison between the reporting year and pervious reporting years, up to a maximum of 5 years. (This does not apply in the first reporting year)
- Financial performance and Best Value
- Information about Localities
- Details of Service Inspections
- Details of any review of the Strategic Plan

The 2021 report takes account of the significant impact the continuing Covid 19 Pandemic has had on our services and many of the changes witnessed to

how we deliver Health and Social Care. In order to report robust figures at both Health and Social Care Partnership (HSCP) and Scotland level, and continuing the trend from the last two years, all areas are advised to use 2021 calendar year data as a proxy for 2021/22 financial year in their 2021/22 APRs. Financial year information should be used for years prior to this.

2. STRATEGIC PLAN 2022 - 2025

The new Joint Strategic Plan for 2022-25 was approved in March 2022. Robust performance management arrangements are critical to the delivery of the Strategic Plan which details each service areas priorities for the next three years. These also contribute to all the strategic objectives and new priorities of the HSCP.

3. Conclusion

Much of the statutory performance data for 2021 continued to be affected by the Covid19 pandemic, with the gradual emergence from the last of the restrictions across the summer period. This slow recovery was delayed later in the year with the arrival and impact of the OMICRON variant across Scotland. The effect of this new variant with regards to performance reporting was most significant from October through to December and into the start of 2022.

Within the Health & Social Care Partnership mitigating actions were put in place with the reintroduction of Daily Management Huddle to support recovery and take action as required. Additional resource was used during this time to continue to ensure the staffing and delivery of Care at Home and in the community, alongside support to Care Homes and discharge from hospital.

Throughout 2021 there was a return to previous performance reporting with regards to the JJB, local and national performance reporting. The focus of the reporting for the JJB was on the remobilisation of services against the NHS Highland Remobilisation Plan, this used the Framework for Clinical Prioritisation, framing the remobilisation of services against 6 key principles within a Covid19 operating environment. The principles are detailed within the report.

4. GOVERNANCE IMPLICATIONS

Financial Impact

Included within the Annual Performance Report.

5. Staff Governance

Included within the Annual Performance Report

6. Clinical and Care Governance

Included within the Annual Performance Report Indicators

7. EQUALITY & DIVERSITY IMPLICATIONS

As there is no change in policy, an equality impact assessment is not required.

8. GENERAL DATA PROTECTION PRINCIPLES COMPLIANCE

No impact on GDPR or current data sharing agreements.

9. RISK ASSESSMENT

Impact on strategic and operational risks will be assessed within existing risk assessment processes.

10. PUBLIC & USER INVOLVEMENT & ENGAGEMENT

The Annual Performance Report is for the JBs use but is a publicly available document





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ANNUAL PERFORMANCE REPORT





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Health & Wellbeing Outcome Indicators 2021

Appendix 2

Health & Wellbeing Outcome Indicators Benchmarking 2021

Foreword

Argyll and Bute Health and Social Care Partnership has experienced another difficult year as a result of the Covid 19 Pandemic.

Our Staff, Partners, Carers and Volunteers continue to demonstrate the upmost dedication, hard work, resilience and commitment to our services. We appreciate the length of time we have now been working in response to the relentless challenges Covid 19 brings and are proud of what has been achieved. We continue to be thankful and grateful for everyone's efforts in these difficult times.

Within this year, services have begun to return to a new normal, and focused on remobilisation, basically catching up on activity lost. During the latter half of 2021, we have been out to consultation with our staff, independent and third sector and the public in preparation for the HSCP new Strategic Plan for 2022-2025 and the Joint Strategic Commissioning Strategy.

It was fabulous listening to the views of our communities and we look forward to further engagement in the future to ensure that we plan and deliver services which enables the people of Argyll and Bute to live longer, healthier and independent lives.



Sarah Compton-Bishop Chair of Argyll & Bute Integration Joint Board



Fiona Davies
Chief Officer of Argyll & Bute HSCP





Introduction

Welcome to Argyll and Bute's Annual Performance report for the year 2021 as required by Public Bodies (Joint Working) (Scotland) Act of 2014.

This document sets out how the Health and Social Care Partnership (HSCP) has performed and builds on the information published within previous reports and to provide progress around our remobilisation out of the Covid 19 pandemic.

The HSCP is a complex organisation bringing together a range of partners, services and substantial financial resources. The partnership is responsible for meeting <u>local and national objectives</u> and it is therefore important that we publically report on how we are performing against the agreed outcomes that we aspire to.

The Annual Performance report provides an opportunity to reflect on the past year. A year that was extremely challenging yet we were still able to celebrate achievements like the opening of the Marshall Unit on the Isle of Bute, and the immense effort and success of the vaccination programme.

It is important to remember that the circumstances related to the pandemic have influenced the progress of some of our transformation plans and also our performance in some areas throughout the year.



Remobilisation

Throughout 2021 the HSCP continued to work hard to 'remobilise' and return to delivering services at full capacity in an accessible, patient centred and sustainable way.

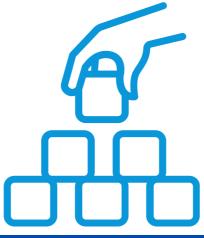


Acute activity delivered across Argyll & Bute from and within Lorn & Islands Hospital and outreach from NHS Greater Glasgow & Clyde was increased, and our 12 week waiting times performance returned to pre-pandemic levels. Waiting list validation and management was a priority and additional clinics to improve waiting times further increased capacity within specialties where we previously experienced pressures. The Chronic Pain service which was a longstanding pressure began to be delivered Highland wide from the Fort William Belford Hospital, and in October 2021 we secured a visiting Gastroenterology specialist, reinstating this service to the HSCP. We do acknowledge a small number of specialties where we operated at lower than 100% capacity and the loss of service in some areas. We continue to work with NHS GGC and explore all options locally to improve accessibility.

Service change brought about by the Covid 19 pandemic and recruitment difficulties led to some challenges and for most specialties this meant a shift to a blend of face to face and virtual clinics. In 2021 the NHS Near Me video consulting service saw nearly 7000 consultations and more than 3800 hours in Argyll & Bute, a record number. Uptake remains high demonstrating sustained change in the way in which patient care is being delivered.

Wherever possible we maximised our <u>Allied Health Professionals</u> (AHP's) services to support consultant led activity. This allowed for service redesign through improved, patient centered pathways and in turn improving access times. In some of our hospital sites during 2021, advanced physiotherapy practitioners triaged and treated patients referred to the orthopaedic consultant where this was clinically appropriate.

Based on the success of this the HSCP will look to progress a complete redesign of the orthopaedic service and this will be done during 2022. This year we had also planned to introduce a centralised appointing service to standardise outpatient clinic access, improve accessibility and patient care. Due to other priorities this will now be progressed in 2022.



Key achievement^{Sage 138}



Dialysis Isle of Bute

On the 11th November 2021, the HSCP welcomed it's first Dialysis patients into the new Marshall Unit in the Victoria Hospital Rothesay, Isle of Bute.

The community of Bute had been fundraising for a number of years for a dialysis unit to prevent the difficult journey for patients 3 times a week to Inverclyde.

The HSCP has been incredibly fortunate to receive the full amount of funding required to fund all the capital costs of the project from both the Dr J N Marshall Trust and the Bute Kidney Patients Support Group.

The Unit is now operational 6 days a week and employs 4 Dialysis nurses. There are 3 dialysis machines and chairs within the Unit. Patients are enjoying the benefits of less travel to receive treatment and less disruption in bad weather from ferry cancellations.

Overall, this has been a tremendous effort from the local community and the population of Bute will benefit from this service for years to come.





Vaccination Programme

Following the development of safe vaccines to protect the population from the devastating impact of Covid 19 the HSCP had to quickly mobilise services to vaccinate the population.

The delivery of the programme brought challenges like nothing faced before. Dedicated staff ensured we meet these challenges to reduce the impact of Covid 19 on those most at risk, and was therefore essential that Argyll and Bute had effective plans in place to deliver Covid 19 vaccines to protect those most at risk, prevent ill health in the community and minimise further pressure on the NHS and social care services.

Logistics around the vaccine supply chain, transport and storing of the vaccine all took careful planning, especially to our Island communities.

The HSCP postponed any non urgent work prioritising the rapidly evolving situation. Communication and guidance was key for staff delivering vaccinations, working with the Scottish Government and developing programme command groups Argyll and Bute successfully ramped up the vaccination programme. The vaccination programme continues to hold vaccination clinics for first, second and third booster doses including children 5-11 in Argyll and Bute.

The table below details the success to date and how many people in each age category have vaccines. The 5-11 figures are different as only immunosuppressed children should have had primary plus booster and vaccination of this cohort is ongoing mainly due to the restriction around children who have tested positive (there is a 12 week wait from that point before they can be vaccinated).



Co-hort	Population	2 Vaccinations + Booster	2 Vaccinations	1 Vaccination	Not Vaccinated
5 - 11 years	6157	18 (0.3%)	279 (4.53%)	685 (11.13%)	5175 (84.05%)
12 - 64 years	53962	40297 (74.6%)	11065 (20.5%)	2180 (4.03%)	420 (0.77%)
65+ years	22342	20845 (93.3%)	903 (4.04%)	77 (0.34%)	517 (2.3%)



- We have engaged widely and published a new Children and Young People Service Plan, developed and published a new Corporate Parenting plan, developed a multiagency approach in drafting and implementing a new Children Services Commissioning Plan. We have developed and gathered feedback survey to be circulated to S2 and S4 school pupils. This work is being implemented and is well established and is driven by a robust multi-agency approach
- Our 3 Children's Houses as well as our Adoption and Fostering Services are graded 5 (Very Good)

100% of our Young People leaving care in the last year were offered appropriate housing

- We have fully embedded all elements of the Universal Health Visitor Pathway and in line with "Best Start" we provide continuity of Midwifery care to women across Argyll and Bute
- $^{\sim}$ We are using the Model for Improvement to test the use of assessment tools and interventions aimed at supporting Children to reach their developmental milestones at 13 15 months and 27 30 months
- ☆ We are also using the Model for Improvement to test methods to ensure multi-agency chronologies are in place for Children and Young People following an Initial Referral Discussion (IRD) where the decision is to progress to child protection procedures
- ☼ We have initiated a redesign of the Child and Adolescent Mental Health Services (CAMHS) including the deployment of additional staffing which will ensure a clear and accessible pathway is available to all young people in secondary school
- ☆ We have developed GIRFEC (Getting It Right For Every Child) infomercials by young people for use in schools to promote understanding of the Named Person role and the National Well-being indicators



- We have developed a Child Poverty Action Plan that sets out what we are doing locally to tackle child poverty; we review this every year. This plan and other actions are guided by a multi-agency Child Poverty Action Group
- We have engaged with children and young people via School Councils to gain their ideas and views of the plan. We have produced child friendly versions of the plan.We look to engage with community groups and are currently doing this, for example, via the Living Well networks
- Community and staff awareness of child poverty is important, as is their knowledge of how it is being tackled in Argyll and Bute. We use events like Challenge Poverty Week to get information out via media posts and other methods. We have also developed a Council Child Poverty Website that provides information on the plan and links to key sources of support relating to housing, benefits, employability, domestic abuse etc
- We recognise the importance of the third sector in tackling child poverty and a number of key agencies are represented in the CPAG and contribute to planned work, for example ALIenergy and Third Sector Interface (TSI)
- We know that training to raise the awareness of staff about poverty is important; they need to be able to respond to service users with empathy and respect. It is also important for them to be able to ask the difficult money questions well and signpost people to where they can get support and the right kind of advice. Money Counts training has been developed for use in Argyll and Bute and will be rolled out to a wide range of staff. We have also commissioned Awareness Raising Training and this should begin to be rolled out to staff in 2022
- We look to act across a wide range of areas, such as housing, food and fuel poverty, by having a broad range of members from those sectors. We recognise that employability and benefits are important areas and these are represented in CPAG



- CPC has continued to deliver child protection training via Microsoft Teams and monthly CPC chat lead by Lead Officer CP has continued, which promotes communication between CPC and frontline staff and managers
- DA Pathway launched , audited and now embedded
- New information leaflets designed by children via a competition in schools
- Young Person Support & Protection protocol review initiated and staff and young people consulted via survey
- Reflect & Learn concept approved and 2 have been carried out so far this year
- Audit activity has continued with 8 weekly audit of IRD and 1 CP Plan audit
- ☆ Communications to children and parents/carers re. National 'For Kid's Sake' campaign ran twice and online safety campaigns
- ☆ Advocacy work has continued for children on the CPR



Adult Support and Protection

- A range of training and development activity took place for Council Officers and we provided training on Defensible Decision Making; Modern day slavery; Older adult abuse and presented a Large Scale Investigation (LSI) Learning event
- Contributed to the Multi-agency Risk Assessment Conferences (MARAC) awareness training
- Provided a biannual Committee Development Session
- Ensured staff protected on investigations etc, and noted no real fall in referrals and activity
- ☐ Produced a Monthly Newsletter on issues pertinent to ASP
- Addressed financial harm, establishing an APC sub-group and ensuring regular information on the subject
- ☆ Focused development of AP multi –agency awareness





Violence Against Women and Girls

- The VAWP has developed its membership and now includes a wide range including; Police, Fire and Rescue, Colleges and Universities, Health, Social Care, Housing, Education, Adult and Child Protection and key third sector partners
- The VAWP Lead and Chair are working with the Community Justice Lead to ensure that the work of the partnership is properly integrated into the Argyll and Bute Community Justice Plan

The VAWP has supported and advised on the introduction of a Domestic Abuse Policy for Council employees and the introduction of a Domestic Abuse Pathway

- The need for the introduction of the Safe and Together Model to Argyll and Bute services has been promoted to the Chief Executive, Head of the HSCP and Heads of Service and has been agreed as a key area of development. A bid was submitted to the Developing Equally Safe Fund to achieve this and this was successful; £68,582 was granted and will cover a Safe and Together initial roll out. It will also cover a wide range of other training including: Routine Enquiry, Awareness Raising, Working With Men and Harmful Traditional Practices. This will take place over a period of 2 years from mid October 2021. Also encompassed in this work will be a research project that will look at the effectiveness of these actions and the views of lived experience people, staff, managers and perpetrators
- A VAWP led group is looking at the issue of domestic abuse and women and girls with learning difficulty and is currently identifying training and practice issues
- The work of the MARAC continues to be developed and is enhancing the safety of those women at highest risk of domestic violence. A further roll out of training on the DASH model of assessment is planned
- The 16 Days of Action were marked by a range of local actions including the lighting up of Statues and Buildings and a poster competition within schools

Community Justice Page 143

Contributed funding to a two year research project led by the Violence Against Women & Girls Partnership which will include understanding victims experiences and additionaly review the behaviors of men who perpetrate violence against women and girls

- ☆ We have analysed the connections between Justice Social Work delivery and Community Justice developing a draft improvement plan for 2022-2024
- Secured funding from the Corra Foundation to review our prison Custody to Community Pathway
- Developed strategic links into the Alcohol & Drugs, Community Safety and Violence Against Women & Girls Partnerships
- □ Developed strong partnership working with the national body Community Justice Scotland
- Undertaking a review of the Community Justice Partnership to refresh our focus in light of the new national Justice Strategy and the pending Community Justice Strategy



Public Health

- $\stackrel{\sim}{\sim}$ An annual report of activity for 2020-21 is published here (<u>ablivingwell.org</u>)
- Conducted a scoping exercise by engaging with staff to complete a survey designed to identify gaps in knowledge around health screening (50 frontline Mental Health and Learning Disability staff and 19 Primary Care staff completed the survey)
- Supported the implementation of the Scottish Government 'Every Life Matters' Strategy on Suicide Prevention, within the heightened economic and social pressures felt by individuals throughout the Covid 19 pandemic
- Supported the completion of the Equalities Outcome Framework mainstreaming report to meet the Scottish Specific duties of the Equality Act and refreshed the Equalities Outcomes in partnership with Argyll and Bute Council and NHS Highland in summer 2021
- Developed a Joint Strategic Needs Assessment for the Joint Strategic Plan and Joint Strategic Commissioning Strategy
- 73 successful smoking quits were recorded by the Stop Smoking Advisors using technology and innovative approaches to deliver their service



FOOD

HEALTH



Adult Care-Older Adults/Adults and Hospitals

- Development of a robust assurance function for care homes and care at home service. This included the development of a Care Home Task Force a partnership with care homes and colleagues across the HSCP/NHS/Council

- Re-establishment and redesign of day services providing a focus on critical respite for unpaid carers
- ☆ Establishment of a Care at Home Strategy Group with a short term and longer term action plan taking account of immediate pressures and to plan for future development
- Agreed proposals to permanently fund a 24 hour responder service with agreement that solutions are required for our island communities
- Appointment of an Unscheduled Care Lead to ensure all elements of hospital discharge and prevention of admission are standardised and integrated
- Initial work is taking place to establish plans for the islands, taking account of the Island's Act and developing unique island solutions beginning with conversations on Coll, Mull and Tiree
- Implemented the Enhanced Community Dementia Team model in 3 localities within Argyll and Bute. Developed an operational framework for the service and recruited key posts to develop the Enhanced Service. This key service is still developing



- Development of additional Core and Cluster models across A&B for Learning Disability services
- initiated the review and redesign of internal LD Day Services staffing structures across Argyll and Bute, to ensure equity and consistency across locations and ensuring they are fit for the future
- increased oversight and voice of LD & Autism services following the HSCP management restructure
- improved our communication and engagement with communities and service users, through the newly established HSCP **Engagement Framework**
- improved management of transitions cases through re-establishment of the Disability Transitions Group and better transition links with schools



1ental Health

- Completed a review of our Community Mental Health Teams recommendations of which (still subject to approval) will be actioned via our Mental Health and Dementia Steering group
- ☐ Identified resource to deliver the Wellness Recovery Action Planning (WRAP) approach to enable people to self-manage their mental wellbeing
- Islay trial of 'Near Me' the use of video consultation to support primary care mental health workers and clients
- Agreed a new locality based consultant model of care





- Pharmacotherapy teams are in place to provide a new medicines management service within most GP practices in each locality. Teams comprise of pharmacists and pharmacy technicians. A remote hub model has been created in Helensburgh
- A plan for a primary care nursing team with posts located either in community hospitals or in GP practices has been agreed in consultation with individual GP practices to support community treatment and care and vaccination transformation within existing primary care modernisation funding

First Contact Practitioner Musculoskeletal Physiotherapists are in post are providing a service to some practices in each locality and to remote and island GP practices

- A Primary Care Mental Health Service is now operational for some GP practices in all localities providing time limited intervention for patients with common mental health problems. There is a monthly average of 90 patients now referred to this service
- Merged the GP Practices on the Isles of Mull and Iona and recruited GPs to the new Mull and Iona Medical Group under an independent General Medical Services Contract
- Undertaking a review of the strategic plan for the provision of primary medical services for the patients of Kintyre Medical Group
- Creation and implementation of 3 Whole Time Equivalent (WTE)
 Advanced Practice Anticipatory/Emergency Care Nurses working in
 partnership across 5 GP Practices within Helensburgh and Lomond Locality
- A 3 year contract to commission a Community Link Worker service for 10 GP practices in Argyll and Bute has been awarded to We are With You (formerly Addaction). The service will take referrals from primary care teams and use a person-centred social prescribing approach to strengthen the link between primary care, other health services, and community resources



Alcohol and Drug Partnership

- Recovery communities expanded their membership. The communities are primarily led by people with lived experience and all have people with lived experience involved in the programming and organisation of the regular activates
- Links have been strengthened through the creation of a Recovery Steering Group which aims to represent all of the Recovery Communities and develop a collective voice on their behalf
- Both ABAT and WAWY have staff trained to distribute Naloxone to individuals & their family members. Both teams also provide Injecting Equipment Provision (IEP) utilising outreach and click & collect approaches
- The existing school-based support service has continued, though the service has had to adapt due to Covid 19 restriction, with access to the schools limited in many cases. Services have been innovative in their use of social media, instant messaging, text, phone video-conferencing and meeting outside of school grounds
- The Custody to Community Pathways for people leaving Prison and returning to Argyll & Bute are aimed at ensuring all are provided with Naloxone on liberation
- WAWY introduced online Mutual Aid Partnership (MAP) group sessions three times per week. They also offered safe distanced walk & talk sessions with people who are unable to engage by phone/digital. Where required they carried out doorstep welfare checks when they were unable to make remote contact with people
- MAT Standards will be piloted in Cowal and Bute with a new team being recruited





AHP leaders and the teams work above and beyond to provide high quality clinical care despite challenges

AHP's view themselves as having a role in prevention and early intervention and are striving to increase their input earlier in patient's lives to either prevent or minimise impact of illness, disability or injury

- AHP's are core members of the multi-disciplinary team and have enhanced MDT working significantly into primary care in the last three years
- AHP's are currently one of the first within NHS Scotland boards to develop and carry out establishment setting
- Increased our rehabilition skills in all areas to support major trauma, long-term conditions and neurological conditions and diseases
- Recruitment of a Housing OT to support assessments for adaptations to individual housing



- ☆ Worked with Carer Services to implement the Caring together Strategy
- Recruited a Carers Act Officer and a Young Carers project assistant
- ☆ Carried out contract reviewing and monitoring
- Built capacity within the enhanced performance team
- □ Updated our Young Carers Statement
- Increased the visibility and awareness of unpaid carers and the support they provide
- ☆ Carried out a consultation on Respite and Short breaks
- ☆ Linked with the Carers Census





Technology Enabled Care (TEC)

- Allocated resource (People and finance) for the investment required in the Analogue to Digital Project
- ☆ Continue to support planning for role out of services in Social Care
- ☆ Continue to progress roll out within urgent care
- Work in partnership with Commissioned Services to better understand pressures they face and find joint solutions
- Work with planning colleagues to ensure Near Me remains part of Remobilisation Planning and re designing clinics.





Digital Health & Care Strategy

- Responded to the pandemic by expanding and enhancing our IT infrastructure to facilitate home/hybrid working in 2021/22 for our HSCP staff in the council and NHS.
- Strengthening resilience in the up time and performance of IT network to ensure service resilience, security and delivery.
- ☐ Increased the uptake and use of Technology Enabled Care (TEC) by clients and patients including expanding the use of the "Near Me" video consultation platform for mental health, primary care and community services.
- Completed the procurement and commenced the implementation of our replacement social work and community health IT system with the new "Eclipse" system as at a cost £465,000
- Replaced and modernised our 7 hospital switchboard to provide enhanced digital functionality and reduced our telephone costs.

Performance Management and Governance

The National Health and Wellbeing Outcomes continue to provide a strategic framework for the planning and delivery of health and social care services.

These suites of outcomes, together, focus on improving the experiences and quality of services for people using those services, carers and their families. Currently there are 9 key National Health and Wellbeing Outcomes (NHWBO) and 23 sub-indicators. These form the basis of the reporting requirement for Health and Social Care Partnerships across Scotland. A full breakdown of all the Outcomes, Indicators and our local indicators is available in Appendix 1.

COVID 19 Performance Reporting

Much of the statutory performance data for 2021 continued to be affected by the Covid 19 pandemic, with the gradual emergence from the last of the restrictions across the summer period. This slow recovery was delayed later in the year with the arrival and impact of the OMICRON variant across Scotland. The effect of this new variant with regards to performance reporting was most significant from October through to December and into the start of 2022. Within the HSCP mitigating actions were put in place with the reintroduction of Daily Management Huddle to support recovery and take action as required. Additional resource was used during this time to continue to ensure the staffing and delivery of Care at Home and in the community, alongside support to Care Homes and discharge from hospital.

Remobilisation Performance Reporting

Throughout 2021 there was a return to previous performance reporting with regards to the Integration Joint Board, local and national performance reporting. The focus of the reporting for the IJB was on the remobilisation of services against the NHS Highland Remobilisation Plan, this used the Framework for Clinical Prioritisation, framing the remobilisation of services against 6 key principles within a Covid 19 operating environment as below:

- 1. The establishment of a clinical priority matrix as detailed below, at the present time NHSGG&C & NHS Highland are focusing on the P1 & P2 category:
- 2. Protection of essential services (including critical care capacity, maternity, emergency services, mental health provision and vital cancer services)
- 3. Active waiting list management (Consistent application of Active Clinical Referral Triage (ACRT) and key indicators for active waiting list management, including addressing demand and capacity issues for each priority level)
- 4. Realistic medicine remaining at the core (application of realistic medicine, incorporating the six key principles)
- 5. Review of long waiting patients (long waits are actively reviewed (particularly priority level four patients)
- 6. Patient Communication (patients should be communicated with effectively ensuring they have updated information around their treatment and care)

This report included activity reporting for Argyll & Bute Health & Social Care Partnership, NHS Highland Board and Greater Glasgow and Clyde.

Key Performance Overview 2021

Homecare

The data trend for the overall number of people in receipt of homecare across all age groups notes a relatively flat trajectory from Jan- April with a sustained uplift in both planned hours and people in receipt of care at home between May and August. From September there is a declining trend, which in part may be attributable to the emergence of the OMICRON variant. This continues into 2022. With regards to homecare hours, the declining trend from August to December notes a 4% reduction in care hours.

Residential Care

Comparing the average numbers of care home residents for 2020, to 2021 notes a 2% reduction, across 2021 there is a slight upward trend in the number of residents from August to October with a 3% reduction from November to December this again may be in part attributable to the emergence of the OMICRON variant continuing into 2022.

Mental Health

Mental Health Services reported consistent levels of new referrals for services in 2021. However, Emergency Mental Health Bed Days reports a reduction of 24% from 2020 levels. There was an increase in patients waiting to be seen for CAMHS service as at Dec 2021, up by 22% on the previous year's period, with 61.3% waiting more than18 weeks, up slightly from 58.6% in 2020. Statutory Mental Health activity across 2021 noted consistent levels in activity across calendar year period. With regards to the types of statutory activities; Consent to Short Term Detention, Supervision of Guardianship, Reports for Adults With Incapacity (AWI) Application and Consent to Emergency Detention were noted as having the largest impact across staff workloads.

Delayed Discharge

Delayed Discharge data across the period 2020 noted consistently high number of those waiting to be discharged form hospital against target and the previous year performance. July has seen the highest number of delays in hospital with a 23% increase against the average for the year, alongside this October noted the highest bed days used with a 26% increase against average. Delayed discharges remained high through the months of November and December with associated longer recorded bed days. January to May noted a reducing overall trend in bed days suggesting more activity with quicker discharge, this trend slowed with an increased from June onwards with associated high numbers and bed days.





Waiting Times

With regards to service remobilisation and the continued reduction the waiting times the focus for the HSCP was on maintaining outreach services to A&B despite the ongoing service pressures being experienced nationally and utilising waiting times funding to reduce waiting times.

Key areas of work included:

- Utilising Advanced Physio Practitioners to support our Orthopaedic service and reduce the waiting times for patients.
- Working in Partnership with local Community Optometrist to
- provide shared care with the NHSGGC Consultant Ophthalmology service and develop a virtual Ophthalmology service fit for the future.
- Creating a centralised appointing service to improve patient pathways and ensure equity of access to care across all our hospital sites.
- Create a "Clean room" with sufficient airflow within Lorn Islands
 District General Hospital to repatriate ENT services back to Argyll
 and Bute as these were stopped due to Covid 19 risk of aerosol
 generating procedure required for Naeso Endoscopes.
- Continued use of virtual appointments



Benchmark performance makes a comparison with the seven identified rural HSCP's and the Scottish average. Performance across the 20 indicators, Argyll & Bute HSCP noted 10 (50%) indicators performing above the Scottish average. Performance against the other HSCP's for these indicators notes that Argyll & Bute had an overall 55% success rate (Appendix 2)

Performance, Outcomes & Improvement

The HSCP is committed to openness and transparency in respect of performance reporting. Due to service pressures arising from the pandemic during 2021/22, there has been some disruption to reporting as the HSCP focussed on addressing the pandemic and re-mobilisation of services. A revised integrated performance management reporting framework is been designed and will be rolled out fully across 2022. The HSCP reviews its performance data and uses this to enable it to be responsive to emerging need and service pressures and to continuously improve and inform its strategic planning processes.



Financial Performance and Best Value



Financial Performance

The IJB is committed to the highest standards of financial management and governance. It is required to set a balanced budget each year and seeks to deliver Health and Social Care Services to the communities it serves within the envelope of resources available to it. Financial performance is reported in detail to the IJB at each of its meetings and to its Finance and Policy Committee which meets on a monthly basis. It also publishes its Annual Report and Accounts which are subject to independent external audit.

This section provides a summary of financial performance for 2021-22, our approach to ensuring that we deliver Best Value and outlines the future financial outlook and perceived risks.

Financial Performance 2021-22

The IJB set a balanced budget for 2021/22, and is delighted to be able to report a small underspend against the resources available to it and confirm that it was able to repay all of its debt. It is acknowledged that a number of factors contributed to this improved position including delivery of savings, improved financial management and governance and additional funding allocations from the Scottish Government.

The final revenue outturn for 2021/22 was an underspend of £682k against the resources available to the HSCP, which totalled £313m. This underspend has been retained by the HSCP within its general reserve and it is intended that it will be invested in 2022/23 on service transformation. The other important aspect of financial performance during the year was that the HSCP was able to repay the full debt balance due to Argyll and Bute Council during the year, this totalled £2.8m. Argyll and Bute Council reduced the funding available to the HSCP to facilitate this repayment of debt. The following table summarises the financial performance against budget analysed between Health and Social Work related services.

Service	Actual £	Budget £	Variance £	Variance %
Social Work Services	78,958	79,640	682	0.9%
Health Services	233,408	233,408	0	0%
Grand Totals	312,365	313,048	682	0.2%

The budget for 2021/22 included a total savings target of £9.3m spread across 142 projects. As at the end of March 2022, £8.2m of the savings target was delivered. Of this total, £5.8m was delivered on a recurring basis. The shortfall was funded through additional financial support from the Scottish Government, recognising that a number of projects had to be placed on hold during the year as a consequence of the Covid 19 pandemic.

The HSCP recognises that it needs to continue to improve efficiency and deliver best value. It continues to manage its savings programme rigorously and recognises that this is critical to ensuring longer term financial sustainability and facilitating the implementation of our transformational objectives. The HSCP has a savings target of £6.0m for 2022/23, this includes £3.9m of new savings in addition to the carry forward of those projects which were not delivered in full during 2021/22.

Financial Outlook, Risks and Plans for the Future



The IJB has a responsibility to make decisions to direct service delivery in a way which ensure services can be delivered on a financially sustainable basis within the finite resources available to it.

There are significant on-going cost and demand pressures across health and social care services as a consequence of demographic change, new treatments, increasing service expectations and inflation. Managing these pressures are expected to result in an ongoing requirement to improve efficiency and deliver savings.

Looking into 2023-24 and beyond, it is anticipated the Scottish public sector will continue to face a very challenging short and medium term financial outlook with significant uncertainty in respect of funding and the impact of high inflation. However, additional funding to the sector and proposed structural reform, is anticipated to better enable the HSCP to invest in service provision and deliver high quality services within the resources that will be made available. This presents an opportunity for the HSCP to improve the services it offers and address some of the challenges it faces.

The HSCP continually updates its forward financial plans to recognise and plan for the impact of new policy priorities, emerging cost pressures and funding allocations. Additionally, robust risk management processes are in place which seek to identify and quantify the financial risks facing the HSCP. Key risks currently facing the partnership include the sustainability of service providers, the impact of inflation, staff availability and costs, and increasing demand for services. A further key risks is in respect of the continuing management of Covid 19 and addressing the increased numbers of people awaiting diagnosis and treatment. We also need to work to address the length of time some people within our communities are having to wait for treatment.

The Annual Report and Accounts for the year provide further detail and analysis in respect of financial performance, financial risks and governance arrangements and improvement plans.

Best Value (£)



The IJB has a statutory duty to provide best value as a designated body under section 106 of the Local Government (Scotland) Act 1973. NHS Highland and Argyll and Bute Council delegate funding to the Integration Joint Board (IJB). The IJB decides how to use these resources to achieve the objectives of the strategic plan. The IJB then directs the Partnership to deliver services in line with this plan.

The governance framework represents the rules and practices by which the IJB ensures that decision making is accountable, transparent and carried out with integrity and in line with the principles of public service. The IJB has statutory responsibilities and obligations to its stakeholders, staff and residents of Argyll and Bute.

The Health and Social Care Partnership ensures proper administration of its resources by ensuring that there is an appropriate governance framework in place and by having an appointed Chief Financial Officer who is required to keep proper accounting records and take reasonable steps to ensure the propriety and regularity of the finances of the Integration Joint Board. The IJB is also required to publish audited annual accounts each vear.

Best Value underpins the ethos of governance and financial management within the IJB, a summary of performance against the 8 best value themes is given overleaf:



Vision and Leadership

The IJB and Senior Leadership team are involved in setting clear direction and organisational strategy which is expressed in the new Strategic Plan and the new Commissioning Strategy. There are strong mechanisms for contributions from the Locality Planning Groups and the Strategic Planning Group into these key documents which set the strategic priorities of the IJB.

Governance and Accountability

The IJB has significantly improved its governance and seeks to continually develop and improve in response to emerging good practice and independent audit review. It has made excellent progress in implementing its governance improvement programme to ensure it operates in an open and transparent way. Support for the system of governance is provided by Argyll and Bute Council this ensures that it is properly administered. Comprehensive and clear Board minutes and papers continue to be published and meetings are open to the public.

Effective use of resources

The Finance & Policy Committee of the Board meets regularly in order to scrutinise performance against budget, progress with the delivery of savings and the Transformation Programme. NHS Highland has implemented a formal Project Management Office approach to delivering savings projects and their methodology has also been extended to the full savings programme. Better financial management and governance has been a priority for a number of years, and this has contributed to the much improved financial position the HSCP is now in.

Partnership and Collaborative Working

Effective partnership working is a core element of the way in which the IJB has been established. The IJB works closely with NHS Highland and Argyll and Bute Council. The Chief Officer is a member of both Strategic Management Teams. In addition the HSCP works closely with third sector partners and its commissioned service providers by holding regular meetings with key care home and care at home providers. It has been commended by these stakeholders for this. This has continued throughout the year and illustrates the ethos of partnership working. A further example of this partnership working during 2021/22 was the high levels of engagement from partners in the development of the Commissioning Strategy and the new Strategic Plan

Community Responsiveness

The Locality Planning Groups ensure that local concerns are addressed and feed through to the Strategic Plan. In addition the Engagement Strategy ensures that full consultation and engagement is carried out before policy changes are agreed. Most recently this has been demonstrated in the high levels of engagement in the development of the Commissioning Strategy and the Strategic Plan. A commitment to co-production is an underlying theme and work is now underway to develop new models of responsive service delivery with community based partners.

Fairness and Equality

A commitment to fairness and equality is at the core of the IJBs purpose, strategy and vision. It aims to provide critical services to the most vulnerable in society. Equality Impact Assessments on new projects plans and strategies include an assessment of socio-economic impacts and islands impacts.

Sustainability

The Covid 19 pandemic has created an opportunity to further develop remote working, which has significantly reduced travel, for both staff and service users. There has been extensive use of Near Me for remote consultations where this is appropriate, and continued use and expansion of Microsoft Teams. Other developments such as a project to trial the use of drones for transporting items such as laboratory samples from islands and remote areas and the electrification of the fleet are first steps in delivering upon carbon reduction targets. There has also been close working with commissioned providers to try and ensure their financial sustainability, particularly for loss of income and extra costs due to Covid 19.

Performance, Outcomes & Improvement

Reporting on performance has continued during the last year, however, health and care activity has reduced due to the impact of managing the covid pandemic and this has resulted in increased waiting times and increased un-met care needs. The HSCP is working to increase activity to pre-pandemic levels and address the backlog. It reports on progress to the IJB regularly and it is intended that this reporting will be further improved as the integrated performance reporting regime is implemented.



Argyll & Bute Health & Social Care Partnership

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Websites



https://argyll-bute.gov.uk/health-and-social-care-partnership
About Argyll & Bute (scot.nhs.uk)

Twitter



https://twitter.com/abhscp

Facebook



https://www.facebook.com/abhscp

Appendix517 Health & Wellbeing Outcome Indicators 2021

IJB Performance Scorecard

Outcome 1 - People are able to improve their health	2016/17	2017/18	2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-1 - % of adults able to look after their health very well or quite well	96.0%	93.0%	93.0%	93.0%	93.2%	• 90.8%	90.9%
NI-3 - % of adults supported at home who agree they had a say in how their support was provided	82.0%	76.0%	76.0%	76.0%	72.5%	6 6.9%	70.60%
NI-4 - % of adults supported at home who agree that their health & care services seemed to be well co-ordinated		72.0%	72.0%	72.0%	73.7%	66.0%	66.40%
NI-16 - Falls rate per 1,000 population aged 65+	26.0	26.0	26.0	23.0	25.3	• 27.8	23
A&B - % of Total Telecare Service Users with Enhanced Telecare Packages				45.7%	45.6%	• 43.2%	31.0%
NI-13 - Emergency Admissions bed day rate	107,343	107,548	108,883	109,759	94,863	1 04,253	109,429
Outcome 2 - People are able to live in the community	2016/17	2017/18	2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
MSG 1.1 - Number of emergency admissions - A&B	8,716	9,046	9,003	9,111	7,563	• 8,343	8,509
MSG 2.1 - Number of unplanned bed days acute specialties - A&B	65,707	65,030	67,060	66,706	55,378	65,414	57,139
MSG 2.2 - Number of unplanned bed days MH specialties - A&B	13,034	13,755	14,623	12,676	13,048	• 10,232	15,896
MSG 3.1 - Number of A&E attendances - A&B	16,130	16,026	16,912	17,784	12,671	17,083	16,960
MSG 6.1 - % of 65+ population at Home (unsupported) - A&B	7.8%	7.9%	8.0%	7.9%	7.9%	• 7.5%	8.1%
A&B - % of LAC who are looked after at home or in a community setting				82.4%	80.6%	83.6%	90.0%
Outcome 3 - People have positive service-user experiences	2016/17	2017/18	2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-2 - % of adults supported at home who agree they are supported to live as independently	84.0%	79.0%	79.0%	79.0%	79.9%	• 75.0%	78.8%
NI-5 - % of adults receiving any care or support who rate it as excellent or good	82.0%	80.0%	80.0%	85.0%	78.3%	6 8.6%	75.3%
NI-6 - % of people with positive experience of their GP practice	91.0%	85.0%	85.0%	85.0%	84.5%	● 77.6%	66.5%
MSG 3.2 - % A&E attendances seen within 4 hours - A&B	95.0%	93.5%	93.4%	91.7%	92.9%	88.4%	95.0%
CA72 - % LAAC >1yr with a plan for permanence	88.0%	100%	65.0%	85.2%	65.4%	36.1%	81.0%

Outcome 4 - Services are centred on quality of life	Page 2016/17		2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-7 - % of adults supported at home who agree their support had impact improving/maintaining quality of life	87.0%	74.0%	74.0%	74.0%	76.50%	● 76.7%	78.10%
NI-12 - Rate of emergency admissions per 100,000 population for adults	12,145	12,617	12,678	11,353	10,790	11,960	11,636
NI-14 - Readmission to hospital within 28 days per 1,000 admissions	80.0	87.0	87.0	76.0	91.0	• 91.0	110
MSG 5.1 - % of last six months of life by setting community & hospital - A&B	90.0%	90.0%	90.0%	90.8%	92.50%	•91.0%	90.0%
A&B - % Waiting Time breaching >12 weeks				21.0%	38.0%	22.0%	25.0%
Outcome 5 - Services reduce health inequalities	2016/17	2017/18	2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-11 - Rate of premature mortality per 100,000 population	418	380	393	403	398	• 386	465
NI-17 - % of SW care services graded 'good' '4' or better in Care Inspectorate inspections	84.0%	86.0%	86.0%	84.1%	87.1%	8 0.0%	75.8%
NI-19 - No of days people [75+] spent in hospital when ready to be discharged, per 1,000 population	597	625	640	540	346	• 584	761
CPC01.4.4 - % Waiting time from a patient's referral to treatment from CAMHS	95.0%	89.0%	91.0%	92.5%	32.5%	31.5%	90.0%
AC21 <=3 weeks wait between SM referral & 1st treatment	93.0%	95.0%	90.5%	91.3%	84.9%	TBC	90.0%
Outcome 6 - Unpaid carers are supported	2016/17	2017/18	2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-8 - % of carers who feel supported to continue in their caring role	41.0%	33.0%	33.0%	33.0%	35.0%	• 38.0%	29.7%
Outcome 7 - Service users are safe from harm	2016/17	2017/18	2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-9 - % of adults supported at home who agree they felt safe	84.0%	83.0%	83.0%	83.0%	78.7%	● 76.4%	79.7%
CP16 - % of Children on CPR with a completed CP plan	91.0%	99.0%	91.0%	89.0%	99.0%	9 99.0%	100%
CP43 - No of Child Protection Repeat Registrations - 18 months				0	0	• 0.0%	0
CJ63 - % CPO cases seen without delay - 5days	86.0%	94.0%	84.8%	95.6%	95.3%	85.3%	80.0%
A&B - % of Adult Protection referrals completed within 5 days				45.8%	39.50%	32.9%	80.0%
A&B - % of Adult Protection referrals that lead to AP Investigation				12.5%	39.5%	• 11.0%	10.0%
A&B - % of complaints [stage 2] responded within timescale				25.0%	56.5%	● 73.0%	20.0%

Outcome 8 - Health and social care workers are supported	Page 2016/17		2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-10 - % of staff who say they would recommend their workplace as a good place to work	71.0%	71.0%	71.0%	71.0%	70.0%	70.0%	67.0%
Health & Social Care Partnership % of PRDs completed	52.0%	30.0%	37.0%	37.0%	3.0%	3 5.0%	90.0%
SW only - HSCP Attendance	3.90	5.70	5.20	5.23	4.86	5 .9	3.78 DAYS
Outcome 9 - Resources are used effectively in the provision of health and social care services	2016/17	2017/18	2018/19	2019 Calendar year	2020 Calendar year	2021 Calendar year	Target 2021
NI-15 - Proportion of last 6 months of life spent at home or in a community setting	89.8%	89.6%	90.0%	91.0%	92.9%	91.3%	90.1%
NI-18 - % of adults with intensive needs receiving care at home	67.0%	67.0%	67.0%	68.0%	72.3%	• 71.9%	64.9%
NI-20 - % of health & care resource spend on hospital stays where patient admitted in an emergency	24.0%	22.0%	22.0%	22.0%	19.2%	2 2.5%	24.2%
MSG 4.1 - Number of DD bed days occupied - A&B	6,803	8,414	9,530	8,237	5,338	• 7,006	8,604

Appagelin68 Health & Wellbeing Outcome Indicators Benchmarking 2021

Core Suite of National Integration Indicators

				Healt	th & Soci	ial Care	Partne	rship		
Indicator	Title	Argyll & Bute	Α	В	С	D	Е	F	G	Scotland
NI - 1	Percentage of adults able to look after their health very well or quite well	90.83%	92.4%	92.6%	92.4%	92.1%	92.7%	93.4%	91.7%	90.9%
NI - 2	Percentage of adults supported at home who agreed that they are supported to live as independently as possible	75.0%	72.6%	72.1%	86.5%	73.4%	79.3%	73.1%	72.5%	78.8%
NI - 3	Percentage of adults supported at home who agreed that they had a say in how their help, care, or support was provided	66.9 %	76.8%	60.6%	72.1%	70.5%	70.2%	63.4%	64.3%	70.6%
NI - 4	Percentage of adults supported at home who agreed that their health and social care services seemed to be well co-ordinated	66.0%	78.5%	54.1%	71.9%	64.5%	62.2%	59.3%	61.7%	66.4%
NI - 5	Total % of adults receiving any care or support who rated it as excellent or good	68.6%	79.5%	70.3%	83.0%	78.6%	68.1%	73.9%	67.8%	75.3%
NI - 6	Percentage of people with positive experience of the care provided by their GP practice	• 77.6%	69.8%	64.8%	77.2%	62.0%	60.0%	65.9%	67.3%	66.5%
NI - 7	Percentage of adults supported at home who agree that their services and support had an impact on improving or maintaining their quality of life	7 6.7%	81.7%	63.1%	84.3%	80.6%	73.3%	70.5%	79.2%	78.1%
NI - 8	Total combined % carers who feel supported to continue in their caring role	38.0%	29.5%	30.8%	28.7%	27.4%	31.6%	29.4%	25.6%	29.7%
NI - 9	Percentage of adults supported at home who agreed they felt safe	76.4%	84.9%	69.5%	86.0%	78.8%	72.1%	77.3%	75.3%	79.7%
NI - 10	Premature mortality rate per 100,000 persons	386	419	375	407	407	401	348	408	465
NI - 11	Emergency admission rate (per 100,000 population)	11,960	10,460	10,789	9,997	11,861	9,381	10,577	12,564	11,636
NI - 12	Emergency bed day rate (per 100,000 population)	104,253	92,375	112,745	106,529	105,914	83,298	121,675	95,726	109,429
NI - 13	Readmission to hospital within 28 days (per 1,000 population)	91	114	110	113	111	87	102	138	110
NI - 14	Proportion of last 6 months of life spent at home or in a community setting	91.3%	92.5%	87.5%	91.5%	88.5%	92.3%	88.2%	90.1%	90.1%
NI - 15	Falls rate per 1,000 population aged 65+	27.8	24.2	23.7	14.5	26.5	19.0	18.9	23.1	23.0
NI - 16	Proportion of care services graded 'good' (4) or better in Care Inspectorate inspections	80.0%	75.7%	77.1%	80.3%	78.0%	80.0%	77.9%	87.0%	75.8%
NI - 17	Percentage of adults with intensive care needs receiving care at home	71.9%	60.8%	63.4%	56.6%	63.8%	64.5%	57.5%	71.2%	64.9%
NI - 18	Number of days people spend in hospital when they are ready to be discharged (per 1,000 population)	584	226	159	1,051	520	776	1,009	761	761
NI - 19	Percentage of health and care resource spent on hospital stays where the patient was admitted in an emergency	22.5%	23.2%	23.0%	23.1%	23.3%	21.3%	20.4%	23.2%	24.2%

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA COMMITTEE

ROADS AND INFRASTRUCTURE SERVICES

DECEMBER 2022

ROADS AND INFRASTRUCTURE SERVICES UPDATE

1.0 INTRODUCTION

- 1.1 A Roads and Infrastructure standing report was a fixture on Area Committee agendas throughout the life of the last Council. In the first two rounds of Area Committee meetings in the new Council feedback was sought on the value of these updates, and their format and frequency. Generally Members felt having a standard item was beneficial and it was acknowledged that the Roads and Infrastructure weekly briefings issued to all members each Friday afternoon provide for the main sources of live information on current activities. On top of these briefings there is a bank of resources on the new Member Zone system which include the weekly briefings, subject specific briefings, ad hoc short briefings on issues, relevant previous committee reports, operational service procedures, legislation and Council policies.
- 1.2 In the last Council the purpose of these reports was to provide an update on service activities but since weekly briefings were introduced around 18 months ago [at the time of writing this report we are on to briefing Edition 72] these have largely superseded the original stated purpose of these reports.
- 1.3 On the basis of the above a new format is proposed for these standing area committee reports which removes duplication for Officers and rather links to existing published information, with additional updates only in the body of the reports if these are specifically requested/noted from previous meetings. The report remains as a standing item and continues to provide the opportunity for Officer engagement at the committee meetings.

2.0 RECOMMENDATIONS

It is recommended that the Area Committee:

2.1 Note and consider the contents of this report, and provide feedback on the proposed new format.

3.0 DETAIL

- 3.1 Roads and Infrastructure Services provides Members with weekly briefings on topical service activities which are all available here.
- 3.2 As part of the resources on the new Member Zone system there are various key documents available in an online library here.

4.0 CONCLUSION

4.1 This report provides links to existing published information on service activities and provides for the opportunity for Officer attendance and engagement at committee meetings.

5.0 IMPLICATIONS

- 5.1 Policy none
- 5.2 Financial none
- 5.3 Legal none
- 5.4 HR none known
- 5.5 Fairer Scotland Duty:
- 5.5.1 Equalities protected characteristics none known
- 5.5.2 Socio-economic Duty none known
- 5.5.3 Islands none known
- 5.6. Climate Change none
- 5.7 Risk none known
- 5.8 Customer Service none

Executive Director with responsibility for Roads and Infrastructure Services Kirsty Flanagan

Policy Lead for Roads and Transport Councillor Andrew Kain

November 2022

For further information contact:

Jim Smith, Head of Roads and Infrastructure Services; or Mark Calder, Project Manager



ARGYLL AND BUTE COUNCIL HELENSBURGH AND LOMOND AREA

COMMITTEE

ROADS AND INFRASTRUCTURE

SERVICES

December 2022

LUSS TRAFFIC REGULATION ORDER - REPORTERS REPORT

1.0 EXECUTIVE SUMMARY

- 1.1 The Helensburgh and Lomond Area Committee, at its meeting held on 16 September 2021, considered a report regarding two Traffic Regulation Orders (TRO) relating to Luss Village and the U228 Old A82. The first TRO proposed amendments to speed limits and, as there were no extant objections, the Committee agreed the Order could be made. The second TRO was the Luss Traffic Management TRO, which had a number of extant objections.
- 1.2 The Committee agree to amend the order in relation to the cost of permits and to refer the Order to a Reporter for consideration. This report provides an update on progress and the Recommendations arising from the Reporters findings.

RECOMMENDATIONS

It is recommended that the Helensburgh and Lomond Area Committee:

- i. Notes the Reporters observations;
- ii. Agree to accept the Reporters modifications to the Order;
- iii. Agree to refer the Order to Scottish Ministers seeking consent for the prohibition of driving;
- iv. Delegate appropriate authority to the Executive Director with responsibility for Roads and Infrastructure in consultation with the Area Committee Chair to allow the Order to be referred for making following consent from Scottish Ministers to minimise implementation delays.

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA

COMMITTEE

ROADS AND INFRASTRUCTURE SERVICES

December 2022

SERVICES

LUSS TRAFFIC REGULATION ORDER - REPORTERS REPORT

2.0 INTRODUCTION

- 2.1 The Helensburgh and Lomond Area Committee, at its meeting held on 16 September 2021, considered a report regarding two Traffic Regulation Orders (TRO) relating to Luss Village and the U228 Old A82.
- 2.2 The first TRO proposed amendments to speed limits and, as there were no extant objections, the Committee agreed the Order could be made.
- 2.3 The second TRO was the Luss Traffic Management TRO, which had a number of extant objections. The Committee agree to amend the order in relation to the cost of permits and to refer the Order to a Reporter for consideration.
- 2.4 This report provides an update on progress and the Recommendations arising from the Reporters findings.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Helensburgh and Lomond Area Committee:
 - i. Notes the Reporters observations;
 - ii. Agree to accept the Reporters modifications to the Order:
 - iii. Agree to refer the Order to Scottish Ministers seeking consent for the prohibition of driving;
 - iv. Delegate appropriate authority to the Executive Director with responsibility for Roads and Infrastructure in consultation with the Area Committee Chair to allow the Order to be referred for making following consent from Scottish Ministers to minimise implementation delays.

4.0 DETAIL

- 4.1 The Helensburgh and Lomond Area Committee, at its meeting held on 16 September 2021, considered a report regarding two Traffic Regulation Orders (TRO) relating to Luss Village and the U228 Old A82.
- 4.2 The second TRO considered in the report was the Luss Traffic Management TRO (Luss TM TRO), which had a number of extant objections. The two principle objection themes were in relation to the cost of permits and the prohibition of

- driving. The Committee agree to amend the order in relation to the cost of permits and to refer the Order to a Reporter for consideration.
- 4.3 The Council wrote to the Scottish Governments Scottish Government's Planning and Environmental Appeals Division (DPEA) on the 19 October 2021 advising that the Luss TM TRO was being referred. Following a review of documents by the Council, a Reporter was appointed on 24 March 2022.
- 4.4 In May 2022, the Council wrote to the extant Objectors formally advising that the proposed fee had been reduced, at Committee, from £98 per annum to £45 per annum and asked, based on this amendment, whether the Objectors wished to withdraw their objection to the TRO. The same letter also advised that the TRO was being referred to a Reporter and asked whether they wished to participate in the proceedings.
- 4.5 The Council and those Objectors who wished to take part each prepared and submitted Statement of Case to the Reporter. A brief period (2 weeks) was allotted for comments on the submissions from each side.
- 4.6 The hearing was held at the Sutherland Suite, Loch Lomond Arms Hotel, Luss on 23 August 2022. The hearing heard from two objectors and the Council. The Reporter also permitted members of the audience to make comment during the hearing.
- 4.7 The Reporter sought clarification on small number of points arising from the hearing which were subsequently circulated amongst all interested parties for comment. This period ended on the 5 October and the Reporter submitted his final report to the Council on 12 October 2022.
- 4.8 The report, contained within Appendix 1, provides detail of the process to this point and makes a number of Recommendations (listed as modifications) and observations. The majority of the modifications are relatively minor in nature (being typos or minor changes in terminology). The Recommendations are detailed in the Table under Paragraph 4.4(b) of the Report, however; the following highlights the key technical modifications for consideration by Members:
 - i. The Reporter has agreed with the Councils proposal to reduce the onstreet permit charge from £98 to £45 per annum.
 - ii. The Reporter accepted the Council's position of two permits per resident in the Parish of Luss but modifies it to the extent of allowing one of the permits not to be tied to a particular vehicle but rather to be registered to their address (thus allowing for use by visitors to that address).
 - iii. In relation to the prohibition of driving, the Reporter is supportive, on a very fine balance, of this being retained in the TRO.
 - iv. The Reporter has recommended that the number of on-street business parking permits be increased from two to four, with a provision allowing three of them to be registered to the business address.
 - v. The Reporter accepted the Council's proposed modification (made post the Hearing), to add a 12 metre stretch of Church Road, near the Coach

House to the prohibition of waiting provision which would prohibit waiting across the service access to the Coach House.

- 4.9 The Reporter, as noted above, also made a number of observations. They are as follows:
 - i. Although not a statutory requirement, the Council may wish to consider whether its post-implementation arrangements should include consultation with all the businesses in the Area.
 - ii. The Reporter made reference to enforcement- "My fear therefore is that there is a danger of under-enforcement" (Page 19). He has recommended that the post-implementation monitoring should include the need or otherwise for enforcement improvements. It may also have a bearing on the proper level of charges for permits in Luss in the future.
 - iii. There were a couple of objections to the £489 annual charge for business permits in the Council's off-street car park. The Reporter confirmed the Council's view that the cost of off-street permits is not within the scope of the TRO. He does state, however, that it is clear the charges are of considerable concern to the residents of Luss and that, in his view, it would be appropriate to include a review of those charges in any post-implementation monitoring of the TRO.
- 4.10 The Council can, if so minded, decide to make the Order without accepting all of the Recommendations. The legislative process for this is in accordance with Regulation 14 of the Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999. Under this Regulation, the Council is required to submit a statement of reasons for not accepting the relevant recommendations.
- 4.11 Notwithstanding the above, Officers recommendation to the Committee is to accept the Reporters modification to the Order.
- 4.12 The prohibition of driving element of the Order requires consent from Scottish Ministers (under Regulation 11 of the aforementioned Regulations). In accordance with this, Officers seek the consent of the Committee to forward all necessary document to the Scottish Ministers.
- 4.13 To minimise delay in implementation of the Order; Officers request that the Committee delegate appropriate authority to the Executive Director with responsibility for Roads and Infrastructure in consultation with the Area Committee Chair to allow the Order to be referred for making following consent from Scottish Ministers to minimise implementation delays; subject to the Committee agreeing with the recommendations and the Scottish Government giving their consent

5.0 CONCLUSION

- 5.1 This report provides an update on progress to date and makes recommendations for the consideration of Members regarding the proposed Luss TM TRO.
- 5.2 Officers recommends that the Committee:
 - i. Notes the Reporters observations;
 - ii. Agree to accept the Reporters modifications to the Order,

- iii. Agree to refer the Order to Scottish Ministers seeking consent for the prohibition of driving;
- iv. Delegate appropriate authority to the RIS Head of Service to allow the Order to be referred for making following consent from Scottish Ministers to minimise implementation delays.

6.0 IMPLICATIONS

- 6.1 Policy Parking Policy 2014.
- 6.2 Financial Signing and lining costs will be funded from the existing car park maintenance budget and/or roads revenue budget. Physical traffic management measures will be financed from the H&L parking maintenance budget or from third party funding sources (e.g. Road Safety Improvement Fund, SUSTRANS).
- 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. Climate Change None known.
- 6.7 Risk Safer roads for all road users through controlled parking and reduced speed.
- 6.8 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 Andrew Kain

November 2022

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 1: SN241 – Report to Argyll and Bute Council

Planning and Environmental Appeals Division
Hadrian House, Callendar Business Park, Falkirk, FK1 1XR
E: dpea@gov.scot T: 0300 244 6668



Report to Argyll and Bute Council

ROAD TRAFFIC REGULATION ACT 1984

Report by Mike Croft, a reporter appointed by Argyll and Bute Council

- DPEA case reference: TRO-130-2.
- Site address: Luss, Alexandria.
- Promoting authority: Argyll and Bute Council.
- The order sought: Argyll and Bute Council (Various Streets, Luss) (Traffic Management) Order 202_.
- Objectors: see appendix 5 below.
- Date case received by DPEA: 19 October 2021.
- Date of hearing session: 23 August 2022.
- Dates of site visits: 4 and 5 June and 22 and 23 August 2022 (unaccompanied).
- Reporter's recommendation: that the order be submitted with this report and other appropriate documents to Scottish Ministers for their consent, and that that consent be subject to the TRO being modified as stated in this report.

Date of this report and recommendation: 12 October 2022.

Scottish Government
Planning and Environmental Appeals Division
Hadrian House
Callendar Business Park
Callendar Road
Falkirk
FK1 1XR

DPEA case reference: TRO-130-2

Chief Executive
Argyll and Bute Council

Dear Sir

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

I refer to the above draft Traffic Regulation Order (TRO) and to the Council's email of 19 October 2021 referring the matter to the Scottish Government's Planning and Environmental Appeals Division (DPEA). I also refer to the Council's minute dated 24 March 2022 appointing me as the reporter to hold a public hearing into objections made against the TRO and to report to the Council. I am a member of a panel of self-employed reporters who are allocated this category of work by DPEA. I interpret my brief broadly: to examine the draft TRO in the light of the objections made against it and not withdrawn, whether those objections are pursued at the hearing or by written submissions, and to report with recommendations to the Council.

The draft TRO is promoted by Argyll and Bute Council under various powers, including powers within the Road Traffic Regulation Act 1984 as amended by the Roads (Scotland) Act 1984. It relates to various roads within the parish of Luss on the western side of Loch Lomond. It includes provisions for the prohibition of driving, for various prohibitions of waiting and loading, and for parking places.

The Council advertised the draft TRO in April-May 2021, and objections to it were received. Amongst these objections were objections to its charge for on-street parking permits and one objection to its prohibition of driving on various roads. The Council's Helensburgh & Lomond Area Committee agreed in September 2021 that the proposed charge for on-street parking permits should be reduced from £98 (as in the draft TRO) to £45 per year, it maintained its position with regard to all other elements of the order, and referred the objection to the prohibition of driving to an independent reporter. My appointment as above followed.

In accordance with my minute of appointment, I held a public hearing on 23 August 2022. I also sought and obtained further written submissions from the parties, and I carried out unaccompanied site inspections on 4 and 5 June and 22 and 23 August 2022. I am very grateful for the help provided by Ms Fran Millar, an officer with the Council but with no previous connection with the case, who acted very carefully and effectively as my Programme Officer. My thanks are also due to Ms Sonia Lindsey, another officer with the

Council with no previous connection with the case, who acted ably when Ms Millar was absent.

This report is directed towards whether, arising from my examination of the draft TRO in the light of the objections made against it, the Council should, or should not, carry forward the TRO, and if so, what (if any) modifications to it should be made. My report provides

- a brief background to the draft TRO (chapter 1);
- a summary of the objections, the Council's cases in relation to them, and my assessments (chapter 2);
- a commentary on modifications to the TRO not arising directly from objections (chapter 3); and
- my overall conclusions and recommendation (chapter 4).

My report is perhaps more comprehensive than the Council immediately requires. That is deliberate on my part - on the basis that the Council may wish to submit it in due course to Scottish Ministers.

Yours sincerely

Mike Croft
Reporter

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Abbreviations			
Council	Argyll and Bute Council		
DPEA	Planning and Environmental Appeals Division		
DVLA	Driver & Vehicle Licensing Agency		
Regulations	The Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999		

TRO or draft TRO	The draft Argyll and Bute Council (Various Streets, Luss) (Traffic Management) Order 202_, ie the draft order that is the subject of my examination (Note: the only references in this report to a "TRO" are to that specific draft order; I refer to any other order as an "order".)	
1984 Act	Road Traffic Regulation Act 1984	

CHAPTER 1. BACKGROUND

1.1 After referring to my appointment, this chapter provides some context about Luss and its traffic, indicates how the TRO developed into its present form, and summarises how it was processed.

My appointment and the need for Scottish Ministers' consent

- 1.2 I was appointed by Mr Douglas Hendry, Executive Director, Argyll and Bute Council on 24 March 2022 to hold a public hearing into objections made against the TRO and to report to the Council. I am a member of a panel of self-employed reporters who are allocated this category of work by DPEA.
- 1.3 I note, through the minutes of the Helensburgh & Lomond Area Committee on 16 September 2021, that the Council's decision on my role had been more restricted and was "to refer the objection to the Prohibition of Driving to an Independent Reporter." I have raised this difference with the Council. In response, the Council has stated that it "remains concerned that there is a risk that, should the hearing be limited in scope to a single objection on the prohibition of driving, Scottish Ministers might not be satisfied that there has been full compliance with the provisions set out in the Road Traffic Regulation Act 1984 or the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999 in that the hearing was not held into the order as a whole as opposed to a specific part of it. The council wishes to avoid increasing the risk of Scottish Ministers deciding to "require" the council to hold a further hearing by withholding their consent until such a (further) hearing had been held by the council into the entire order". The Council therefore wished me to adopt the remit set out in the minute of appointment. My full dialogue with the Council on this point is reproduced in appendix 1 to this report.
- 1.4 I interpret my brief broadly: to examine the TRO in the light of the objections made against it and not withdrawn, whether those objections are pursued at the hearing or by written submissions, and to report with recommendations to the Council.
- 1.5 The matter of securing Scottish Ministers' consent for the TRO also arose in another context. It is usual for a hearing of the sort I held to take place following the submission to Scottish Ministers of a draft order that requires their consent, with the reporter being appointed by Scottish Ministers. This case is proceeding differently, with a hearing being held before submission of the draft TRO to Scottish Ministers. I pursued a dialogue by correspondence with the Council on this matter in April-May 2022. That dialogue is reproduced in Appendix 2. I concluded that the TRO could proceed to a hearing in line with current legislation. But the requirement to obtain Scottish Ministers' consent remains.

Luss and its traffic

1.6 The village of Luss, with a population of about 120 residents and a number of businesses, lies between the old A82 road on the west and the western shore of Loch Lomond on the east. It is within the Loch Lomond and the Trossachs National Park. The village core, made up of Church Road, Murray Place, Pier Road and School Road, extends as far as its pier, from which loch cruises may be taken. There are beaches north and south of the pier. The village core forms a conservation area, and there are 42 listed structures. Luss Primary School is just to the west of the old A82 road, off a short cul-desac section of School Road.

- 1.7 Luss is a honey-pot destination, with the village reportedly receiving about 750,000 visitors each year. No data source for this figure is known, but participants at the hearing I held did not dispute the reasonableness of that estimate. Nor do I. The busyness of the area in summer and at weekends is not generally disputed. It is a popular destination because of its access to the loch shore in conjunction with its proximity to the central belt, the driving time from central Glasgow being of the order of 45 minutes.
- 1.8 Two off-street car parks, with a capacity of 250 cars each, are available outwith the village core. One of these is Council-owned and -managed, and is long-established. It is just to the north-west of the village core, with pedestrian access off Murray Place, although vehicular access is from the old A82 road only. Between 0900 and 1800 hours every day it is operated on a pay-and-display basis. Charges are 30p for 15 minutes, 50p for 30 minutes, 80p for 45 minutes, and £1.00 per hour for one hour or more. Parking is free between 1800 hours and 0900 hours the next day. Permits for the longer-term use of the car park cost £139 for three months, £258 for six months, £371 for nine months, and £489 for 12 months.
- 1.9 The second car park, owned by Luss Estates Company (a local company with a wide range of interests), was opened in the spring of 2021. It lies south-west of the village core, a little further from the core than the Council-owned car park, and is operated on a pay-on-exit basis. The parking cost here, applying 24 hours per day and 7 days per week, is £1.20 per hour. Mr Miller, the company's Chief Executive Officer, informed the hearing I held that the company currently offers one free annual parking permit there to each resident household in Luss, and a discounted permit to each Luss business.

The Council's general view of Luss's traffic problems

- 1.10 Notwithstanding the two car parks, there have been long-standing traffic-related issues within Luss village which have worsened as visitor numbers have increased. The core village roads are generally narrow, and most are without footways. Their geometry is poor in relation to modern standards. Residents and businesses in the village need access along these roads, and they have limited or no off-street parking. The limited on-street parking space that exists within the village core has been regularly over-subscribed, and residents and businesses have often found it impossible to park near their properties because of visitors parking there. This reduces the carriageway width to single lane and further impacts already congested and narrow streets. Many of the core village properties front directly to the carriageway with no pedestrian refuge. So inappropriate parking can limit or prevent safe and convenient access to these properties.
- 1.11 Visitors unfamiliar with the village layout have often struggled to navigate around the narrow streets, contributing towards congestion and conflict between vehicles and pedestrians. There is no formalised turning area enabling larger vehicles (such as cars towing caravans or trailers, or motorhomes) to turn safely within the village, and that has added to the circulating traffic. The high volume of circulating traffic has had a substantial and significant impact on the residents of the village and on the character of the roads and adjoining properties.
- 1.12 Traffic issues in Luss have remained a cause of concern in the absence of a proportionate, balanced and sustainable solution for residents, businesses and visitors.

6

Preludes to this TRO

- 1.13 The local community have raised concerns about traffic issues over a number of years. In 2016-17, the Council attempted to promote two proposals. One was for speed limits on the old A82 road. This generated 289 formal objections, most on the principle of the proposals. A particular point of concern was that the speed limit changes should have included the core village roads. The other Council proposal then was to limit parking to one per residence or business in the village core, with limited visitor parking on Church Road and Pier Road. This generated 292 objections, again mainly objections in principle. Particular points of concern were disabled access to the village core and the cost of permits. Neither of these proposals was taken forward in their existing form. In December 2017 the Council's Helensburgh & Lomond Area Committee noted that the real issue in the village centre is traffic movement through the village streets and the limited number of onstreet parking spaces available. It also noted the legal difficulties in restricting access to a public road to certain classes of road users. Around the same time alternative proposals had been produced by consultants acting for Luss Estates Company. But no traffic regulation order was progressed at that time.
- 1.14 Between 2018 and 2020 Argyll and Bute Council engaged with the community by means of meetings with the Luss and Arden Community Council, Police Scotland, MSPs and others. These meetings culminated in heads of terms which were based on principles which had been broadly agreed between those attending the meetings. The heads of terms resulted in two separate draft traffic regulation orders, one of which in due course became the draft TRO before me.
- 1.15 The other proposal emerging from the two years of dialogue was The Argyll and Bute Council, (Old A82, Various Streets, Luss) Speed Limit Order 202_. This is intended to reduce speeds on the old A82 road and the core village roads variously to 20, 30 and 40 mph. That order can now be made, as there are no extant objections. However, the Council considers benefit would be maximised by implementing it and the TRO before me together. If the TRO before me does not proceed, the Council still intends to proceed with the speed limit order.
- 1.16 The Council also agreed to amend an existing order relating to its off-street car park: the Argyll and Bute Council (Off-Street Parking Places and Charges) (Luss) (Amendment) Order 2021 was introduced to provide short-term, free parking for the businesses fronting the car park and to reduce inappropriate parking on the old A82 road.
- 1.17 When the early Covid-19 lockdown restrictions were eased in May 2020, Luss village started to see a renewed influx of visitors which heightened the pressures referred to above. Therefore in June 2020 the Council made a temporary traffic regulation order, to be effective from July 2020 until January 2022. This allowed parking in the village core only on display of a permit obtainable by local residents and businesses. By September 2020 the Council's Executive Director with Responsibility for Roads and Infrastructure Services was able to report to the Helensburgh & Lomond Area Committee that this temporary order "has fulfilled its primary purpose of providing a mechanism to manage the visitor traffic into the village ...". That order has provided an opportunity to test proposals in a live environment, and it is the Council's view that it has demonstrated the need for parking controls within the village core. Although the temporary order has worked reasonably well, the considerable number of penalty charge notices issued has been taken by the Council to indicate that

people's understanding of the restrictions needed to be improved. When the temporary order expired in January 2022, a second temporary order (with no significant differences) became effective for a further period extending to May 2023.

The emergence of this TRO

- 1.18 As indicated in paragraph 1.14 above, the precursor of the TRO before me emerged out of two years of dialogue. That precursor had been produced by lawyers acting for Luss and Arden Community Council, with input from Argyll and Bute Council. Its details were reported to the latter's Helensburgh & Lomond Area Committee in September 2020, with officers regarding it as a proportionate, balanced and sustainable solution to the recurring traffic issues in Luss.
- 1.19 That precursor is essentially made up of four elements, as summarised below.
 - A parking zone where parking would be limited to a restricted range of vehicles. This would substantially cover the core village streets, ie all of Pier Road, Church Road (except for 86 metres where no waiting of any vehicle would be allowed), all of Murray Place, and that part of School Road east of the old A82 road. Prohibition of waiting would apply to all vehicles except for a range of exceptions including vehicles displaying valid permits, blue badge holders, emergency services, mail deliveries, undertakers, local authority activities and furniture removal. Up to two permits would be obtainable by each resident household and business in the parish of Luss for £20 per year each.
 - Prohibition of driving. This would prevent any vehicle being driven along the core village streets, subject to a number of exceptions, including permit holders, emergency services, blue badge holders, and for the delivery of goods. This prohibition would be enforceable by Police Scotland, not by the Council.
 - Prohibition of waiting and loading at any time. This would apply to (a) both sides of the old A82 road from a point close to its north junction with the A82(T) road for about 800 metres southwards to the access to the Luss Highland Games field and (b) the 86 metres stretch of Church Road referred to above. This restriction would be subject to a number of exceptions and exemptions including emergency services, delivery of mail, undertakers, local authority activities and furniture removal.
 - On-street parking places (stay limited to 30 minutes between 0800 and 2000 hours).
 Seven bays would be marked out on the old A82 road for this purpose near Luss
 Primary School. These places would be mainly to allow school pupils to be dropped
 off and picked up, but they could also be used for other short stops, for example to
 make purchases at the village shop nearby.
- 1.20 The September 2020 Committee endorsed the work carried out to that date, and agreed that the draft order that had been submitted to it should form the basis of an order to be taken forward through the statutory process. The Committee delegated authority to the Head of Roads and Infrastructure Services to make appropriate and competent technical changes to the order before advertising it within the statutory process. The Committee itself specifically required the £20 permit charge per year to be adjusted in line with the Council's current scheme of fees and charges. The draft TRO as subsequently advertised provides for a permit charge of £98 per year. This is the same as the 2020-21 charge for the only

other residents' on-street permit scheme in Argyll and Bute – in Oban. In addition, prior to advertisement, a 37 metres cul-de-sac length of School Road west of the old A82 road was also added to the roads designated for prohibition of waiting and loading at any time.

- 1.21 My summary of the TRO appears at Appendix 3.
- 1.22 The draft speed limit order was also broadly agreed at the same Committee meeting.

The statutory basis for this TRO

- 1.23 A traffic authority, such as the Council, may make a traffic regulation order under section 1(1) of the 1984 Act where it appears to the authority that it is expedient to make it, on the basis of seven possible reasons for so doing. These are:
 - "(a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) for preventing damage to the road or to any building on or near the road, or
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - (f) for preserving or improving the amenities of the area through which the road runs, or
 - (q) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)."
- 1.24 In correspondence with me prior to the hearing, the Council referred to the first six of these as their reasons for expediency in this case. In discussion at the hearing, I suggested that reasons (a) and (b) might be relatively less important in this case and that reasons (d) and (f) might be relatively more important. The Council agreed.
- 1.25 The section 1(1) reasons for expediency are to be understood against the wider requirements of section 122 of the 1984 Act. This requires the Council to exercise its functions conferred on it by the Act "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the road". This duty is a qualified duty in that the Council must comply with it "so far as practicable", having regard (in summary) to (retaining the letter references of section 122):
 - (a) the desirability of securing and maintaining reasonable access to premises,

- (b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run,
- (bb) the national air quality strategy,
- (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles, and
- (d) any other matters appearing to the Council to be relevant.
- 1.26 The Council confirmed in its statement of case that it had had regard to its duty under section 122. I do not doubt this.

The process for this TRO

- 1.27 The procedure for making an order such as this is contained in The Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999. Regulations 4 and 6 specify consultation requirements. Regulation 5 requires publication of the proposals by (at least) notice in a local newspaper. Regulation 7 enables objections to be made in response to the regulation 5 notice. Regulation 8 provides that, before making an order, the authority may hold a hearing in connection with it, and provides that the authority shall hold such a hearing before making an order in certain specified cases. Prior to the hearing I held I discussed with the Council, through correspondence, whether the hearing should be regarded as discretionary or mandatory. Nothing of substance turns on the outcome of this: the important point is that the hearing has been held. The material points of the correspondence are reproduced at Appendix 4.
- 1.28 Regulation 8 also requires hearings to be conducted by an independent person (referred to as "the reporter") appointed by the authority from a list of persons compiled by the Scottish Ministers for that purpose. Regulation 9 specifies requirements for notice of the hearing, and regulation 10 specifies procedure at the hearing. Regulation 11 refers to the consent of Scottish Ministers being necessary in certain cases.
- 1.29 Where a hearing has taken place, regulation 12 requires the authority, before making the order, to consider the report and recommendation made by the reporter. Regulation 14 makes provision for the transmission of documents to Scottish Ministers if the authority decides to make the order in a form which includes any provision at variance with the recommendations of the reporter. Regulation 15 requires the authority to prepare and keep a map in connection with the order. Regulation 16 relates to the date of the order and specifies a time limit for making it.
- 1.30 In this case the Council has confirmed that it carried out consultation as required by regulation 4, and has provided consultation record sheets. In line with regulation 5, it advertised the TRO on 22 April 2021, seeking objections by 14 May.
- 1.31 The results of the consultation and advertisement processes were reported to the Council's Helensburgh & Lomond Area Committee in September 2021. It was reported that 73 objections had been received from 91 objectors, but two of the objections had been

withdrawn. 73 representations were provided to me¹, and these 73 are listed and summarised at Appendix 5. 68 of the 73 consist of, or include, a uniform template text which included an objection to the charge for a parking permit. One of the 73, the objection from the Argyll Community Housing Association, had been withdrawn in June 2021. It also appeared to me that the submission from Police Scotland was not an objection to the TRO before me but to other orders which the Council was promoting at the same time. Police Scotland confirmed in correspondence in June 2022 that that was the position. That left 71 objections.

- 1.32 The September 2021 Committee agreed one change, and one change only, to the TRO as advertised: this was to reduce the proposed charge for on-street parking permits from £98 (as in the order) to £45 each year. Arising from this the Council wrote to objectors in May 2022 referring to that proposed reduction and asking each of them if they wished to withdraw their objection in the light of that. The same letter also gave notice, as required by regulation 9(1), of the intention to hold a hearing and asking each objector whether s/he wished to participate.
- 1.33 Six of the objections which solely concerned the on-street parking charge were withdrawn in May/June 2022, as indicated in Appendix 5, in response to the Council's letter². I was therefore left at that point with 65 objections. Seven replies to the Council's letter were received indicating a wish to participate in the hearing discussion.
- 1.34 In the stages leading up to the hearing, and at the hearing itself, I followed the Code of Practice Annex F (Hearings) to Circular 17/1998 insofar as its general principles could be applied. At my request the Council set up a page on its website in March 2022 to contain documentation relating to the TRO. In order to assist the prospective hearing participants, in June 2022 I issued a guidance note on written statements for the hearing. It was also clear to me that objectors who did not wish to participate in hearing sessions should have the opportunity of making further written submissions. I therefore issued a guidance note on further written submissions on non-hearing objections at the same time. I allowed three weeks for statements and submissions to be made, and then two weeks for written comments to be made by the Council on objectors' statements and submissions and two weeks for written comments to be made by objectors on the Council's statements and submissions.
- 1.35 The Council responded to these requests, but of those objectors who had indicated a wish to participate in the hearing only two of them (Ms Ferguson and Ms Stalker) submitted statements. In the event, personal circumstances prevented Ms Stalker from participating in the hearing, and her place was taken by another objector, Ms Webster.
- 1.36 I issued the hearing agenda in July 2022, reflecting the written documentation that I had received up to that point. The Council sent the hearing agendas formally to all objectors, thus meeting the requirements of regulation 9(2). It also published a newspaper notice of the hearing, as required by regulation 9(3).

¹ I regard a single communication signed by two or more people as a single objection.

² The on-street parking charge element of one further objection (by Mr and Mrs Potter) was also withdrawn, but their objection remained extant on other grounds. A further person, Norman MacLeod, responded to the Council's letter, but no objection from him was put before me and he took no further part in the process: I do not count or list him as an objector.

- 1.37 The Council confirmed at the hearing that all of the statutory procedures related to the TRO had been complied with. I have no reason to doubt this.
- 1.38 The hearing was held at the Sutherland Suite, Loch Lomond Arms Hotel, Luss on 23 August 2022. I carried out the hearing in accordance with regulation 10.
- 1.39 I made unaccompanied site inspections on 4 and 5 June and 22 and 23 August 2022.
- 1.40 The main participants in the hearing are listed at Appendix 6.
- 1.41 Documents are listed at Appendix 7.

CHAPTER 2. THE OBJECTIONS, THE COUNCIL'S CASES, AND MY ASSESSMENTS

- 2.1 My task is to examine the TRO in the light of the objections and to assess whether the making of the TRO is expedient in the circumstances. Taking account of environmental, social and economic factors as necessary, I assess whether the public benefits of the TRO in relation to the restrictions it includes outweigh the public or private disbenefits alleged in the relevant objections.
- 2.2 Objectors' cases are derived mainly from their objections made during the advertisement period, the hearing statement from Ms Ferguson, comments on the Council's statement from Ms Butler, Mr Henderson and Mr and Mrs Pretswell, and from contributions during the hearing.
- 2.3 The Council's cases are derived mainly from the reports to Committee in September 2020 and September 2021, its hearing statement and further written submissions, its response to objectors' submissions, and from its contributions during the hearing.

Households, businesses, permits and spaces: some statistics

2.4 In advance of the hearing, and In order to provide factual background to some of the arguments being made, I sought from the Council and was provided with the following statistics:

Previous and present temporary traffic regulation orders

Number of resident households in village core: 67.

Maximum number of permits valid at any one time issued to resident households in village core: 89.

Number of businesses in village core: 19.

Maximum number of permits valid at any one time issued to businesses in village core: 3.

Draft TRO

Number of resident households in parish: 187.

Number of businesses in parish: 154.

Some businesses have multiple listings.

2.5 During the hearing, the Council indicated that it assessed the safe parking capacity of the village core as "at least 60 spaces".

A base-line

2.6 The temporary orders (see paragraph 1.17 above) form something of a base-line for considering the TRO before me. That is because, during my consideration of the TRO before me, they provided an important basis for the present character of driving and parking in Luss. The differences between the temporary orders and the TRO indicate the direction and extent of changes that the Council proposes from the present position. The main differences between the temporary order and the draft TRO before me are shown in the following table:

	Temporary orders	Draft TRO
Prohibition on driving	Not included	Included
Charge for residents' and businesses' on-street parking	Not included	Included
Maximum on-street parking permits per business	One	Two
Availability of permits for residents and businesses	In village core only	Whole parish

General propositions by the Council

- 2.7 Growing visitor pressures on unsuitable village roads have become unacceptable. There has been no solution so far to this which is proportionate, balanced and sustainable.
- 2.8 The TRO seeks, as far as practicable and with necessary exceptions, to remove non-essential traffic from the core village roads. It is proposed to do this by controlling access to parking through a driving prohibition and a requirement to display a parking permit. Permits, available at a fair and reasonable cost, would be restricted to a maximum of two per business and resident household located in Luss parish. The restrictions would maintain safe, reasonable and effective management of the road space to benefit those who need it most, whilst mitigating against the impact of circulating traffic and irresponsible parking.
- 2.9 The Council's statement of reasons for proposing to make the TRO says it is required in the interests of road safety and local amenity for seven reasons. I summarise those reasons here:
 - Preserve and improve the amenities of the area and improve road safety by providing new traffic management measures.
 - A driving prohibition within the village core would prohibit all vehicles except for access mainly by residents and business owners.
 - Waiting of all vehicles unless displaying a permit available to residents and business owners would be prohibited within the same area.
 - These arrangements are required to support local residents and the local economy, safeguard access for blue badge holders and deliveries, and to maintain access for emergency services vehicles, as well as ensuring road safety.
 - Parking (waiting and loading) would also be prohibited on the old A82 road, except within short-stay parking bays adjacent to Luss Primary School and local shops.
 - Visitors could park in either of the off-street car parks.
 - Parking (waiting) would also be prohibited on a substantial further length of the old A82 road to address inappropriate parking and support road safety³.
- 2.10 The objections demonstrate that there is very little, if any, dispute as to the need for a traffic solution for Luss. The template objections indicate strong support for the proposals, with the exception of the proposed permit cost. Each says: "I believe that these proposals give us the best chance of dramatically reducing circulating traffic in the heart of the village and will restrict the access of tourist's [sic] cars to the heart of the village." Much of the rest of the TRO is unopposed. The prohibition of driving measure has only one objector.
- 2.11 The draft TRO, with the proposed speed limit order (see paragraphs 1.15 and 1.21 above) and the off-street parking amendment order (see paragraph 1.16 above), contain a

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³ The Council amended the full wording of this reason after the hearing.

range of provisions within the powers available to the Council that, when taken as a whole, present a balanced solution to the issues at hand when considered against the mixed views within the community, including businesses.

2.12 Any satisfactory solution will need a degree of compromise from the various parties.

Procedural irregularities

The objector's case

2.13 Ms Ferguson says that the TRO is underpinned by pervasive, disquieting issues. These involve procedural irregularities going back to 2015 involving Luss Estates Company and Luss and Arden Community Council. Appropriate declarations of interest failed to be made to the community council. Lawyers acting for the community council drafted the TRO before me. There is catalogue of inappropriate behaviour by the community council. The format of the TRO "does not allow modification in response to the Consultation process."

The Council's case

2.14 The Council has already made its position clear through the decisions of its Conduct Review Panel when in November 2021 it investigated Ms Ferguson's concerns about the community council. Members of Argyll and Bute Council have been well aware of the history of problems in the village. Their abandonment of earlier orders in the face of large numbers of objections shows their responsiveness to the local community, as does their widespread consultation on the TRO before me.

My assessment

- 2.15 It is not within my remit to consider procedural irregularities that may, or may not, have been committed by the community council or others during the period leading up to first consideration in September 2020 of the order that, with very little amendment, became the TRO before me. Ms Ferguson also took the opportunity to raise procedural questions during public question time at the Committee meeting in September 2021. Moreover, the Conduct Review Panel in November 2021 upheld none of her complaints. So the alleged irregularities have been well aired previously, and the case for them has been found wanting.
- 2.16 Argyll and Bute Council does not deny that in September 2020 it substantially took on board a draft order which had been produced by lawyers acting for the community council. I see nothing untoward in that. From paragraph 2.15 above it seems unlikely that the origins of the TRO before September 2020 were materially tainted with procedural irregularity. September 2020 marked the beginning of what in effect was a new process. At that point, Argyll and Bute Council had the ability to amend the text of the order that had been produced for the community council, and it did so (see paragraph 1.20 above) before taking the matter further. The TRO was then at the beginning of a statutory process involving specific consultation requirements and the right to object. It became subject to the requirements of the 1999 Regulations. The Council has confirmed (see paragraph 1.37 above) that all the statutory processes required by the regulations have been carried out. Ms Ferguson has not challenged that in any particular, and did not do so when invited to do so at the hearing. I have no concerns with regard to compliance with the statutory requirements. I am able to examine the TRO as objectively as I can in the light of the

evidence that is put before me, including the evidence from Ms Ferguson. Recommendations for modifications are well within my remit.

2.17 I have one qualification to add. Without in any way suggesting that there is a statutory requirement on the matter, the Council may wish to consider whether its post-implementation monitoring arrangements should include consultation with the all the businesses in the area.

The proposed on-street parking charge

The objectors' case

2.18 Numerically this is the most frequently made objection, predominantly by means of the uniform template text⁴. The proposed on-street parking charge, stated by objectors to be £90 per year, is opposed. Through a previous TRO proposal in 2016, the Council had been proposing a fee of £40. The income that the Council receives "from penalty charge notices and parking income from Luss exceeds the combined income from these two sources in the whole of Argyll & Bute". Mr Pretswell regards the cost to the Council of providing free parking permits to residents as trivial in the light of this. There is no reason for such a high charge for on-street permits. It would be wrong to impose such a financial penalty on residents in a mainly social housing area. Some objectors seek no charge at all, either because most residents are pensioners or on the basis that there would often be occasions when no parking spaces would be available. At the hearing, Ms Webster added that there is no guarantee of enforcement either. She also said that the free parking available for resident households at the Luss Estate Company's car park is not as beneficial as being able to park nearer home.

The Council's case

- 2.19 Following the receipt of the objections, the Council agreed in September 2021 to reduce the proposed permit cost from £98, as stated in the TRO, to £45 per year. It asks me to recommend modifying the TRO to achieve that. The Council currently has only one other area (Oban town centre) where on-street permits are available, and that is at £98 per year. The proposed £45 charge would cover administration and system costs, making the proposed permit system self-financing. This is a reasonable and fair charge. To reduce the permit cost to nil would introduce an unreasonable burden on public funds.
- 2.20 The Council provides information on the factors affecting its parking charges. Onstreet parking income is allowed by section 55 of the 1984 Act to be used to provide and maintain off-street parking. But there are numerous limitations, including the need not to go beyond the stipulations in section 122 of the 1984 Act, on the Council's discretion to allocate any surpluses from off-street parking for other uses. In any case, the surplus arising from the Council's off-street car parks throughout its area is not large.
- 2.21 The Council's acceptance (see paragraph 2.42 below) that some parking permits could be tied to addresses rather than (as in the TRO itself) vehicles only, means that some permits (those tied to addresses and therefore transferable from one vehicle to another) would need to be issued in hard copy, and that would impose some additional costs not foreseen when the TRO was drafted.

 $^{^4}$ This text lists three orders in its heading – the one I am dealing with and two others. I take no account of any points that do not relate to the TRO before me.

My assessment

- 2.22 As I indicated in paragraph 1.33 above, very few of the objections on this point have been withdrawn in response to the Council's changed stance that the annual charge for permits should be £45. It has to be acknowledged, therefore, that the concern, about even that reduced charge, is widespread in Luss.
- 2.23 The Council pointed out at the hearing that its practice is to seek on-street parking provision breaking even in financial terms. It asserted that the proposed scheme in Luss, at £45 per permit annually, would do that. It seems to me that, given the likelihood of economies of scale, the number of permits issued would be influential in determining whether that break-even position would be achieved. Nevertheless, the aim of breaking even seems reasonable and well in line with the various requirements of the 1984 Act. The £45 charge is certainly supportable to that extent. I also accept the Council's point (paragraph 2.21 above) that hard copy transferable permits would add somewhat to its costs, although I doubt that the addition would be large.
- 2.24 I interpret objectors' argument about the income from "penalty notices and parking income from Luss" exceeding "the combined income from these two sources in the whole of Argyll & Bute" as meaning that that income exceeds the corresponding income from the rest of Argyll and Bute. The Council accepted at the hearing that that claim was "not untrue". But it seems to me equally valid that the existence of the Council's off-street car park provides huge benefits to Luss's residents and businesses in non-financial terms the benefits that derive from effectively taking a considerable amount of traffic off the village's roads. In these circumstances, I am not satisfied that the residents and businesses should derive a financial benefit as well. I note also the limitations on the Council's discretion to allocate an off-street parking surplus to making good an on-street parking scheme loss. No objector has challenged the details of the Council's post-hearing information on this point.
- 2.25 As I pointed out at the hearing, if the charge for on-street parking permits in Luss were to be reduced below £45, perhaps to zero, then obviously someone, somewhere, would lose the amount that the residents and businesses of Luss would gain. The Council was quite clear at the hearing that if on-street parking permits were to be free in Luss, the cost would fall on the residents of Oban, already paying £98 annually for each on-street permit. Taking that point at its face value, I see no reason why those in Luss should gain at the expense of those in Oban.
- 2.26 It is important to note that there is no innate right for anyone to park on the road near their own home or business. Those in Luss who would pay £45 each year would still not have that as a matter of right. As the Council pointed out at the hearing, no parking scheme will carry a guarantee of a space always being available. But it seems to me that permit holders in Luss would have a considerable prospect of being able to park on the road reasonably close to their own premises. I say this in the light of the figures I quote in paragraph 2.4 above. They show that, under the current temporary order regime, the maximum number of on-street parking permits held at any one time by the 86 resident households and businesses in the village core has been 92. Demand for parking space at any one time can reasonably be taken to be less than 92.
- 2.27 It may be that more permits would be issued under the TRO than are issued under the existing temporary order regime. This is because under the TRO before me businesses

would be able to obtain more than the one permit each allowed by the temporary order, and households and businesses in the outer parts of Luss parish could obtain permits (whereas they cannot under the present temporary order regime). The Council's "best guess" at the hearing was that 200 residential permits might be applied for under the TRO, with business permits bringing the overall total to 300-400. These figures seem high to me in the light of the data given at paragraph 2.4 above, but irrespective of that, what is not known is the maximum demand for actual use of permit spaces at any one point in time: that is likely to be less, perhaps considerably less, than the 200, 300 and 400 figures quoted by the Council. I accept that it may well be above the Council's estimate of at least 60 spaces safe parking capacity in the village core given at the hearing. But that is not a matter I can take further on the basis of information currently available.

- 2.28 In the context of other objections the Council refers to post-implementation monitoring. This may lead to a much clearer estimate of parking demand in Luss than has been provided so far. There are clear gaps in the current state of knowledge, and my recommendation in response to this group of objections (as with others) is made on the assumption that such monitoring is actively pursued in line with a clear programme.
- 2.29 The danger of insufficient enforcement also concerns me. When I walked round the core of the village on Sunday morning, 5 June (during the Jubilee holiday week-end, in warm sunny weather), I found that roughly 40% of the cars parked within the current temporary order restricted area were parked without displaying permits. This observation over a very short period of time may not, of course, be typical. But the Council indicated at the hearing that it would be unreasonable to expect an increase in enforcement action above the present level. My fear therefore is that there is a danger of under-enforcement, and that could make it more difficult for those who would purchase permits being unable to find a parking space. It therefore seems to me that the post-implementation monitoring to be carried out by the Council should include monitoring of enforcement. This should indicate the need or otherwise for enforcement improvements. It may also have a bearing on the proper level of charges for permits in Luss in the future.
- 2.30 With these reservations. therefore, my overall view is that the Council's current proposal to charge £45 per year for each permit should be accepted, and therefore that, bearing in mind these objections, the TRO should be modified as follows:

Location of text in TRO	Modification
Schedule 6, "Resident Parking Permit" line	Delete the figure "£98" and substitute for it the figure "£45".
Schedule 6, "Business Parking Permit" line	Delete the figure "£98" and substitute for it the figure "£45".

Priority for residents as opposed to businesses

The objector's case

2.31 Ms Walker says the interests of residents should be put first, as 90% of them make no living from tourism, yet still have to endure the detrimental effects of huge numbers of visiting tourists. Businesses should not have more than one permit each. Nowhere else do businesses expect their staff to be able to park next to their place of work, and the position should be no different here. Two permits are insufficient for residents as some families have more than two cars. Tourist accommodation without off-street parking also needs an extra permit.

The Council's case

- 2.32 It is reasonable to allow businesses two permits. In particular, that would maintain reasonable access, including access for staff members.
- 2.33 However, a limit on the number of permits is needed to minimise the risk of over-subscription of parking availability within the core village roads and therefore undermining the whole purpose of the TRO. Allowing unrestricted permit numbers may have the unwanted impact of re-introducing circulating traffic as permit holders look for an on-street space. Notwithstanding this, the Council has made a commitment to post-implementation monitoring: amongst other possibilities, this monitoring could lead to a loosening of restrictions, allowing more permits for village core properties, or offering off-street permits at a reduced rate.

My assessment

- 2.34 From the figures I give in the table in paragraph 2.4 above, it is clear that under the present temporary order regime, Luss's businesses present extremely limited demand for on-street parking spaces. Even with the TRO's increase in business permit availability to two per business (in contrast to the temporary order's one per business), it is likely that a far greater demand would come from residents. I doubt that many of the businesses in the outlying parts of Luss that would become eligible for on-street permits under the TRO (unlike the temporary order) would want to use parking spaces in the village core frequently rather than near their business locations. Limiting the number of business permits to one per business would therefore create little practical benefit. But it could harm some businesses which may have a need for more than one on-street space, and there are separate objections that go to that very point.
- 2.35 I agree with the Council that a limit to the number of permits is required. This is so because there is a far from unlimited supply of on-street parking spaces in the village core "at least 60 spaces" as indicated at paragraph 2.5 above. That supply may not be much more than 60 spaces. Subject to other considerations, the probability of permit-holders driving around the village looking for vacant spaces when none might exist needs to minimised. I draw attention also to the offer of free parking in the Luss Estates Company car park at a not unacceptable distance from the village core. In my view that should be acceptable, for instance, for families with more than two cars.
- 2.36 I welcome again the Council's commitment to post-implementation monitoring in relation to this objection. My remarks at paragraph 2.28 above are applicable here too.
- 2.37 My overall view is that the TRO should not be modified in the light of this objection.

Residents' visitors' parking

The objector's case

2.38 Ms Stalker objects to the lack of consideration for residents' visitors' permits.

The Council's case

- 2.39 Visitors' parking has been considered, but provision is not made for it in the TRO as there is insufficient on-street parking opportunity within the village to be able to accommodate residents and businesses as well as their visitors.
- 2.40 There is sufficient provision of off-street parking (the Council-operated north car park and the privately operated south car park), and this is where residents' visitors should park. The inclusion of visitor parking within the permit scheme would risk over-subscription of parking availability on the core village roads, and it might re-introduce circulating traffic as permit holders look for an on-street space.
- 2.41 In advance of the hearing, the Council considered that position, to be fair and reasonable in all the circumstances, but it is committed to keeping the matter under post-implementation review.
- 2.42 However, after the hearing, and in the light of my suggestion there, the Council has confirmed a willingness for the second resident permit to be tied to the resident's address rather than a vehicle. This would not add to the maximum number of residents' permits for each resident household. The Council therefore suggests a modification which would add these words to article 34.1: "or alternatively, one permit for a vehicle under their ownership or control and a second permit registered to their address for use by visitors." The Council also suggested, after the hearing, a consequential modification to article 35.2 to make reference to permits that are tied to addresses.

My assessment

- 2.43 The comments at paragraph 2.33 above apply very much here: given the very limited supply of on-street parking space I see no justification for a blanket addition to the number of permits that should be issued to allow for residents' visitors.
- 2.44 However, the Council's post-hearing position would not make such an addition. Each resident household would still have a maximum of two permits, with the second permit being used by visitors.
- 2.45 In my view, a more flexible arrangement would be to allow the second permit to be used at the discretion of the resident. In practice I expect this would mean use either by the resident (as in the TRO) or by a visitor (as in the Council's suggested modification). But the resident would have the choice. This could be achieved in the text of the TRO (at article 34.1) by simply tying the second permit to the address without requiring it to be used by visitors. In addition, it is necessary to provide for the availability of permits for non-car owning households who may wish to have a permit for a visitor.
- 2.46 Consequential modifications would need to be made to Articles 35.2, 37.4 and 38(c), and my suggested wording is below. In article 38(c) I adopt the word "replacement" instead of the Council's word "new" as a permit holder's replacement vehicle, which is the subject matter of Article 38(c), might be a second-hand vehicle.
- 2.47 I deal with numbers and flexibility of permits for businesses at paragraphs 2.70-84 below.

2.48 My view is that, bearing in mind this objection, the TRO should be modified as follows:

Location of text in TRO	Modification
Article 34.1	Delete the whole text and substitute for it the following text: "Any resident who resides at premises situated within the parish of Luss, such area shown outlined in red on Plan Reference No. 1, is 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; or one permit for a vehicle in their ownership or control and one permit registered to their address."
Article 35.2	After the words "nominated vehicle" add the words "or address".
Article 37.4	Delete the whole text and substitute for it the following text: "A Parking Permit issued under the provision of Article 35.2 will be valid only if it is placed on the vehicle or motorcycle in the relevant position".
Article 38(c)	Delete the whole text and substitute for it the following text: "If a Permit Holder acquires a replacement vehicle or motorcycle, he may make an application for a Parking Permit for that vehicle or motorcycle on surrender to the Council of an existing Parking Permit relating to another vehicle or motorcycle."

The driving prohibition

The objector's case

- 2.49 Ms Ferguson's concerns, in this as well as in other matters below, relate to her business, the Coach House Coffee Shop, which was established on Church Road within the village core in 1998. The business offers high quality catering and "colourful and quirky" retail, sourcing from Scottish suppliers. Her staff are year-round staff, augmented by local students in summer. She has about 30 staff in all, mainly part-time, amounting to the equivalent of about 18 full-time staff. The Coach House is open 364 days each year. Covid was devastating, with the business closed for 8½ months. Recovery is now being attempted in the face of higher prices and staff shortages. The TRO would make this difficult situation worse, because it would not take account of Ms Ferguson's business's needs: it would severely restrict access to her premises; and so it would damage the local economy.
- 2.50 So far as the driving prohibition is concerned, Ms Ferguson makes a general point first. She says the driving prohibition is not required to resolve parking issues. There is currently very little access to the west shore of Loch Lomond, and it should not be further restricted for the benefit of a very small number of people. Ms Ferguson understands that a traffic regulation order's access restrictions generally relate to safety issues, but she is unaware of any traffic-related incidents within the village core in the last 25 years. Cars do not move at speed in the village. It is pedestrians that predominate.
- 2.51 With the TRO in place, elderly people could not be dropped off at the Coach House. Tradesmen (plumbers, engineers etc.) would similarly be unable to attend. Emergency vehicles and parish residents living outside the village would be unable to drive around the village. Traffic could be effectively reduced in the village core by appropriate "local access only" and "no parking within village" signs without causing an issue for the Coach House business, although Ms Ferguson has a concern that signs could deter access for dropping off car passengers.
- 2.52 Police Scotland would struggle to enforce the prohibition.

The Council's case

- 2.53 Although it is not legally competent to restrict road access to individuals defined by address or any other method, it is competent to restrict access to specific classes of vehicle. The driving prohibition in the TRO does not restrict access to individuals but to specific classes of vehicle.
- 2.54 This prohibition is intended to reduce the number of vehicles accessing the core village roads unnecessarily. It would lead to a reduction in circulating traffic, increase road safety for road users, help to protect and maintain access to residential and commercial premises, have a positive effect on the environment, and reduce local residents' anxiety levels.
- 2.55 The driving prohibition would not prevent loading or unloading of goods or people. But it does seek, as far as possible, alongside the permit parking zone provisions, to encourage visitors and others to make use of the available off-street car parking.
- 2.56 There would be significant exceptions to the driving prohibition, and these are stated in TRO article 5. They are summarised as follows:
 - Vehicles with a valid permit.
 - Vehicles being used for conveying goods or people to or from premises.
 - Vehicles displaying a valid disabled person's badge and being used by disabled persons.
 - Vehicles being used for fire brigade, ambulance, police force or coast guard purposes.
 - Vehicles being used for necessary local authority statutory powers or duties.
 - Vehicles being used for the removal of furniture to or from an office, house or depository.
 - Vehicles being driven by a medical practitioner attending an emergency or hosting a scheduled surgery.
- 2.57 These exceptions would allow elderly people, blue badge holders, and those without a blue badge but with mobility difficulties to drive or be driven to and from any premises in the parking permit zone. Other visitors should make use of the off-street car parks. All local residents those living within the extensive parish would be allowed access and parking within the village core.
- 2.58 On access for tradesmen, their equipment could be loaded and unloaded at any property in the permit zone, but vehicles should then park within the off-street car parks. Where works are longer term or more complex, a temporary relaxation of restrictions could be applied for. Trades vehicles could also make use of any off-street parking available at the business premises.
- 2.59 Although there are no recorded incidents within the last five years of data, minor or slight incidents are not generally reported to Police Scotland. The TRO would make Luss village a safer place for all road users.
- 2.60 Therefore, the proposed prohibition, with its proposed exceptions, is fair and reasonable in all the circumstances.

My assessment

- 2.61 No objector has raised questions about the legal competence of the driving prohibition, and I have no reason to doubt the Council's explanation on the point.
- 2.62 I regard the Council's responses to Ms Ferguson's specific objections as generally sound. The categories of people that Ms Ferguson fears would be unable to have vehicular access to the Coach House with the driving prohibition in place would all, as a matter of fact, have such access as exceptions stated within the text of the TRO. As the Council points out, the list of exceptions in paragraph 2.56 above would mean that elderly people, blue badge holders, those without a blue badge but with mobility difficulties, people living within the parish but outside the village core, and tradesmen with their equipment would have such access. Those central points of Ms Ferguson's objection therefore have no proper basis.
- 2.63 I understand Ms Ferguson's concern that the signs that would indicate the driving prohibition might discourage those people who could properly proceed into the village core (as valid exceptions to the prohibition) from doing so. However, the driving prohibition does not stand on its own within the TRO, but accompanies a range of waiting restrictions. Ms Ferguson accepts that there are parking issues to be resolved, and there is no objection (including none from Ms Ferguson) to the principle of there being parking restrictions in the village core. So the likelihood is that the necessary signs would need to indicate a range of exceptions to restrictions whether they are restrictions on driving and parking or merely restrictions on parking. The need here is for careful sign design, and that is a matter that goes beyond my remit. The Council indicated at the hearing that they could achieve satisfactory sign design.
- 2.64 Ms Ferguson's assertion that Police Scotland would struggle to enforce the driving prohibition falls on the basis that Police Scotland does not object to this TRO.
- 2.65 Ms Ferguson's assertion that there is currently very little access to the west shore of Loch Lomond generally may be correct. But it results from the local topography and from the human responses to that topography over the centuries. It tells me little about how I should respond to the Council's current specific proposals for a particular area on the west shore and the objections to them.
- 2.66 On the other hand, I generally agree with Ms Ferguson's comments on road safety. There is nothing before me that suggests there is a major safety issue in the village core. The only professional evidence before me from a road safety review of earlier traffic management proposals says that there was no recorded casualty collision within Luss in the 10 years 2008-2017 and that "This is an excellent record." That was brought home to me during my visit to Luss on the sunny Saturday afternoon during a holiday week-end that I mention in paragraph 2.29 above: there was little car movement through the village core then, certainly none at speed, and it was also the case that pedestrians predominated, sometimes in quite large groups. This, of course, was with the temporary order in place, ie with parking restrictions but without a driving prohibition. I accept that I was making observations over a short period of time, but it was sufficient time for me to reasonably assume that Luss was then more or less at its busiest. The Council has presented no survey information to set against my own observations.

- 2.67 Nor does the Council itself make a particularly strong case for inclusion of the driving prohibition within its TRO. The view of the Council's own Executive Director is, as stated in paragraph 1.17 above, that the temporary order "has fulfilled its primary purpose of providing a mechanism to manage the visitor traffic into the village ...". I therefore asked the Council at the hearing how a driving prohibition would assist in managing visitor traffic management when the mechanism already in place the temporary order does so without a driving prohibition. The Council's response was that the TRO would help. However, it was not made clear in any detail how this would be. The temporary order may have demonstrated the need for parking controls within the village core, but that is not the same as demonstrating a need for a driving prohibition.
- 2.68 My conclusion is two-fold. Given that there are to be parking restrictions in the TRO, it seems to me that the driving prohibition adds little, if anything, to the means of managing traffic in Luss. On the other hand, for that very same reason because it does add little to the means of managing traffic in Luss it would do little or no harm to the private interests of the single objector to it. In the end, given that there are to be restrictions that prevent vehicles from parking on certain stretches of road, there is a certain logic in preventing those vehicles from being driven to and from those same stretches of road when there is no other reason for them to be there. In resolving this dichotomy, I note that the driving prohibition would not extend anywhere beyond roads that would be subject to restricted waiting. My conclusion is that, on a very fine balance, I should support the driving prohibition. That conclusion would seem to be supported by most of those Luss residents who have expressed a view on the matter.
- 2.69 My overall view, therefore, is that the TRO should not be modified in the light of this objection.

Additional on-street business parking permits

The objector's case

- 2.70 The points made in paragraph 2.49 above apply here also.
- 2.71 Ms Ferguson says the two-permits allocation is inadequate for the operation of the Coach House business. With inadequate public transport, cars are essential for staff to get to work. Additional transferable permits at a nominal charge would be an option to resolve the issue. Staff have parked for 23 years (maximum 4-5 cars) close to the Coach House, where there is adequate space for street parking. It is already difficult to attract staff, so the TRO's effect on the business is potentially dramatic. The off-street car park provides no solution, because of its high charges.
- 2.72 In addition, tradesmen (eg electricians, plumbers) also need to park outside the Coach House, as they have done for 23 years. Parking in the car park is not practical for them because constant access to vehicles and tools is needed. In addition, the two-space parking bay within the Coach House curtilage is already well used by Ms Ferguson herself and one of her managers.
- 2.73 The Coach House is the biggest business in the village core and the furthest from the off-street car parks. Six permits are sought to meet the needs above, to add to the two that the TRO proposes at this stage.

The Council's case

- 2.74 The Council resists additional business permits because the limit on the number of permits is needed to minimise the risk of over-subscription of parking availability on the core village roads. There is, however, the potential to amend this in the future, depending on post-implementation use with respect to the capacity of the available road space.
- 2.75 Any equipment required by tradesmen can be loaded and unloaded at the Coach House, but vehicles should then park within the off-street car parks. When works are longer term or more complex, a temporary relaxation of restrictions can be applied for, and this can be granted quickly by telephone if necessary. Increasing the number of exemptions within the TRO may undermine the desired outcome of parking control within the village core.
- 2.76 The objector has a two-space parking bay within the curtilage of her property, and this could be used for parking by tradesmen.
- 2.77 After the hearing, and in line with its acceptance that one of each resident household's potential two permits should be available for visitors (see paragraph 2.42 above), the Council has submitted a suggested modification to the TRO to indicate that one of any business's potential two permits may be registered to the business address rather than to a specific vehicle. But the Council has also pointed out, after the hearing, that Church Road has particular capacity problems.

My assessment

- 2.78 I link this with the comments made by Mr and Mrs Potter (see paragraphs 2.98-99 below) about their business parking needs. I am somewhat concerned about the scarcity of factual evidence about the varying off-site parking needs of the businesses in Luss. Ms Ferguson has produced some evidence since the hearing. There is none from the Council.
- 2.79 The TRO proposes the same maximum number of parking permits for each and every business in Luss. The Council pointed out at the hearing that to vary the maximum for a single business, through a modification, might be unfair and potentially challengeable. It suggested at the hearing that the TRO's uniform approach should be maintained, and possibly varied only in the light of post-implementation monitoring. It seems to me that the TRO's uniform approach is perhaps partly the result of the absence of in-depth information on the specific, and potentially different, parking needs of all the individual businesses in Luss. I accept the Council's caution about modifying the maximum number of permits for a single business. But that does not prevent me considering a different maximum for all the businesses.
- 2.80 I agree with the Council that more use might be made by visiting tradesmen of the two-space parking bay within the Coach House curtilage. But I also recognise Ms Ferguson's difficulties on the matter of staff parking as she has a substantial part-time staff component. Paying the charges for off-street parking might well be difficult for some part-time staff. The offer by Luss Estates Company of a discount for a business permit for the southern off-street car park is a limited one. I am therefore drawn towards thinking that Ms Ferguson's request for extra on-street permits has some merit.
- 2.81 I couple this with the fact that only three businesses in the village core have an onstreet parking permit under the existing temporary order regime (see paragraph 2.4 above).

There is nothing to suggest that any of the other businesses in the village core would require an on-street parking permit under the TRO regime. Without treating Ms Ferguson's business as an exception, I could therefore recommend a modification providing for a limited increase in the maximum number of on-street parking permits per business in the expectation that the effective total requirement would not be increased to any material degree.

- 2.82 This might not go near Ms Ferguson's request for an extra six permits for her business alone. But I regard the view I express in paragraph 2.81 above as a reasonable approach in the light of the objections. To go beyond a limited increase in the maximum number of parking permits per business would bring me up against the severe capacity limit to on-street parking. In those circumstances, I do not believe it would be right to increase the maximum number of business permits beyond four, compared with the TRO's two.
- 2.83 I also note the Council's acceptance (paragraph 2.77 above) that one of the two permits per business in the draft TRO could be registered to the business address rather than to a specific vehicle. It seems to me that that would add flexibility to the proposed business parking permit system. Following through my comment above that there is scope to increase the allowable number of business permits from the TRO's two to four, that flexibility would be enhanced by allowing three of the four permits to be tied to the business address rather than to specific vehicles. I accept that, given the particular capacity problems of Church Road, as pointed out by the Council, it may well be that the need for authorised parking in connection with the Coach House business would have to be met away from Church Road.
- 2.84 My view is therefore that, bearing in mind this objection, the TRO should be modified as follows:

Location of text in TRO	Modification
Article 34.2	Delete all the words after the word "Council" and substitute for them the following words: "for the issue of a maximum of four Business Permits in respect of vehicles required for the operation of the business. Three of those permits may be registered to the business address."
Schedule 6, "Business Parking Permit" line	Delete the figure "2" and substitute for it the figure "4".

Provision of parking space on Church Road

The objector's case

- 2.85 The points made in paragraph 2.49 above apply here also.
- 2.86 Ms Ferguson asks for a marked space to be specifically allocated for the Coach House on Church Road for delivery vehicles and customers. She submits a plan showing a proposed loading bay: it should be as close as possible to the Coach House, and certainly not on the 86 metres length of Church Road where there would be no exceptions to the no-waiting restrictions. It is difficult for delivery vehicles to find space and unload safely. The police have had to be called here when access to the premises has been obstructed. On customer parking, there has been provision over last 24 years for customers to park close to the shop, especially in winter and for disabled customers who do not have a blue badge.

The Council's case

- 2.87 The TRO has exceptions to allow loading and unloading of goods or people. Ms Ferguson would be able to receive goods delivered to her business premises under the exception to the waiting restrictions in article 11, unless she wishes to have deliveries to the less suitable 86 metres length of Church Road. Provided that no obstruction is caused, a vehicle would be able to stop and load or unload outside the Coach House. No loading bay is provided anywhere on the core roads in the village at present, and the Council is not aware of that causing any significant issues. A marked loading bay might appear out of place within the conservation area. Anyone with a blue badge would be able to park within the village core, and anyone with reduced mobility but without a blue badge could be dropped off or collected at the Coach House by a vehicle. Beyond Luss, it is normal practice for customers to use off-street car parks.
- 2.88 However, following the hearing, the Council has suggested a modification to the TRO's schedule 4. Schedule 4 lists sections of road designated "Prohibition of waiting at any time". The modification adding to schedule 4 a 12 metres stretch of Church Road near the Coach House would provide some assistance to Ms Ferguson with regard to access protection, loading and unloading. It is a pragmatic solution.

My assessment

- 2.89 As the Coach House is the largest business in Luss, Ms Ferguson regards it as a special case for which special provision should be made. That argument has some merit, but the context is against it: that context is the simple shortage of safe on-street parking spaces in relation to the demand. Ms Ferguson wants the space to be available for waiting, loading or unloading for her business, but others wanting to wait or load or unload would be excluded from it.
- 2.90 Ms Ferguson accepts that with the TRO in operation, deliveries could still be made to her premises without a marked space. Coupled with the Council's points made in relation to customer parking, I do not believe a cogent case for a marked space near the Coach House has been made. However, I agree with the helpful pragmatic nature of the Council's post-hearing suggestion for an addition to the TRO's schedule 4 (prohibition of waiting at any time): this would prohibit waiting across the service access to the Coach House. I accept the Council's suggested wording for the relevant modification.
- 2.91 My view, therefore, is that, bearing in mind this objection, the TRO should be modified as follows:

Location of text in TRO	Modification
Schedule 4	Add a further line consisting of the following text: first column: "5"; second column: "Church Road"; third column: "From a point 29 metres or thereby south-east of its eastern junction with U233 Pier Road, south-easterly for a distance of 12 metres or thereby"; and fourth column: "South-western".

2.92 In turn, this would require a modification of one of the plans prepared in connection with the TRO, as follows:

Plan	Modification
Drawing LUSSTRO-TM 2021/01 "Layout (indicative)"	Show the part of Church Road referred to in the modification to Schedule 4 as "No Waiting/No loading restriction" instead of "Restricted waiting with exemptions".

A holiday/seasonal problem

The objectors' case.

2.93 Mr Ross and Ms Sinclair say that traffic issues in Luss are mainly a holiday/seasonal problem, and should be treated as such with regard to street parking.

The Council's case

2.94 It is accepted that there is a reduction in visitor numbers to Luss in the "off" season, but that is not such as to obviate the need for the TRO. In addition, the Council is aware of other instances where seasonal implementation of parking restrictions has caused confusion amongst users. The Council is not persuaded that it would be appropriate to modify the TRO to make it applicable for only part of the year. Instead, it considers that it is appropriate, fair and proportionate to maintain the TRO's applicability throughout the year.

My assessment

- 2.95 I agree with the objectors to the extent that the many visitors during the summer months add significantly to the traffic problems of the area. But the demand for parking that arises from within the village itself also poses problems in relation to the available on-street space. To that extent the year-round character of the TRO is justified. I do not believe that the objectors make a cogent case for a modification.
- 2.96 My view, therefore, is that the TRO should not be modified in the light of this objection.

Parking charges in the Council's car park

The objectors' case

- 2.97 The points made in paragraph 2.49 above apply here also.
- 2.98 Ms Ferguson (Coach House Coffee Shop), and Mr and Ms Potter (Luss Village Shop and Post Office) object to the £489 annual charge for business permits in the Council's off-street car park⁵. Ms Ferguson says that £489 is far too much for her staff. It also disadvantages all independent businesses. It is already difficult to attract staff, so the effect on the Coach House business is potentially dramatic. The car park makes a very considerable profit, and perhaps a small portion of that could be ring-fenced to support local tourism businesses. The permit discount offered to businesses for the Luss Estates Company car park is very small.
- 2.99 Mr and Mrs Potter's business employs nine staff who would all require individual permits. They say that a reasonable charge for non-transferable business permits would be £90 each.

⁵ Mr and Mrs Potter refer to a charge of £498, but the charge is actually £489.

The Council's case

2.100 Although not within the scope of the TRO the Council acknowledges these as relevant objections. This is because the Council's car park provides the only other permit option available locally under the Council's control. Notwithstanding this, the cost of the offstreet permits is contained within a separate order and can only be amended by a separate process, either by an amendment order or by a variation of charges notice arising from a change in the Council's fees and charges.

My assessment

- 2.101 I confirm the Council's view that the cost of off-street permits is not within the scope of the TRO. It is also clear that the charges for off-street parking by Luss residents is of considerable concern. I simply say this: given that concern it would be appropriate in my view for the Council to include a review of those charges in any post-implementation monitoring of the TRO.
- 2.102 My view is that the TRO should not be modified in the light of these objections.

CHAPTER 3. MODIFICATIONS NOT ARISING DIRECTLY FROM OBJECTIONS

3.1 In correspondence and at the hearing I raised a number of other matters not arising directly from objections which appeared to be suitable subjects for potential modification of the TRO. The Council and I were agreed on the outcome of this process. I provide an explanation of these modifications below.

Section 3 of the 1984 Act

- 3.2 Section 3 says that a traffic regulation order shall not be made which limits access for vehicles for more than eight hours in any period of 24 hours unless the authority making the order is satisfied, and that it is stated in the order, that these restrictions should not apply for at least one of five specified reasons. The reasons are specified in section 3(2) of the Act. They are:
- "(a) for avoiding danger to persons or other traffic using the road to which the order relates or any other road, or
- (b) for preventing the likelihood of any such danger arising, or
- (c) for preventing damage to the road or buildings on or near it, or
- (d) for facilitating the passage of vehicular traffic on the road, or
- (e) for preserving or improving the amenities of an area by prohibiting or restricting the use on a road or roads in that area of heavy commercial vehicles."
- 3.3 The TRO includes restrictions which bring it within the ambit of section 3, but it includes no statement that indicates that the Council is satisfied that the restrictions should not apply for at least one of the five specified reasons.
- 3.4 The outcome of my discussions with the Council in correspondence and then at the hearing was a form of words to be added to the TRO text. My view therefore is that the TRO should be modified as follows:

Location of	Modification
text in TRO	
Article 2	After the word "hereto." add the following text: "The Council is satisfied that, for the reasons set out in section 3(2)(a), 3(2)(b), 3(2)(c), 3(2)(d) and 3(2)(e) of the Road Traffic Regulation Act 1984, it is required that section 3(1) of that Act should not apply to the Order."

Owners and registered keepers of vehicles

- 3.5 The TRO refers to the "owner" and "registered keeper" of a motor vehicle in articles 3(ii), 30(a), 30(b), 31, 32 and 34.1. It appeared to me that the references were confusing. In particular, I drew the Council's attention to article 30(a) which refers to the Council making enquiry of the DVLA about ownership of a vehicle, whereas it is my understanding that the DVLA holds records of keepers of vehicles, not of owners. In addition, the reference in article 32 to the keeper receiving recompense from the driver for the imposition of a penalty charge notice is a matter for the two individuals concerned and not for the TRO.
- 3.6 My suggested modification of Article 34.1 at paragraph 2.48 above means that the problem outlined in paragraph 3.5 above is eliminated, and no further modification of that article is necessary in this connection. The Council and I are further agreed that no modification to article 31 is necessary in this connection. For the rest, the following modifications to the TRO would be appropriate in my view, and the Council concurs:

Location of text in TRO	Modification
Article 3(ii), definition of "owner"	Delete the entire text.
Article 3(ii), definition of "registered	Delete the sentence starting "The registered keeper is not
keeper"	necessarily".
Article 30	Delete the heading and the entire text.
Article 32	Delete the sentence starting "If the keeper was not the driver".

Furniture removals

3.7 The TRO refers in articles 5(f), 12, 22(vi) and 25.1(c) to furniture removals being exceptions to the driving prohibition and the loading and unloading restrictions if the removal is to or from an office, dwelling house or depository. In my view, there is no reason not to except furniture removal to or from any premises, rather than just to or from the three kinds of premises specified in the TRO. Arising from discussion at and after the hearing, the Council and I agreed that the following would be appropriate modifications:

Location of text in TRO	Modification
Article 5(f)	Delete the words "one office, dwelling house or depository" and substitute for them the words "any premises".
Article 12	Delete all the words after "the removal of furniture to or from" and substitute for them the words "any premises adjacent to that restricted road from or to another premises."
Article 22(vi)	Delete the words "one office, dwelling house or depository" and substitute for them the words "any premises".
Article 25.1(c)	Delete the words "one office or dwelling house" and substitute for them the words "those premises".

Other modifications

3.8 Arising mainly from my suggestions which I have put to, and which have been agreed by, the Council, nine other potential modifications simply correct an omission (article 2) and minor errors in the TRO's text, as follows:

Location of text in	Modification
Order	
Article 2	Delete the words "To make provisions in relation to the on street parking within Luss," and substitute for them the words "To make provisions in relation to driving and on-street parking within Luss,"
Article 3(ii), definition of "invalid carriage"	Delete the word "adopted" and substitute for it the word "adapted".
Article 3(ii), definition of "motor cycle"	Insert the word "in" between the word "defined" and the word "Section".
Article 3(ii), definition of "parking attendant"	Delete the word "by" between the word "defined" and the word "In".
Article 3(ii), definition of "parking place"	Delete the words "Article 4" and substitute for them the words "Article 16, Schedule 5 and Schedule 8".
Article 3(ii), definition of "Qualifying person"	Delete the words "a resident and business user that meet the eligibility criteria to apply for parking permit outline" and substitute for them the words "a resident or business user who meets the eligibility criteria to apply for a parking permit outlined".
Article 5(a)	Delete the word "outline" and substitute for it the word "outlined".
Article 34.2	Delete the word "are" and substitute for it the word "is".
Article 40	Delete the figure "6" and substitute for it the figure "7".

CHAPTER 4. OVERALL CONCLUSIONS AND RECOMMENDATION

- 4.1 The core of the Council's case is that the TRO is part of a package of measures that balances the mixed views within the community of Luss. It is essentially a compromise. My examination of it provides a substantial level of support for it. Many of the modifications that I recommend have been agreed with the council during the course of my examination. The other modifications represent a compromise that is slightly different from the one favoured by the Council. The Council makes frequent reference to post-implementation monitoring, and I strongly support that: that monitoring should be soundly based and aimed at demonstrating whether any adjustments ought to be made to the TRO once it is in operation. In the meantime, I am satisfied that, on the evidence before me and subject to the modifications that I list, the public benefits of the TRO would outweigh the public and private disbenefits referred to by objectors.
- 4.2 If the modifications to the draft TRO that I put forward in chapter 3 above are made, they themselves necessitate some re-numbering of articles and cross-references to them. That means that consequential modifications are necessary. These consequential modifications are as follows:

Location of text in	Modification
Order	
"Arrangement of	Delete the words "30. Power to dispose of abandoned vehicles"
articles" at beginning	,
of order	
"Arrangement of	Delete the figure "31" and substitute for it the figure "30", delete the figure "32"
articles" at beginning	and substitute for it the figure "31", delete the figure "33" and substitute for it
of order	the figure "32", and delete and substitute in the same manner up to delete the
	figure "40" and substitute for it the figure "39".
Article 3, definition of	Delete the figure "34" and substitute for it the figure "33".
"Qualifying person"	
Article 5(a)	Delete the words "34 and 35" and substitute for them the words "33 and 34".
Article 9.1(i)	Delete the figure "37.4" and substitute for it the figure "36.4".
Article 31	Delete the figure "31" and substitute for it the figure "30".
Article 32	Delete the figure "32" and substitute for it the figure "31".
Article 33	Delete the figure "33" and substitute for it the figure "32".
Article 34	Delete the figure "34" and substitute for it the figure "33".
Article 34.1	Delete the figure "34.1" and substitute for it the figure "33.1".
Article 34.2	Delete the figure "34.2" and substitute for it the figure "33.2".
Article 35	Delete the figure "35" and substitute for it the figure "34".
Article 35.1	Delete the figure "35.1" and substitute for it the figure "34.1".
Article 35.2	Delete the figure "35.2" and substitute for it the figure "34.2".
Article 35.3	Delete the figure "35.3" and substitute for it the figure "34.3".
Article 35.4	Delete the figure "35.4" and substitute for it the figure "34.4".
Article 36	Delete the figure "36" and substitute for it the figure "35".
Article 37	Delete the figure "37" and substitute for it the figure "36".
Article 37.1	Delete the figure "37.1" and substitute for it the figure "36.1".
Article 37.2	Delete the figure "37.2" and substitute for it the figure "36.2".
Article 37.3	(a) Delete the figure "37.3" and substitute for it the figure "36.3".
	(b) In the text delete the words "Articles 34, 35 and 36 of this Order" and
	substitute for them the words "Articles 33, 34 and 35 of this Order".

Location of text in Order	Modification
Article 37.4	(a) Delete the figure "37.4" and substitute for it the figure "36.4".
	(b) In the text delete the figure "35.2" and substitute for it the figure "34.2".
Article 37.5	Delete the figure "37.5" and substitute for it the figure "36.5".
Article 37.6	Delete the figure "37.6" and substitute for it the figure "36.6".
Article 38	Delete the figure "38" and substitute for it the figure "37".
Article 39	Delete the figure "39" and substitute for it the figure "38".
Article 40	Delete the figure "40" and substitute for it the figure "39".

4.3 I can now bring together all my views on the totality of the modifications that should be made, ie those in chapter 3 above and those in paragraph 4.2 above, for inclusion in my recommendation. My overall view is that the order is worthy of being made, subject to those modifications. If it were within the power of the Council now to make the order I would have recommended that it does so, subject to those modifications. However, as stated in paragraphs 1.3 and 1.5 above, it is not within the Council's power to make the order without the consent of Scottish Ministers.

4.4 I therefore <u>recommend</u>

- (a) that the ARGYLL AND BUTE COUNCIL (VARIOUS STREETS, LUSS) (TRAFFIC MANAGEMENT) ORDER 202_, be submitted with this report and other appropriate documents to Scottish Ministers for their consent; and
- (b) that that consent be subject to the TRO being modified as indicated in the table below:

Location of text in	Modification	See this			
Order		report			
		paragraph			
TRO	TRO				
"Arrangement of	Delete the words "30. Power to dispose of abandoned vehicles"	4.2			
articles" at					
beginning of order					
"Arrangement of	Delete the figure "31" and substitute for it the figure "30", delete	4.2			
articles" at	the figure "32" and substitute for it the figure "31", delete the figure				
beginning of order	"33" and substitute for it the figure "32", and delete and substitute				
	in the same manner up to delete the figure "40" and substitute for it				
	the figure "39".				
Article 2	(a) Delete the words "To make provisions in relation to the on street	(a) 3.8			
	parking within Luss," and substitute for them the words "To make				
	provisions in relation to driving and on-street parking within Luss,".				
	(b) After the word "hereto." add the following text: "The Councilis				
	satisfied that, for the reasons set out in section 3(2)(a), 3(2)(b),	(b) 3.2-4			
	3(2)(c), 3(2)(d) and 3(2)(e) of the Road Traffic Regulation Act 1984, it				
	is required that section 3(1) of that Act should not apply to the				
	Order."				
Article 3(ii),	Delete the word "adopted" and substitute for it the word "adapted".	3.8			
definition of					
"invalid carriage"					
Article 3(ii),	Insert the word "in" between the word "defined" and the word	3.8			
definition of	"Section".				
"motor cycle"					

Location of text in	Modification	See this
Order		report
		paragraph
Article 3(ii),	Delete the entire text.	3.5-6
definition of		
"owner"		
Article 3(ii),	Delete the word "by" between the word "defined" and the word	3.8
definition of	"In".	
"parking		
attendant"		
Article 3(ii),	Delete the words "Article 4" and substitute for them the words	3.8
definition of	"Article 16, Schedule 5 and Schedule 8".	
"parking place"		
Article 3(ii),	(a) Delete the words "a resident and business user that meet the	(a) 3.8
definition of	eligibility criteria to apply for parking permit outline" and substitute	
"Qualifying person"	for them the words "a resident or business user who meets the	
	eligibility criteria to apply for a parking permit outlined".	
	(b) Delete the figure "34" and substitute for it the figure "33".	(b) 4.2
Article 3(ii),	Delete the sentence starting "The registered keeper is not necessarily	3.5-6
definition of	".	
"registered keeper"		
Article 5(a)	(a) Delete the word <i>"outline"</i> and substitute for it the word	(a) 3.8
	"outlined".	(b) 4.2
	(b) Delete the words "34 and 35" and substitute for them the words	
	"33 and 34".	
Article 5(f)	Delete the words "one office, dwelling house or depository" and	3.7
	substitute for them the words "any premises".	
Article 9.1(i)	Delete the figure "37.4" and substitute for it the figure "36.4".	4.2
Article 12	Delete all the words after "the removal of furniture to or from" and	3.7
	substitute for them the words "any premises adjacent to that	
	restricted road from or to another premises."	
Article 22(vi)	Delete the words "one office, dwelling house or depository" and	3.7
	substitute for them the words "any premises".	
Article 30	Delete the heading and the entire text.	3.5-6
Article 31	Delete the figure "31" and substitute for it the figure "30".	4.2
Article 32	(a) Delete the figure "32" and substitute for it the figure "31".	(a) 4.2
	(b) Delete the sentence starting "If the keeper was not the driver".	(b) 3.5-6
Article 33	Delete the figure "33" and substitute for it the figure "32".	4.2
Article 34	Delete the figure "34" and substitute for it the figure "33".	4.2
Article 34.1	(a) Delete the figure "34.1" and substitute for it the figure "33.1".	(a) 4.2
	(b) Delete the whole text and substitute for it the following text:	(b) 2.38-48
	"Any resident who resides at premises situated within the parish of	
	Luss, such area shown outlined in red on Plan Reference No. 1, is 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; or one permit for a vehicle in their ownership	
	or control and one permit registered to their address."	

Location of text in Order	Modification	See this report paragraph
Article 34.2	(a) Delete the figure "34.2" and substitute for it the figure "33.2". (b) Delete the word "are" and substitute for it the word "is". (c) Delete all the words after the word "Council" and substitute for them the following words: "for the issue of a maximum of four Business Permits in respect of vehicles required for the operation of the business. Three of those permits may be registered to the business address."	(a) 4.2 (b) 3.8 (c) 2.70-84
Article 35	Delete the figure "35" and substitute for it the figure "34".	4.2
Article 35.1	Delete the figure "35.1" and substitute for it the figure "34.1".	4.2
Article 35.2	(a) Delete the figure "35.2" and substitute for it the figure "34.2". (b) After the words "nominated vehicle" add the words "or address".	(a) 4.2 (b) 2.38-48
Article 35.3	Delete the figure "35.3" and substitute for it the figure "34.3".	4.2
Article 35.4	Delete the figure "35.4" and substitute for it the figure "34.4".	4.2
Article 36	Delete the figure "36" and substitute for it the figure "35".	4.2
Article 37	Delete the figure "37" and substitute for it the figure "36".	4.2
Article 37.1	Delete the figure "37.1" and substitute for it the figure "36.1".	4.2
Article 37.2	Delete the figure "37.2" and substitute for it the figure "36.2".	4.2
Article 37.3	(a) Delete the figure "37.3" and substitute for it the figure "36.3".	(a) 4.2
	(b) In the text delete the words "Articles 34, 35 and 36 of this Order" and substitute for them the words "Articles 33, 34 and 35 of this Order".	(b) 4.2
Article 37.4	(a) Delete the figure "37.4" and substitute for it the figure "36.4". (b) Delete the whole text and substitute for it the following text: "A Parking Permit issued under the provision of Article 34.2 will be valid only if it is placed on the vehicle or motorcycle in the relevant position".	(a) 4.2 (b) 2.38-48 and 4.2
Article 37.5	Delete the figure "37.5" and substitute for it the figure "36.5".	4.2
Article 37.6	Delete the figure "37.6" and substitute for it the figure "36.6".	4.2
Article 38	Delete the figure "38" and substitute for it the figure "37".	4.2
Article 38(c)	Delete the whole text and substitute for it the following text: "If a Permit Holder acquires a replacement vehicle or motorcycle, he may make an application for a Parking Permit for that vehicle or motorcycle on surrender to the Council of an existing Parking Permit relating to another vehicle or motorcycle."	2.38-48
Article 39	Delete the figure "39" and substitute for it the figure "38".	4.2
Article 40	(a) Delete the figure *40" and substitute for it the figure "39".	(a) 4.2
	(b) Delete the figure "6" and substitute for it the figure "7".	(b) 3.8
Schedule 4	Add a further line consisting of the following text: first column: "5"; second column: "Church Road"; third column: "From a point 29 metres or thereby south-east of its eastern junction with U233 Pier Road, south-easterly for a distance of 12 metres or thereby"; and fourth column: "South-western".	2.85-91
Schedule 6, "Resident Parking Permit" line	Delete the figure "£98" and substitute for it the figure "£45".	2.18-30

Location of text in Order	Modification	See this report			
		paragraph			
Schedule 6, "Business	(a) Delete the figure "£98" and substitute for it the figure	(a) 2.18-30			
Parking Permit" line	"£45".				
	(b) Delete the figure "2" and substitute for it the figure "4".	(b) 2.70-84			
Plan prepared in connection with TRO					
Drawing LUSSTRO-TM	Show the part of Church Road referred to in the modification	2.85-92			
2021/01 "Layout	to Schedule 4 as "No Waiting/No loading restriction" instead				
(indicative)"	of "Restricted waiting with exemptions".				

Mike Croft Reporter

APPENDIX 1. DIALOGUE BETWEEN REPORTER AND COUNCIL ON REPORTER'S ROLE

Reporter's question to Council, 28 March 2022

My understanding had been that I am to consider the TRO in the light of all the remaining objections. That seemed to be the implication of the Council's emails of 19 October and 16 November 2021, the second of which referred to 89 extant objections (I appreciate that some of these may be withdrawn). Similarly, my minute of appointment is for me "to hold a public hearing into objections ...". I was therefore surprised to read from the minutes of the Helensburgh & Lomond Area Committee. 16 September 2021) that the Council's decision was "to refer the objection to the Prohibition of Driving to an Independent Reporter." That minute seems to imply that that is the only objection to be so referred and that I am therefore to consider the TRO only in the light of that particular objection on prohibition of driving. Can the Council clarify this as soon as possible?

Council's answer to question, 31 March 2022

The Council has now received advice from Brodies, its external legal agents, in relation to the point which you have raised regarding the extent of your remit.

The Council has previously considered some of the issues that arise around the extent of your remit in the Luss TRO hearing.

The Council remain concerned that there is a risk that should the hearing be limited in scope to a single objection to the prohibition of driving per the minutes of the Helensburgh & Lomond Area Committee of 16th September 2021, Scottish Ministers might not be satisfied that there has been full compliance with the provisions set out in the Road Traffic Regulation Act 1984 or the Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999 in that the hearing was not held into the order as a whole as opposed to a specific part of it.

The Council wishes to avoid increasing the risk of Scottish Ministers deciding to "require" the Council to hold a further hearing by withholding their consent until such a (further) hearing had been held by the Council into the entire order. This risk is heightened should the Council receive confirmation that objections are being maintained but the hearing has been restricted to consideration of a single objection to the prohibition of driving per the Committee minutes.

In those circumstances, we think the fairest approach is to adopt the remit set out in the Minute of Appointment.

We would be happy to address any follow-up queries you may have.

Reporter's response to Council's answer, 4 April 2022

I am content to pursue matters in line with the Council's response.

APPENDIX 2. DIALOGUE BETWEEN REPORTER AND COUNCIL ON THE NEED FOR SCOTTISH MINISTERS' CONSENT

Reporter's question to council, 11 April 2022

"The Reporter considers the following two matters fundamental in relation to the current processing of this Order.

The first point concerns Article 4 and Schedule 1 of the Order. Notwithstanding the exceptions in Article 5, these provisions appear to the Reporter to be of the kind referred to in the Road Traffic Regulation Act 1984, Schedule 9, paragraph 13(1), ie provisions "so prohibiting or restricting the use of a road as to prevent, for more than 8 hours in any period of 24 hours, access for vehicles of any class to any premises situated on or adjacent to that road or any other premises accessible for vehicles of that class from, and only from, that road". There is an objection (objection no 68 from Rowena Ferguson) to these provisions. Bearing in mind the existence of the objection, and reading Schedule 9 paragraphs 13(1) and 13(2) of the 1984 Act together, it appears to the Reporter that the Order is one that requires the consent of Scottish Ministers before it is made. The present arrangements, including the Council referring the Order direct to DPEA without reference to Transport Scotland, and the Reporter having been appointed by the Council to report to the Council, do not reflect the relevant legislative provisions. The Reporter would therefore be glad to have the Council's comments on his view that the Order requires the consent of Scottish Ministers before it is made and, if the Reporter's view is accepted, an indication of how the Council intends to proceed with regard to the existing draft Order and the present arrangements.

If the Council agrees with the Reporter's view that the Order does require the consent of Scottish Ministers, one course of action would be for it to refer the existing draft Order, as it stands, to Transport Scotland. However, the Reporter points out a further problematical element of the existing draft Order in those circumstances. That arises from sections 3(1) and 3(2) of the 1984 Act. Section 3(1) of the 1984 Act says "a traffic regulation order shall not be made with respect to any road which would have the effect ... (b) of preventing for more than 8 hours in any period of 24 hours access for vehicles of any class, to any premises situated on or adjacent to the road, or to any other premises accessible for pedestrians, or (as the case may be) for vehicles of that class, from, and only from, the road". The existing draft Order appears to the Reporter to make such provision and so is contrary to section 3(1). The council could have taken advantage of section 3(2) which disapplies section 3(1) if the authority is satisfied, and it is stated in the order that it is satisfied, that section 3(1) should not apply, for one or more of five specified reasons. But the Council has not done that. If the Order were one which does not require the consent of Ministers and could continue to be processed under the present arrangements, the Reporter would be willing to consider a modification to bring the order into line with section 3, but that could be an option which Transport Scotland and Ministers might not be prepared to take.

The Reporter proposes to cease work on this case until he hears from the Council on the above matters."

Council's answer to question, 28 April 2022

"On the first point, the Council agrees with what you say regarding the relevant provisions of Schedule 9, paragraph 13 of the 1984 Act. In addition, the Council would flag regulation 11 of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 ("the Regulations") which provide that where the order is one which requires the consent of Scottish Ministers the Council's application will be accompanied by copies of such documents as are specified in schedule 4 of the Regulations.

The specified documents include the draft TRO, the relevant map, a statement of the Council's reasons for proposing to make the order, the issues of each local newspaper containing the proposal, the objections, copies of the reply sent to each objection, a list of those people or organisations consulted and a statement of their views, and in a case where a hearing has been held, a copy of the report and recommendations made by the reporter.

Given that the Council has decided to hold a discretionary hearing, we considered that it made most sense for the hearing to be held before the draft TRO is submitted to Scottish Ministers. In our view this approach most properly complies with the Regulations notwithstanding that the hearing is discretionary.

The Council did seek clarification on this point from Transport Scotland ("TS") and instructed Brodies LLP to make contact with TS (which it did on 7 October 2021) to inform it that the Council had decided to hold a discretionary hearing into the draft TRO. The Council explained to TS that it was aware of Scottish Ministers' discretion to require the Council to hold a hearing before it gives consent (in accordance with regulation 8(1)(c) of the Regulations) and asked whether in TS's view the Council's decision to hold a discretionary hearing would be likely to satisfy Scottish Ministers' in respect of the Regulations and avoid the potential requirement for the Council to hold a further hearing into the same TRO.

TS sought advice and responded on 29 October 2021 that: "As you are aware, Scottish Ministers have a discretion to require the holding of a hearing before giving consent however unfortunately we cannot provide our thoughts or make a decision as to whether to exercise that discretion until the Order is submitted for approval. Sorry I cannot be of more help."

In those circumstances and given the decision made by the Area Committee at their meeting on 16 September 2021 to hold a discretionary hearing, the Council considered that it should proceed with the discretionary hearing and subsequently submit all of the specified documents to Scottish Ministers in accordance with the Regulations referred to above.

With regard to the second point, the Council agrees that there should be reference to section 3 of the 1984 Act in the draft Order. We would therefore request that the Reporter modifies the Order accordingly, acknowledging of course that there is a risk that Scottish Ministers may not agree with that approach.

The Council hopes the foregoing comments are helpful."

Reporter's response to Council's answer, 4 May 2022

"The Reporter has noted the Council's response to the points he raised in relation to the need for Scottish Ministers' consent to the order. On the basis of that response he has resumed work on the case.

On the first point, he accepts the council's position that the order can proceed to a hearing in line with current legislation.

On the second point, the Reporter notes that the Council wishes him to modify the Order to make reference to section 3 of the Road Traffic Regulation Act 1984. The most the Reporter could do in this respect is to recommend an appropriate modification, and he is prepared to give consideration to doing so. He cannot undertake to do so at this stage, particularly as the relevant provisions of the Order are subject to objection. In order to progress this matter, he suggests that the Council takes early steps to provide the Reporter with (a) suggested wording of an appropriate modification which makes clear which of the five purposes in section 3(2) of the 1984 Act is invoked, and (b) a statement of reasoned justification for the modification."

Reporter's post-hearing postscript

This report deals with this point at paragraphs 3.2-4 and 4.3-4 above.

APPENDIX 3. REPORTER'S SUMMARY OF THE TRO

Note: the TRO itself should be examined for any details required.

The order is made by the Council in exercise of various powers including those in the Road Traffic Regulation Act 1984, as amended by the Roads (Scotland) Act 1984, and the Road Traffic Act 1991.

It makes provisions about on-street parking within Luss, and revokes three orders dating from 1967-68.

Part 1: general

Articles 1-3 deal with citation, commencement, provisions and interpretation.

Part 2: prohibition of driving

Article 4 prohibits driving on roads specified in schedule 1 (effectively all of the Luss village core), except as provided in article 5.

Article 5 exceptions are vehicles with a valid permit, vehicles accessing premises on schedule 1 roads, invalid carriages or vehicles with disabled person's badge and being used by disabled person, vehicles being used for emergency or local authority statutory purposes, vehicles being used for furniture removal to or from premises adjacent to schedule 1 road,

Part 3: restricted roads ("Luss residents parking zone")

Article 6 designates roads specified in schedule 3 (effectively all of the Luss village core except the cul-de-sac going southwards off Pier Road and a short stretch of Church Road) as restricted roads within the "Restricted Parking Zone".

Part 4: prohibition and restriction on waiting and loading

Article 7 restricts waiting and loading of vehicles in roads specified in Schedule 2 except as provided in Articles 9.3, 10 and 12. Roads specified in schedule 2 cover significant lengths of the old A82 road, part of Church Road, and that part of School Road west of old A82 road.

Article 9.3 provides an exception for vehicles being used for emergency or local authority statutory purposes.

Article 10 provides exceptions for waiting for a person to board or alight from the vehicle or to load or unload luggage; for use of vehicles in connection with building operations, road cleansing or lighting, the removal of traffic obstructions, the maintenance, improvement or reconstruction of any restricted road, laying, erection, alteration or repair of apparatus for sewerage, water, electricity or electronic communications, the placing, maintenance or removal of any traffic sign; when 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; postal and similar delivery vehicles, funeral undertakers' vehicles.

Article 12 provides an exception for vehicles in use in connection with the removal of furniture to or from an office, dwelling house or depository to another office, dwelling house or depository.

Article 8(i) prevents waiting on roads specified in schedule 3, except as provided in articles 9.1, 10, 11 and 12.

Article 9.1 provides exceptions for vehicles with a valid parking permit displayed in accordance with article 37.4; vehicles while being used for specified emergency purposes; vehicles used for necessary local authority statutory purposes; disabled persons' vehicles not causing an obstruction; and vehicles being driven by a medical practitioner attending an emergency or hosting a scheduled surgery.

Article 10 as above.

Article 11 provides exceptions for vehicles in use for delivering or collecting goods or merchandise or while loading or unloading the vehicle at premises adjoining the road, subject to maximum of 30 minutes' waiting in the same place, with no return within 60 minutes.

Article 12 as above.

Article 8(ii) prevents waiting on roads specified in schedule 4, except as provided in articles 9.2, 10, 11 and 12. Schedule 4 specifies various lengths of old A82.

Article 9.2 provides exceptions for vehicles while being used for specified emergency purposes; vehicles being used for necessary local authority statutory purposes; disabled persons' vehicles not causing an obstruction; and vehicles being driven by a medical practitioner attending an emergency or hosting a scheduled surgery.

Articles 10, 11 and 12 as above.

Article 13 restricts the depositing of goods on the carriageway before, during or after the loading or unloading goods.

Article 14 specifies where any vehicle waiting on a schedule 3 shall wait in relation to the edge of the carriageway.

Article 15 imposes a duty to move a vehicle waiting on a schedule 3 road on the reasonable instructions of a police officer or parking attendant.

Part 5: parking places

Article 16 designates parking places on two short lengths of the old A82 (maximum seven spaces; maximum stay 30 minutes, no return within 1 hour, 0800-2000 hours Monday to Sunday) as specified in schedule 5 and the plans described in schedule 8.

Article 17 says each parking place in schedule 5 may be used by any vehicle wholly parked within the marked limits of a parking bay.

Article 18 says the Council will mark parking places and parking bays in accordance with the Traffic Signs Regulations and General Directions 2016.

Article 19 says the extent, capacity and location of parking places shall accord with schedule 5.

Article 20 specifies the maximum waiting time in a schedule 5 parking place as 30 minutes between 08:00 hours and 20:00 hours Monday to Sunday.

Article 21 specifies the minimum return time to schedule 5 parking place as 60 minutes.

Article 22 provides for general exceptions to the parking restrictions for (i) avoiding accident, (ii) emergency service vehicles, (iii) vehicles for necessary local authority statutory duties, (iv) waiting for the removal of any obstruction to traffic, (v) vehicles for postal etc services, (vi) vehicles in use for furniture removal.

Article 23 specifies the manner of standing in parking places.

Article 24 specifies 30 minutes maximum waiting time, and 60 minutes minimum return time, in a parking place for loading/unloading.

Article 25 specifies the circumstances in which the Council may suspend the use of a parking place.

Article 26 specifies restrictions of use of parking places (eg no business to be carried out; no washing of vehicles; no trailers or caravans separate from vehicles).

Articles 27-29 deal with altering the positions of vehicles in parking places, or their removal, by the Council.

Article 30 specifies the power of the Council to dispose of abandoned vehicles

Articles 31 and 32 deal with the responsibilities of drivers and registered keepers respectively.

Article 33 specifies that any any person using a parking place does so at their own risk.

Part 6: parking permits

Article 34(1) specifies that any resident of premises in Luss parish who owns a motor vehicle or has access to a company vehicle, is a qualifying person and may apply for the issue of a maximum of two resident permits per household for vehicles in their ownership or control.

Article 34(2) specifies that any business user with a business in Luss parish is a qualifying person and may apply for the issue of a maximum of two business permits for vehicles required for the operation of the business.

Article 35 deals with applications for parking permits.

Article 36 says the charges for a parking permit as specified in schedule 6 may be amended by the Council giving notice in accordance with section 46A of the 1984 Act.

Schedule 6 specifies that parking permit charge is £98 per vehicle annually.

Article 37 deals with the surrender, withdrawal and validity of parking permits.

Article 38 deals with applications for and the issue of duplicate parking permits.

Part 7: supplementary provisions

Article 39 specifies that a penalty charge shall be payable in accordance with any penalty charge notice following contravention of the order.

Article 40 specifies orders to be revoked as in schedule 6.

APPENDIX 4. MATERIAL POINTS OF DIALOGUE BETWEEN REPORTER AND COUNCIL ON WHETHER THE HEARING WAS MANDATORY OR DISCRETIONARY

Reporter's question to Council, 17 May 2022

"Regulation 8 of the 1999 Regulations provides that, before making an order, the authority may hold a hearing in connection with it and the authority shall hold such a hearing before making an order in certain specified cases. It appears to the Reporter that draft TRO article 7 with schedule 2, article 8(i) with schedule 3, and article 8(ii) with schedule 4 all include prohibitions on loading/unloading which bring the TRO within the scope of regulation 8(1)(a) for a mandatory hearing if there is an objection to those provisions. Similarly, draft TRO article 4 prohibits driving on roads specified in schedule 1 (effectively all of Luss village), except as provided in article 5, and those provisions appear to bring the TRO within the scope of regulation 8(1)(b) for a mandatory hearing if there is an objection to those provisions. There is such an objection in both cases (submission no 68 from Rowena Ferguson). On that basis, a mandatory hearing is required. Does the Council agree? If the Council does agree, it appears to the Reporter that, apart from referring to the hearing as "mandatory", nothing substantive arises in terms of procedures leading to and at the hearing."

Brodies' answer, for Council, 18 July 2022

- "... the holding of a hearing does not fall to be considered 'mandatory' per regulations 8(1)(a) or 8(1)(b) of the 1999 Regulations because:
- (i) the objection is not made in relation to the loading or unloading of vehicles in any road. As was indicated in our initial instructions from the Council, in order for a mandatory hearing to arise, the objection (which must be made in accordance with regulation 7) has to be "to that provision in the order". The objection from Rowena Ferguson raised a number of points in relation to the limit on business parking permits, business need for a loading bay, customer parking and public access; and
- (ii) we are also in agreement with the Council's view that that regulation 8(1)(b) of the 1999 Regulations would not apply because the objection has not been made by a person who provides a "relevant service on any road to which the order relates". Relevant service is as defined in regulation 8(4) of the 1999 Regulations and does not apply to the person making the objection (Rowena Ferguson)."

Reporter's response to Brodie's answer, 19 July 2022

"The Reporter notes Brodies' position in relation to the hearing being mandatory or discretionary. He accepts the position stated by Brodies at point (ii).

On Brodies point (i), the Reporter accepts that he over-stated the argument for the hearing being mandatory in his earlier assessment. However, it is still the case that the Order (article 8(i) with schedule 3) restricts waiting on Church Road. That restriction must include a restriction on "the loading or unloading of vehicles" as referred to in Regulation 8(1)(a)(i). Ms Ferguson's objection includes the words "Please consider a marked Loading Bay as shown outside my premises" and her plan shows a proposed loading bay on Church Road. It seems reasonable to the Reporter to construe that as an

objection to the imposition of the waiting restriction on Church Road, ie she seeks the ability to load and unload vehicles on Church Road where the Order would restrict it.

The Reporter therefore asks for reconsideration to be given to this point."

Council's response, 12 August 2022

"... The section of road directly fronting Ms Fergusson's business is subject to (i) "Restricted waiting with exemptions" (marked blue on the attached plan); and (ii) a Prohibition of Driving with exemptions (marked purple on the attached plan).

We also attach a 'snip' of the plan which shows Ms Ferguson's property on Church Road indicated in purple outline.

Articles 4 and 5 of the TRO (Prohibition of Driving and Exceptions to Prohibitions of Driving)

As you are aware Article 4 provides for the prohibition of driving on any road specified in Schedule 1 to the Order.

The Order under Article 5(b) provides for an exception to the prohibition of driving as set out in Article 4. The Article 5(b) exception allows for 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 the Order. This includes the section of Church Road where Ms Ferguson's business is situated (see item 2 of Schedule 1).

Therefore the Council considers that Ms Ferguson will be able to receive goods delivered to her business premises under this exception.

Articles 8 and 11 (Restrictions on waiting of vehicles in roads specified in Schedules 3 and 4 and exemptions)

Article 8(i) of the Order provides that no person shall, except upon the direction or with the permission of a parking attendant or police officer, cause or permit any vehicle to wait at any time on any length of road specified in Schedule 3 to the Order. This includes the section of Church Road where Ms Ferguson's business is situated (see item the second item 2 of Schedule 3).

Articles 11 of the Order provides that 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." Certain conditions then follow that apply to the exemption such as no such vehicle will be allowed to wait for a period of more than 30 minutes to load/unload.

Therefore the Council considers that Ms Ferguson will also be able to receive goods delivered to her business premises under this exception.

Unless Ms Ferguson has goods delivered on the section of Church Road covered by the no loading/unloading provisions in the Order (marked red on Church Road on the

attached plan) then we do not consider that the proposed restrictions as set out in the Order will impact on Ms Ferguson's business with regards to the delivery of goods.

Mandatory v Discretionary hearing

Therefore, in relation to Regulation 8(1)(a)(i) of the 1999 Regulations, the Council considers that whilst Ms Ferguson appears to be concerned with the loading and unloading of vehicles outside of her business premises (which is not prohibited by the Order), Ms Ferguson's objection could be construed to be an objection to the provisions on Church Road as a whole (and which do, on part of Church Road, restrict loading and unloading) and if this broader interpretation of the objection is taken, then we would agree that the hearing would fall to be considered a mandatory one. The Council would not wish to see this point become a bone of contention at a later date and on balance is content that the approach is taken that the hearing is prescribed by the terms of regulation 8(1)(a) of the 1999 Regulations.

Finally, we further agree with the observation from the original list of questions ... that whether the hearing is considered to be mandatory or discretionary, "nothing substantive arises in terms of procedure leading to and at the hearing". The key point is that if a hearing is considered to be necessary, that requirement is being complied with and, in the event that the Council requests Scottish Ministers to confirm the Order, it will, of course, submit a copy of your report to the Scottish Ministers in accordance with Schedule 4 of the Regulations which appears to be a requirement where a hearing has taken place regardless of whether it was necessitated by regulation 8(1)(a)."

Reporter's post-hearing postscript

I note that the Council's position at the beginning of this dialogue was that the hearing would be discretionary. At the end of the dialogue it was content for the hearing to be regarded as mandatory for the reasons it stated. However, at the hearing, Ms Ferguson confirmed that she is not concerned about the narrow section of Church Road which would have the loading and unloading restrictions in the draft TRO. There is therefore no need to give Ms Ferguson's objection a "broader interpretation" (as referred to in the Council's first paragraph under the heading "Mandatory v Discretionary hearing") for this purpose. My final view, therefore, is that the hearing was a discretionary one.

The most important point, however, is that the hearing has been held. If anyone, including Scottish Ministers, takes the view that regulation 8(1)(a) applies, then it has been complied with.

APPENDIX 5. OBJECTORS AND OBJECTIONS

Council	Name(s)	Reporter's summary of objection	Notes
refno			
22	Amy Andrade	Template letter. This is a summary of the template letter	
		Supports TRO as it gives best chance of reducing circulating traffic in the	
		heart of the village. But opposes parking fee of £90 per year. Council	
		was proposing a fee of £40 in 2016. Income from fee now proposed would exceed parking income from rest of Argyll & Bute. There is no	
		reason for such a high charge.	
63	Jose Andrade	Template letter as above.	
21			
21	Andrade	Template lettel as above.	
20	Rui Andrade	Template letter as above.	
71	Argyll	Template retter as above.	This objection had
, <u>-</u>	Community		been withdrawn
	Housing		in June 2021.
	Association		
44	Na ta lie Astridge	Template letter as above.	
11	Julie Bauyer	Template letter as above.	
32	Ja cqui Bissett	Template letter as above.	
45	Clare Bond/Ross	Template letter as above.	
12	Alan Brander	Template letter as above.	Objection
			withdrawn in
			May/June 2022.
47	W Eric and	Template letter as above.	
	Pa me la Brown		
13	Barbara Butler	Template letter as above.	
23	G and M	Template letter as above.	
	Cameron		
18	Mr and Mrs A	Template letter as above.	
F0	Campbell Alison and Chris	To manufactual attenuance have	
50	Charters	Template letter as above.	
56	Fergus	Template letter as above.	
30	Colquhoun	Template lettel as above.	
57	Katharine	Template letter as above.	
37	Colquhoun	Template retter as above.	
55	Malcolm	Template letter as above.	Objection
	Colquhoun		withdrawn in
			May/June 2022.
41	Patrick	Template letter as above.	
	Colquhoun		
5	Mr and Mrs S	Template letter as above.	
	Colquhoun		
58	Richard Cuttill	Template letter as above.	
59	Sharon Cuttill	Template letter as above.	
7	Angus Duff and Margaret P Duff	Template letter as above.	
73	Lisa Duncan	Template letter as above.	
39	Margaret	Template letter as above.	
	Errington		

Council ref no	Name(s)	Reporter's summary of objection	Notes
68	Rowena Ferguson (Loch Lomond Tra ding Company Ltd, Coach House Coffee Shop, Luss)	TRO does not take account of this business's needs, and so will damage local economy. 1. Business parking permits. The 2-permits allocation is inadequate for the operation of this company. With inadequate public transport, cars are essential for staffto get to work. Staff have parked for 23 years (max 4-5 cars) close to Coach House on Church Road, where there is a dequate space for parking along frontage which takes up most of street. £489 permit charge per individual is far too high (a mounts to £1.00 per hour). It is already difficult to attract staff, so effect on business is potentially dramatic. Tra desmen (eg electricians, plumbers) also need to park outside Coach House, as they have done for 23 years, so more than 2 permits are needed, at nominal charge and with transferability. 2. Loading bay. As ks for loading bay to be considered outside Coach House (see plans ubmitted). 3. Customer parking. As ks for small a mount of customer parking on Church Road. There has been provision for last 23 years for customers to park close to shop, including in winter and for disabled customers who do not have a blue badge. 4. Public access. Prohibition of driving is not required for parking issues. There is currently very little access to west bank of Loch Lomond, and it should not be further restricted for benefit of very small number of people. It will mean that residents of parish, but outside village, and	
6	Norrie Gardner and	emergency vehicles will be unable to drive around village. Template letter as above.	
4	Christine Ramsay Donald Hardie and	Template letter as above.	
24	Sheena Hardie	To so what a latter on a have	
34 43	J David Henderson G R Jack	Template letter as above.	
60	Robert I Kerr and	Template letter as above. Template letter as above.	
F2	Robert S Kerr	Township Letters on the con-	
52 33	Christy Macdonald Euan MacEachern	Template letter as above. Template letter as above.	
54	Ian MacEachern	Template letter as above.	Objection withdrawn in May/June
			2022.
17	Robert Mackle	Template letter as above.	
30	Andre w MacLeod	Template letter as above .	Objection withdrawn in May/June 2022.
53	Flora and Norrie MacLeod	Template letter as above.	
31	T N Ma cMillan	Template letter as above.	Objection withdrawn in May/June 2022.
2	Caren Macrae	Template letter as above.	
3	Iain Marshall	Template letter as above.	
8	Mrs E McAdam	Template letter as above.	
28	Andrew McClay	Template letter as above.	
29	Patricia McClay	Template letter as above.	
46	J McKay	Template letter as above.	
25	Janet and? McQueen	Template letter as above.	
9	Charlotte Mitchell	Template letter as above.	
51	Annelise Norrie	Template letter as above.	
48	Craig Norrie	Template letter as above.	
	Elaine Paterson	Template letter as above.	
24	Liaine Faterson	Template letter as as ever	

Council ref no	Name(s)	Reporter's summary of objection	Notes
69	Police Scotland		This was not an objection to the TRO before me but to other orders which the Council was promoting at the same time.
70	Fiona and William Potter (Luss Village Shop and Post Office)	Support broad intentions of TRO. 1. Object to level offees for initial 2 permits per business of household. This is too high at £90. Charge should be removed or reduced to £40. 2. Object to proposed £498 charge for any additional business permits. LVSPO employs 9 staff who would all require individual permits, but only max5 staff work on any given day. A reasonable charge for nontransferable business permits would be £40 each for the first two, and then £90 each for additional ones.	On-street parking charge element of this objection withdrawn in May/June 2022.
37, 37A	David and Jennifer Pretswell	Template letter as above.	
49	Agnes Purdie	Template letter as above.	
42	Michelle	Template letter as above.	
	Robertson		
64	Roy H Rogers	Template letter as above.	
61	Arthur Ross and Helen Sinclair	Template letter as above. Additional points Traffic issues in Luss are mainly a holiday/seasonal problem and should be treated as such with regard to street parking. Imposing a financial penalty on existing residents in a mainly social housing a rea is wrong.	
1	Rachel Shields	Template letter as above.	
15	MaryStalker	Template letter as above. Additional point Opposes lack of consideration for residents' visitors' parking.	
14	James Stewart	Template letter as above.	Objection withdrawnin May/June 2022.
16	Duncan and Jennifer Taylor	Template letter as above.	
40	John Taylor	Template letter as above.	
26	James and Linda Thoms on	Template letter as above.	
65	Colin and Kirsteen Tosh	Template letter as above.	
36	RayThomson	Template letter as above. Additional point Will not pay the £90 a nnual charge.	
19	Valerie and Stuart	Template letter as above.	
66	Lindsay Voigt	Template letter as above.	
72	AlysonWalker	Template letter as above. Additional points 90% of residents do not make a living from tourism, yet still have to endure the detrimental effects of huge numbers of visiting tourists. The TROs hould put the interests of residents first. Businesses should not have more than one permit each. Nowhere else do businesses expect their staff to be able to part next to their place of work. Two permits are insufficient for residents – some families have more than 2 cars; B and B's and holiday lets without off-street parking also need an extra permit. Residents should not be charged for permits.	
38	Ann-Marie Webster	Template letter as above.	
67	Elizabeth M Whelan	The proposed £90 charge is unfair to residents, most of whom are pensioners: parking should be free to residents. Only local traffic, delivery and emergency vehicles should be allowed through the village.	
35	Marie White	Template letter as above.	
62	Anne Wilson	Template letter as above.	
10	Clare Winton	Template letter as above.	

APPENDIX 6. MAIN PARTICIPANTS IN THE HEARING, 23 AUGUST 2022

For the Council

Ms J Boyd, Solicitor, Brodies. Mr S Watson, Assistant Network and Standards Manager, Argyll and Bute Council

Objectors

Ms A M Webster (local resident)
Ms R Ferguson (proprietor, Coach House Coffee Shop, Luss)

APPENDIX 7. DOCUMENTS

A. Documents submitted with Council's statement of case

- 1. Conservation area and listed buildings
- 2. Luss village roads (plan, photographs and list of non-domestic rates)
- 3. Press articles traffic issues
- 4. Luss traffic regulation: heads of terms
- 5. Luss Traffic Management TRO
 - a. Argyll and Bute Council (Various Streets, Luss) (Traffic Management) Order 202_ (the "hearing order")
 - b. Drawing LUSSTRO TM 2021/01: layout (indicative)
 - c. Drawing LUSSTRO TM 2021/02: extent of Luss parish boundary
- 6. Consultation 1 & 2 record sheets
- 7. Luss TTROs
 - a. Argyll and Bute Council (Various Roads, Luss and Duck Bay) (Temporary Traffic Management) Order 2020
 - b. Argyll and Bute Council (Various Roads, Luss and Duck Bay) (Temporary Traffic Management) Order 2021
- 8. Helensburgh & Lomond Area Committee printed minutes and copy of TRO Report
 - a. Minutes of meeting held by Microsoft Teams, 16 September 2021
 - b. Report to meeting held by Microsoft Teams, 16 September 2021
- 9. Template objection

B. Other Council documents

- 10. Argyll and Bute Council (Off-Street Parking Places and Charges) (Luss) Order 2016
- 11. Report to and minutes of Helensburgh & Lomond Area Committee, 17 September 2020
- 12. Public notice of proposed making of Argyll and Bute Council (Various Streets, Luss) (Traffic Management) Order 202_, 22 April 2021
- 13. Minutes of meeting of Community Council Conduct Review panel held by Microsoft Teams on 5 November 2021
- 14. Argyll and Bute Council (Off-Street Parking Places and Charges) (Luss) (Amendment) 2021
- 15. Minute of reporter's appointment, 24 March 2022
- 16. Public notice of hearing, 28 July 2022
- 17. Letter to objectors giving notice of hearing
- 18. Parking income and expenditure tables
- 19. Plan showing location of Council's car park at Luss
- 20. Plan showing length of road for proposed no waiting restriction next to Coach House Coffee Shop, Church Road

C. Ms Ferguson's documents

- 21. Appendices to statement of case
- 22. List of non-domestic rated properties
- 23. Parking situation of Luss businesses

D. Documents issued by reporter

- 24. Guidance note on written statements for hearing sessions, 16 June 2022
- 25. Guidance note on further written submissions, 16 June 2022
- 26. Agenda for hearing on 23 August 2022, 26 July 2022
- 27. Potential modifications to the Order (for consideration during the hearing, agenda item 5d), 26 July 2022

E. Other documents

- 28. Road Traffic Regulation Act 1984
- 29. The Local Authorities' Traffic Order (Procedure) (Scotland) Regulations 1999
- 30. Road Safety Review of Traffic Management Proposals for Luss, Argyll & Bute

ARGYLL AND BUTE COUNCIL

Helensburgh and Lomond Area Committee

DEVELOPMENT AND ECONOMIC GROWTH

13 December 2022

Helensburgh and Lomond Active Travel Projects Update

1.0 EXECUTIVE SUMMARY

1.1. This report updates Members on the Active Travel projects in the Helensburgh and Lomond Area.

RECOMMENDATIONS

- 1.2. It is recommended that the Helensburgh and Lomond members:
 - 1.2.1. Note the update on the active travel projects in Helensburgh and Lomond.
 - 1.2.2. Welcome the continued support of external funding partners to supporting the development of key active travel routes in Helensburgh and Lomond.

ARGYLL AND BUTE COUNCIL

Helensburgh and Lomond Area Committee

DEVELOPMENT AND ECONOMIC GROWTH

13 December 2022

Helensburgh and Lomond Active Travel Projects Update

2.0 INTRODUCTION

2.1. This report updates Members on the Active Travel projects in the Helensburgh and Lomond Area.

3.0 RECOMMENDATIONS

- 3.1. It is recommended that the Helensburgh and Lomond members:
 - 3.1.1. Note the update on the active travel projects in Helensburgh and Lomond.
 - 3.1.2. Welcome the continued support of external funding partners to supporting the development of key active travel routes in Helensburgh and Lomond.

4.0 DETAIL

- 4.1. **Helensburgh Active Travel App.** The 'Discover Helensburgh' Active Travel App has been developed to encourage residents and visitors to travel actively. The App provides recommended walking and cycling routes including points of interest along the routes, a 'treasure trail' feature to gain the interest of adults and children. This £21,750 project was funded by the Smarter Choices Smarter Places and Cycling Walking and Safer Routes funds. The Discover Helensburgh App is available to download free on Android and Apple app stores and will be promoted around Helensburgh to maximise uptake. The promotional poster for the App is included in Appendix 1.
- 4.2. Helensburgh Active Travel Map. A new map of active travel routes in Helensburgh and surrounding area is being developed to increase awareness of existing active travel routes in the area. This £9,890 project is funded by the Smarter Choices Smarter Places and Cycling Walking and Safer Routes funds. The map will complement the previously developed and popular active travel maps for other major towns in Argyll and Bute.
- 4.3. **Helensburgh, Cardross and Dumbarton Cyclepath.** Provision of a high quality active travel route linking Helensburgh, Cardross and Dumbarton. A detailed update on the Helensburgh, Cardross and Dumbarton Cyclepath is provided to members on a quarterly basis.

- 4.4. **Helensburgh Waterfront.** £44,025 funding has been secured from the Cycling Walking and Safer Routes fund to construct a high-quality segregated cycleway along the West Clyde Street Frontage of the new Helensburgh Waterfront Development. This work is being delivered as part of the Helensburgh Waterfront project and will provide a node for other cyclepath projects in Helensburgh to link into. Plans for the cycleway are included in planning application 22/00855/NMA and are provided in Appendix 2.
- 4.5. Helensburgh to Garelochhead, Phase 1 (Helensburgh to HMNB Clyde). Following the completion of the route identification and concept design for a high quality active travel route linking Helensburgh, Rhu, Shandon, HMNB Clyde and Garelochhead in 2021, £200,000 funding has been secured from Transport Scotland's highly competitive challenge fund Places for Everyone programme and SPT's Capital Programme to develop the concept design through developed and technical design stages. As part of the funding award, the administrator of the Places for Everyone programme, Sustrans, required the design of the project to be split into phases, with Phase 1 being identified as Helensburgh Town Centre to HMNB Clyde. The Concept Design Report is included in Appendix 3.
- 4.6. Rosneath Path, Phase 2 (Camsail Bay). Funding for route identification and concept design has been secured from Transport Scotland's Regional Transport Partnership Active Travel Fund via Strathclyde Partnership for Transport (SPT). Three design options have been identified in partnership with the Rosneath Community Council and ecology, design and community engagement will be undertaken to identify a preferred option and to develop this to concept design stage.
- 4.7. Rosneath Path, Phase 3 (Town). Funding has been secured from Strathclyde Partnership for Transport (SPT) Capital Programme for the construction of the 350m section of the Rosneath Path which will link the previously constructed Phase 1 at Argyll Road, to Ferry Road and the existing pedestrian bridge over the Clachan Burn. The majority of this phase of the path is on land owned by ACHA. ACHA have agreed in principle to the path, and Legal Services are pursuing a legal agreement with ACHA to enable the construction of the path over their land. Roads Operations are currently considering if they have capacity to construct the path in 2022/23.

5.0 CONCLUSION

5.1. This report demonstrates the continued determination of the Council to deliver dedicated, high quality, accessible walking and cycle routes for our communities in Helensburgh and Lomond. These routes will provide opportunities for all in Helensburgh and Lomond 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 communities and help lower Argyll and Bute's carbon footprint. Funding for these works has been secured from our key active travel partners.

5.2. The delivery of the ambitious active travel projects in Helensburgh and Lomond is dependent on securing highly competitive challenge funding, committing appropriate match funding and securing continued community support.

6.0 IMPLICATIONS

6.1. Policy

Completion of these projects will support the Council's SOA outcomes 2: We have infrastructure that supports sustainable growth and 5: People live active, healthier and independent lives. The project also supports achievement of the Scottish Government's objectives set out in the Cycling Action Plan for Scotland (CAPS) and Let's Get Scotland Walking - The National Walking Strategy.

6.2. Financial

These projects are currently funded by external grant funding. The Council has 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 or HSCP although the value of this would be difficult to quantify.

6.3. Legal

Input will be required from Legal Services to support contractual agreements as necessary.

6.4. HR

None.

6.5. Fairer Scotland Duty:

6.5.1 Equalities

Completion of these projects will provide opportunities for all in Helensburgh and Lomond to travel more sustainably and actively by walking, wheeling and cycling.

6.5.2 Socioeconomic Duty

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

6.5.3 Islands

There are no adverse impacts.

6.6. Climate Change

Active Travel is the least carbon intensive mode of travel. Providing the opportunity for residents and visitors to consider an alternative to having to use a private car to travel between communities in Helensburgh and Lomond will help lower Argyll and Bute's carbon footprint.

6.7. Risk There is a reputational risk to the Council if these

projects not completed within a reasonable timeframe.

6.8. Customer

Services

None.

Executive Director with the responsibility for Development and Economic

Growth: Kirsty Flanagan

Policy Lead: Cllr Andrew Kain

09 November 2022

For further information contact: Colin Young

Strategic Transportation Delivery Officer

Colin.Young@argyll-bute.gov.uk

Tel: 01546 604275

Appendix 1: Helensburgh Active Travel App Information Poster

Appendix 2: Helensburgh Waterfront Cycleway Design, available as Planning

Application 22/00855/NMA (https://portal360.argyll-

bute.gov.uk/civica/Resource/Civica/Handler.ashx/Doc/pagestream

?cd=inline&pdf=true&docno=22663414)

Appendix 3: Helensburgh to Garelochhead Active Travel Route Concept Design



DOWNLOAD THE DISCOVER HELENSBURGH APP





Discover Helensburgh is your opportunity to find out some fascinating facts about Helensburgh.



Featuring over 50 places of interest, 8 self-guided trails and family fun activities, this is your active travel guide to Helensburgh and its surroundings.



Follow a trail to discover the history behind some key buildings, places and the people who helped to shape Helensburgh into the vibrant place it is today.



View the rich selection of historical photographs and images to see how some familiar places once looked, with links to more information.





Please scan the QR Code or search for Discover Helensburgh on Google Play or the App Store













HELENSBURGH TO GARELOCHHEAD

ROUTE IDENTIFICATION & CONCEPT DESIGN

Stage 2 Report

September 2021



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nick wright planning people - place - planning

EXECUTIVE SUMMARY

Civic Engineers were commissioned by Argyll and Bute Council to identify the route for an active travel route from Helensburgh to Garelochhead and develop the concept design to RIBA stage 2.

The aim of the proposed route is to provide a high quality active travel route for use by all ages and abilities. It will be a key cycle route for commuters as well as being a route for recreational cyclists and visitors.

Consultation and engagement has been undertaken with the local community, stakeholders, schools, and landowners. This was done to get a better understanding of the area and gather feedback on the concept designs.

Constraints and opportunities have been identified along the route. Constraints include locations where there is limited space for a cycle track, like through Rhu where the current route heads inland. There are opportunities along the route to include placemaking and to include infrastructure to facilitate behaviour change and encourage cycling. All of the constraints and opportunities are set out within the report.

The types of infrastructure appropriate for the route were identified. These were refined following consultation so that the route has a higher degree of continuity and legibility.

The proposals are for a bi-directional cycle track, using carriageway and verge space where possible to minimise cost. The proposed route will run on the southern side of the road heading out of Helensburgh, crossing the road just north of Rhu to continue on the northern side of the road as far as the north gate of the naval base. The section beyond this into Garelochhead is still under review, with proposals for a traffic calming solution and widening of the footway where possible.

INTRODUCTION

Brief

The Helensburgh, HMNB Clyde and Garelochhead high-quality active route will provide a dedicated, high quality, segregated walking and cycling route along the A814/ River Clyde corridor. The route will link the town of Helensburgh, the largest settlement in Argyll and Bute (population 13,660) with HMNB Clyde (approx. 8,500 employees) and Garelochhead (population 3,700) to the west. The Helensburgh, HMNB Clyde and Garelochhead walking and cycling route will be a key commuter and community link that will provide a safe active travel route to primary and secondary education establishments, places of employment, transport interchanges and a wide range of services, retail and leisure facilities.

Context

Argyll and Bute Council created a cycle route linking Helensburgh Town Centre, HMNB Clyde and Garelochhead in the early 2000's. This route utilises a combination of on-road advisory cycle lanes, shared pedestrian/cycle path, minor roads and takes a circuitous route to avoid a key pinch-point in the settlement of Rhu. The route now requires significant improvement and upgrading to be compliant with current design standards and, as such, this route is no longer considered to be suitable to encourage cycle or pedestrian use for commuting or leisure along this important corridor.

HMNB Clyde, already the largest single employer site in Scotland with around 8,500 employees, is undergoing a period of expansion as it becomes the nation's centre of submarine excellence. This expansion includes significant off-base expansion to support a significant increase in employees based at HMNB Clyde. Argyll and Bute Council and the Ministry of Defence have a joint project, the Maritime Change programme, to provide mutual support through the expansion of HMNB Clyde. The

development of high-quality walking and cycling route(s) linking Helensburgh, HMNB Clyde and Garelochhead are an important element in supporting the expansion of the number of staff at HMNB Clyde.

The Scottish Governments Vision for Transport in Scotland as set out in the National Transport Strategy (NTS2) is that 'we will have a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.' Having a quality active travel route for commuting that can also be used for leisure, tourism, and local community can be part of this vision.

Methodology

The following tasks were undertaken to develop the concept route design proposals:

- · Inception meeting and site visit
- Initial public and stakeholder consultation, including the set up of an engagement group
- Preliminary route design and typologies
- Development of route options
- Route selection through discussions with the client and consultation feedback.
- Development of concept designs
- Public and stakeholder consultation on the concept design.
- Road Safety Audit 1
- Equality Impact Assessment

4 Civic Engineers 5 Civic Engineers

Deliverables

The following list of deliverables have been included within this report and its appendices.

Deliverable	Included in Report or Appendices	
Design		
Detailed project programme	✓	
Project Risk Register	✓	
Detailed budget breakdown	✓	
General Arrangement drawings	✓	
Options appraisal	✓	
Topographic survey	✓	
Updated Designer risk register	✓	
Road Safety audit (stage 1)	✓	
Updated Equality Impact Assessment	✓	
Community Engagement		
Community engagement report	✓	
Behaviour change plan	✓	
Communications plan	✓	
Permissions and Obligations		
Summary of required statutory permissions (planning, TRO etc.)	✓	
Monitoring and Evaluation		
Monitoring and evaluation plan (including baseline monitoring)	✓	

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STUDY AREA

Existing route

The route (shown opposite) is approximately 12km from Helensburgh to Garelochhead. The carriageway is 2-way with the exception of a couple of turning lanes near to the naval base. From Helensurgh the route follows the A814 west towards Rhu before turning north to follow Gare Loch. At the south gate to the naval base the route heads inland to the roundabout at the north gate. From here the route follows the B872 into Garelochhead. The speed limit along the route varies between 30mph zones in Helensburgh, Rhu and Garelochhead to a 40mph zone to the north of Helensburgh, a 50mph zone to the north of Rhu and, the national speed limit (60mph) south of the Garelochhead speed limit.

The existing cycle infrastructure is of varying quality and design. The route is on carriageway heading out of Helensburgh to the north, in the town centre there are no lines painted for the cycle route and cyclists share the carriageway until Glasgow Street. From Glasgow Street to the north of Kidston Park there are painted cycle lanes on the carriageway. There is an uncontrolled crossing to the north of Kidston Park and cyclists join a path shared with pedestrians to the west of the carriageway. This design continues to the public toilets at Rhu and then the route crosses the road at a signalised crossing. The route then rejoins the carriageway going along Manse Brae and Cumbernauld Road and is linked to Aros Road by another shared path. Before Aros Road joins the A814 the cycle route turns onto a shared path heading north. This continues to Queens point where the route rejoins the carriageway. The carriageway here is an access road for the private properties and is relatively quiet compared with the nearby A814. There are several driveways that join the road that have poor visibility due to the walls surrounding the property. There is section of shared path before the route crosses the A814 and follows the path to the south gate access

road. The route then follows the A814 again sharing the footpath with pedestrians going up the hill before rejoining the carriageway where there are cycle lanes painted onto the carriageway. After about 1.3km the route moves back onto the shared path, on each side of the road for the approach to the north gate roundabout. Heading north from the roundabout the route rejoins the carriageway and continues this way until Garelochhead.

Some sections of the route are in poor condition, like the surface through Shandon, while other sections are in good condition, like the shared path to the south of Rhu. Generally the surface condition is better where the route is shared with the carriageway but this is not always the case.



OPTION ANALYSIS

At RIBA o different route options were considered, like routing away from the main road. Through discussions with stakeholders and consideration of the topographical challenges presented by a route following this alignment these options were discounted in favour of following the existing route and improving it where possible.

Route optioneering

A series of options were developed for the route a RIBA 1, based on assessing a number of criteria and existing conditions.

These options were developed in isolation to ensure the route was delivering the optimum level of service for each constraint.

During RIBA 2 these options were assessed and refined to ensure that the overall level of service, legibility, and usability were maximised - delivering an easy and enjoyable route for all ages, and one which offered maximum protection and safety as well as maximum value for money.

Typology 6
Sign traffic
along A-Road,
make access only
and create
Fietsstrook

Typology 1
With-flow cycling
(space taken
from verge)

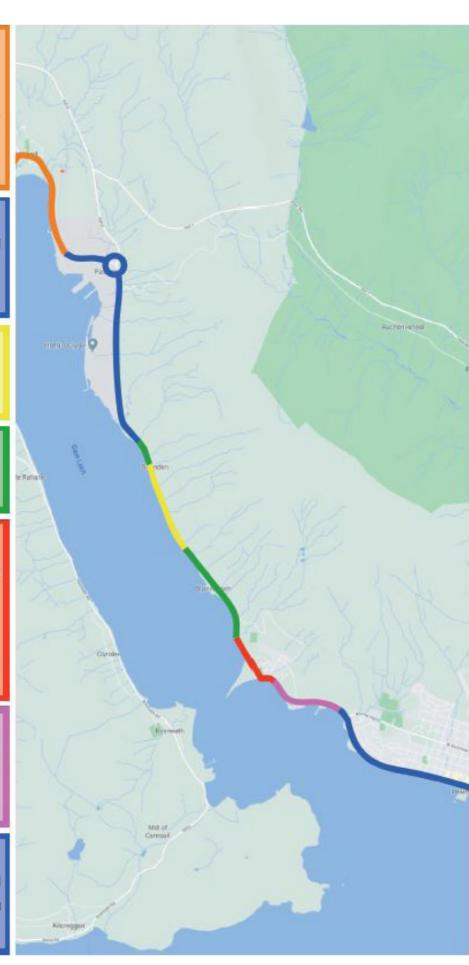
Typology 5 Service lane cycle street

Typology 4 Northside verge bidirectional

Typology 3
Give way oncoming
- bi-directional
southside or
create a
cycle street

Typology 2
Bi-directional
track
southside

Typology 1
With-flow cycling
(space taken from
c/w)











DESIGN PROPOSALS

The proposed route has been selected as a result of the public and stakeholder consultations that have taken place and with consideration to the current design guidance LTN 1/20 and all other relevant codes and standards. The recently published Cycle by Design guidance will be used in the next phases of the design development.

The chosen option is considered to be the most effective solution to meet the aims of the project. Drawings of the proposed route can be found in the appendices.

Route Refinement

Assessing the route as a whole during RIBA 2 allowed the designs to emerge as a continuous route, with typologies and subsequently the need for transitions between typologies being dramatically reduced.

Transitions between the typologies that remain have been designed in concept to ensure safe and segregated movement for cyclists and pedestrians - incorporating new pedestrian / cycle signalised crossings at key points.

The route is described below based on the typologies, but for the purposes of funding and construction, the route will be split into 5 sections:

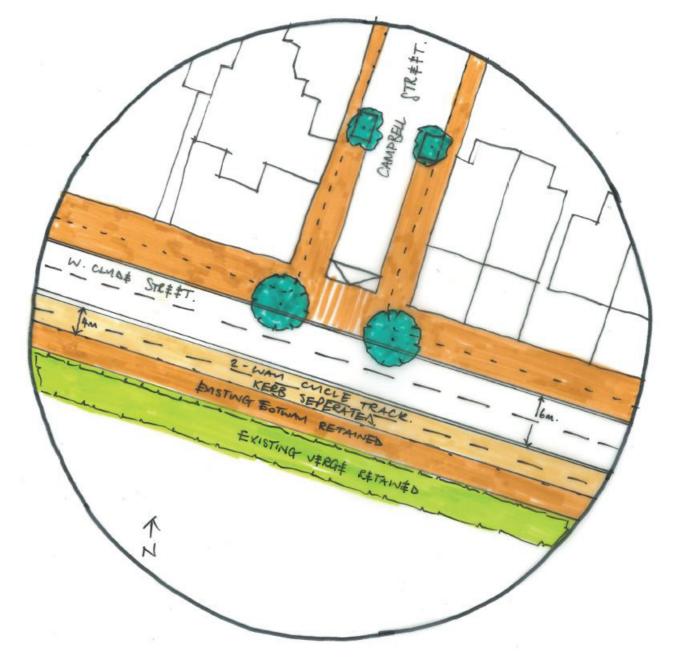
- Helensburgh Kidston Park
- Kidston Park Rhu
- · Rhu South gate
- South gate North gate
- North gate Garelochhead

Typology 6 Sign traffic along A-Road, make access only and create Fietsstrook Typology 4 Northside verge bidirectional Typology 3 Safe and segregated route through Yacht Club Typology 2 Bi-directional track southside

The design at Helensburgh responds to the emerging town centre cycling infrastructure with a 4m wide bi-directional track on the south side of the street - separated from moving traffic by a half metre verge/buffer. This has the added benefit of being away from almost all access points which are common on the north side of the street, and as a result conflict along the route is reduced. When connections are required back to the north side, parallel cycle / pedestrian crossings have been incorporated.

Where parking is reprovided this is done so to the north of the street, to put parking closer to shops and amenities as well as away from cycling movements to eliminate the chance for 'dooring'. Parking is accommodated in footway level pads to widen the pedestrian environment when not in use.

Opportunity for increased tree planting is also proposed in this widened footway to the north, framing side streets as part of continuous footway crossings - slowing vehicle turning speeds and adding to the rich sense of place. These trees are proposed to form part of a SuDS network, with uncompacted rooting zones and the ability to attenuate surface water.



As part of our RIBA 2 Route Refinement, the opportunity to locate the cycling provision within an existing verge space was maximised.

This typology offered numerous advantages to the project and the route design. Firstly cycling infrastructure could be accommodated away from vehicle and pedestrian movements (which remain as existing), creating a more enjoyable and safer cycling level of service.

This infrastructure can also be surrounded by green infrastructure and SuDS to further improve the experience of cycling along the route, and offering protection from wind and rain. The cycle track itself is proposed to be constructed from a permeable material to ensure that surface water is managed effectively and ponding is eliminated along the route.

The ability to maintain the carriageway as existing for a large stretch of the route has an additional benefit of reducing costs and increasing the cost effectiveness of the proposals as a large portion of the route can be delivered without onerous traffic management or costly highways works.

At bus stops this typology also allows bus movements to remain unaffected with the verge acting as a bus boarding/alighting area with pedestrian priority links to the footway being proposed.

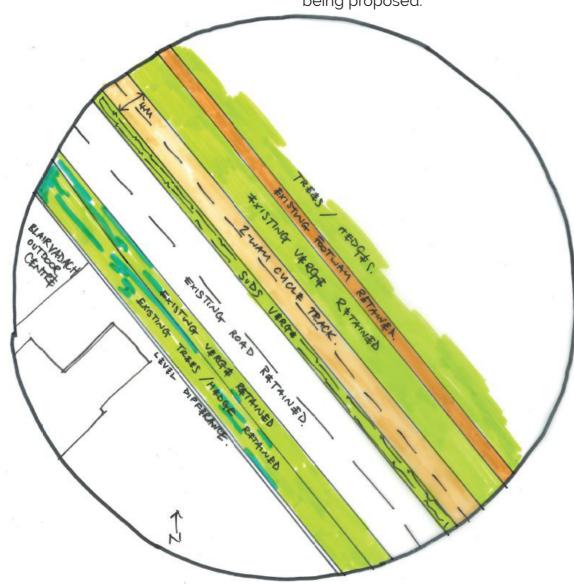
As part of our RIBA 2 Route Refinement areas requiring additional design development were identified and progressed.

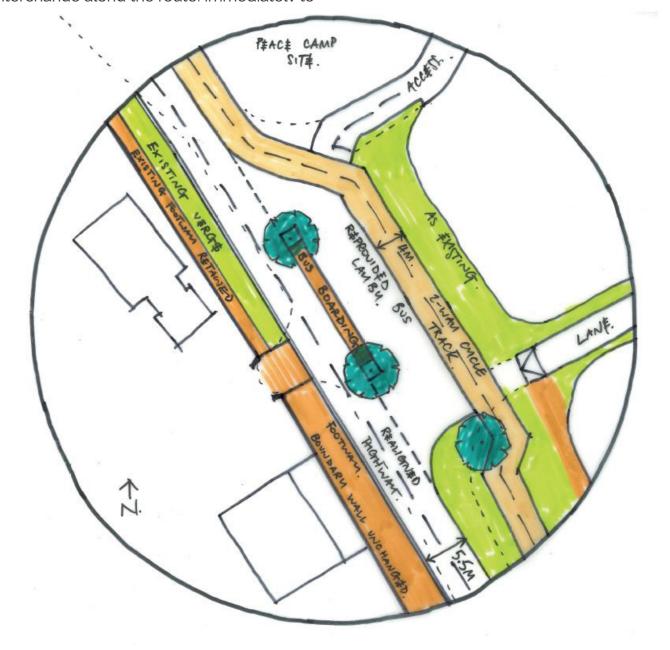
The Peace Camp was one such area, with the verge space to the north-east of the street being used for the Camp, the cycling infrastructure had to move south along with the carriageway and pedestrian footways into space being used for a verge currently. This has been designed in so as not to really be noticeable for cyclists, pedestrians or vehicles however will require additional works.

As well as the site of the Peace Camp, the bus interchange along the route, immediately to

the south of the Camp also had to be reprovided. The design refinement in this area reinstated the bus interchange in a way that created safe cycling through the space, as well as an attractive boarding and alighting environment.

The cycle track would be raised throughout the space with any vehicles accessing the lanes requiring to bump up a splay kerb, to slow vehicle speeds. All such interaction have also been designed on straight sections of cycling infrastructure to increase visibility. Opportunity for extensive SuDS are proposed in the verges around the tracks.





14 Civic Engineers 15 Civic Engineers

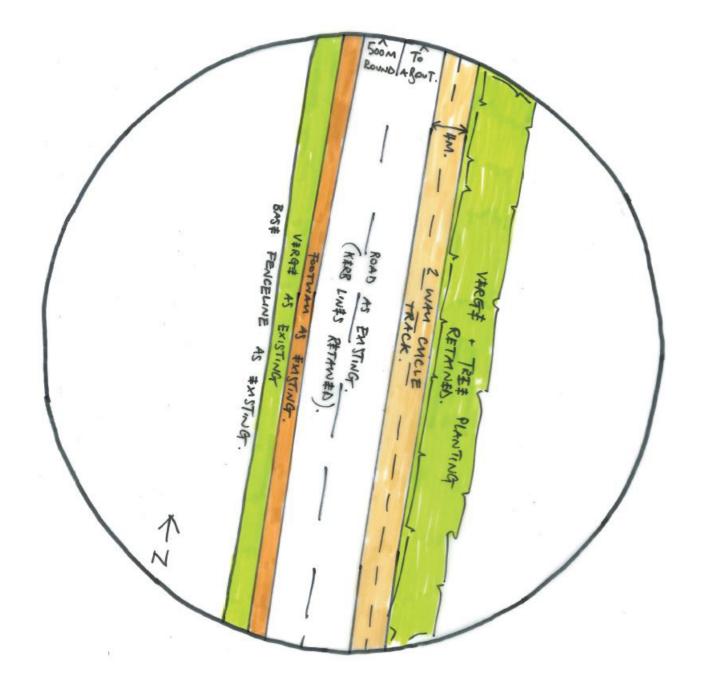
RIBA 2 Route Refinement past the base and to the north led to the simplification of the RIBA 1 concept, with the main verge typology being used.

This has the benefit of maximising value for money along the route, again reducing the need for costly traffic management during construction as well as reducing the costs of works themselves.

The 4m wide, bi-directional track, would be stepped from the carriageway and separated by a half metre kerb/buffer.

Land take considerations

Where possible the route will be located on council owned land. For locations where land take would be required, like at Rhu, initial conversations have been had and landowners (see text above in the Consultation section) are willing to enter discussions on how to proceed. These discussions will be subject to drawings being provided during the detailed design stage.

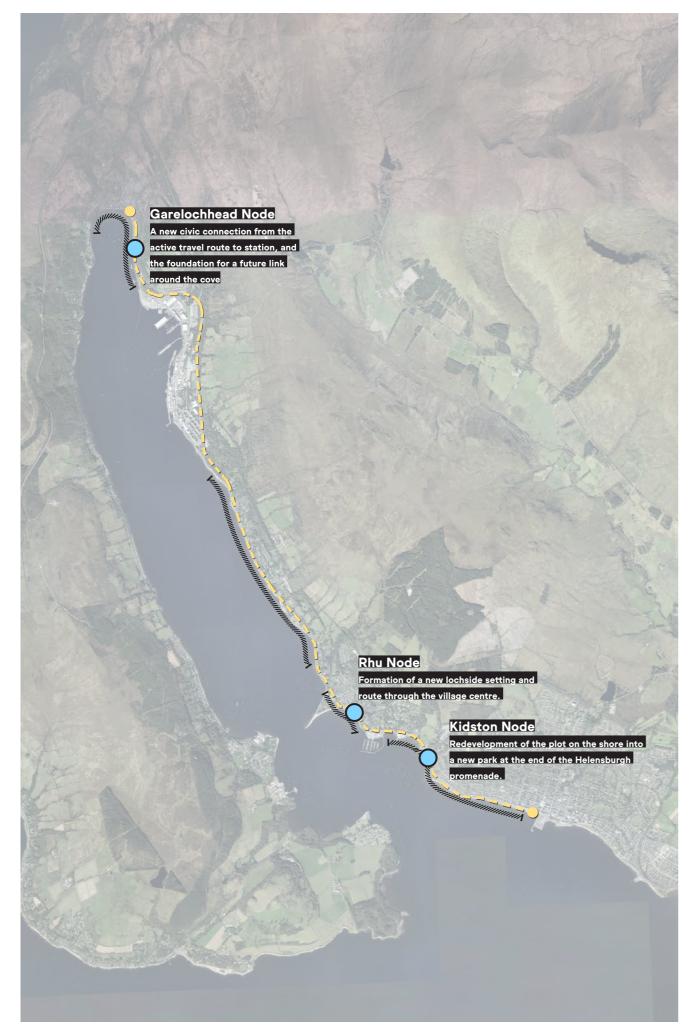


Placemaking

There is a considerable opportunity for placemaking along this route. The following pages outline where these opportunities are and what kind of installations might be most suitable.

Many of the options given here are potential opportunities that would be beneficial additions to the route. However, it should be noted that it may not be desirable to include all of them from the outset as this may impact on the construction costs. Rather, these would be 'nice to have' installations that will increase interest along the route for recreational users and visitors to the area.

16 Civic Engineers 17 Civic Engineers

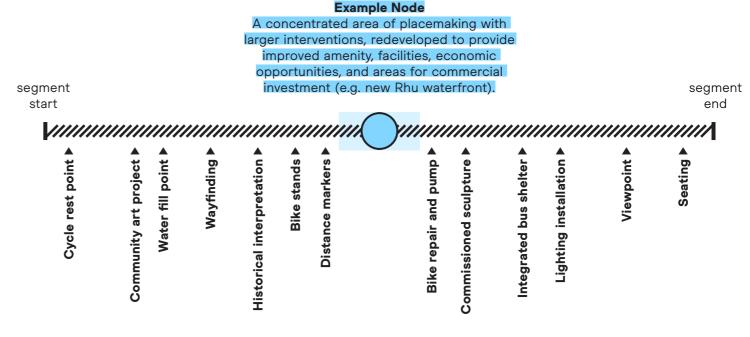


Site-Specific Placemaking

At the conclusion of Stage 1, a number of sites were identified as significant placemaking opportunities •. Each of these have unique constraints and challenges, including ownership issues, however they present interesting short and long term opportunities for improving the quality of environment and 'place' along the route. These specific sites are explored in more detail in the following pages.

Flexible Placemaking

In parallel, we have developed a flexible placemaking strategy for the sections of route in-between will, adaptable to smaller sites of different sizes and conditions (sites which would be identified at a future phase.) The aim is to use these small sites and placemaking 'moments' to join-up the route, making strategic connections into the community, and providing facilities for locals and commuters alike.



At strategic points in the route segments, small-scale interventions will link in the wider community, mark significant locations, and create the perception of a continuous joined-up route along the coastline by 'filling in the gaps'.

Helensburgh to Garelochhead - Placemaking Strategy

Flexible Placemaking

A flexible placemaking strategy functions like a modular system, or a 'kit-of-parts'. Firstly, we've considered what types of furniture or facilities would be beneficial for inclusion:



Helensburgh to Garelochhead - Flexible Placemaking Strategy

Design Themes

From our research of the area's development, its heritage, and the people who shaped it, we propose distilling the placemaking design aesthetic into three overarching themes:

Steamer Travel

The West Highland Railway

Submarines

and the long-term presence of the Royal Navy on Gare Loch.

Yacht and Leisure Sailing















Industry & Politics

Culture

Transport

Shipbuilding

West Shandon House was constructed by Glasgow shipbuilder Robert Napier, the 'Father of Clyde Shipbuilding'.

Whisky Distillation and illicit smuggling in Whistler's Glen.

Mills and Foundaries

Families representing the timber, iron, flour, and pottery trades all lived locally.

Politics

MPs and Lord Provests were among the early settlers on Gare Loch.















Architecture

Among others, Honeyman, Adam, Leiper, and Mackintosh represent some of the great Scottish architects of the 19th and 20th centuries.

Literature

Sir Walter Scott wrote of the area in his novel 'Heart of Midlothian'.

Clans

The Clans MacAulay, Gregor and Colquhoun all have local connections, with the latter two contesting the Battle of Glen Fruin in 1603.

Tourism and Wellbeing

inc. the Victorians, trips 'doon the watter', and Hydropathic Therapy

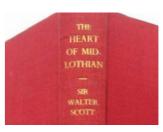
















Helensburgh to Garelochhead - Design Themes

Colour, Materiality, and Pattern

Each of the three represented themes carries a distinctive characteristic.

Transport

is represented by colour

The block colours and sheen of well-maintained paint finishes, common to paddle steamers, sail boats, and steam trains. This is contrasted by the dense and dark anechoic rubbers of the submarines below the surface, and the lightness of the canvas yacht sails lofted above.









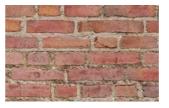
Industry & Politics

is represented by material

The weathered textures and pliability of sheet metals, bent, hammered and welded into ships, whisky stills, and the regalia of political office. In industrial settings it was paired with timber, as a structural, decorative, and sometimes sacrificial accompaniment, and by brick, characteristic of Scotland's mills and chimney stacks.





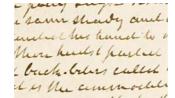


Culture

is represented by pattern

Whether in the delicate motifs of Victorian architecture, the words of Sir Walter Scott, or the woven fabrics that romanticise centuries of clan culture, pattern and language play their part in representing the era of Gare Loch which saw the boom of tourism, influx of wealthy families, and the most intense period of the growth in the area.









By combining and complimenting these with one another, we propose an overarching placemaking aesthetic of pliable sheet metals, finished in block colours informed by history, and richly patterned with local motifs and themes.

Timber can be selectively used to soften surfaces that will be touched and sat upon, while the metal bases offer a robust and low-maintenance solution.



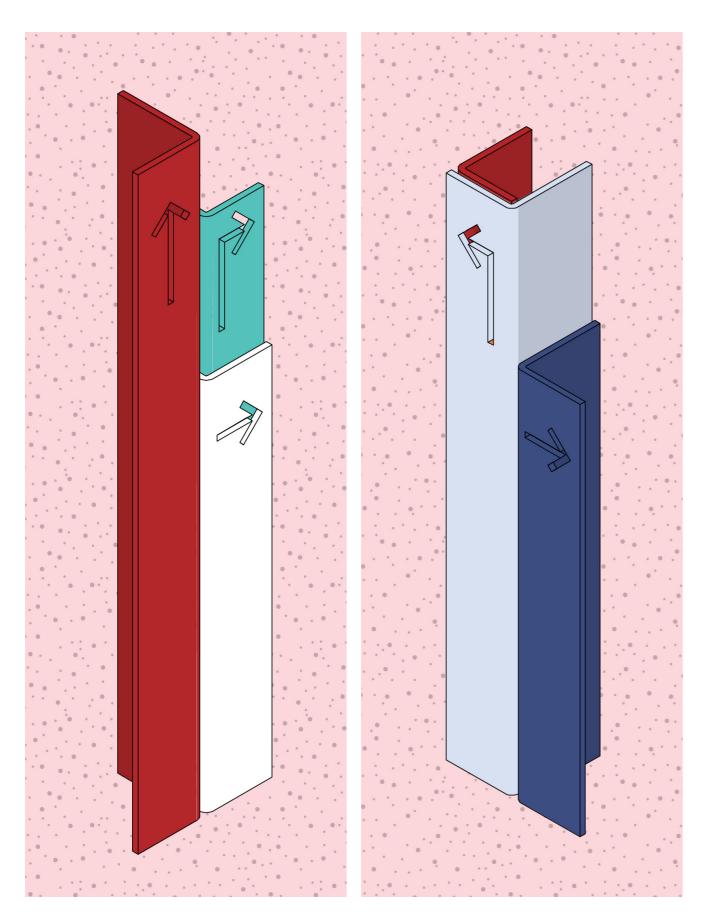


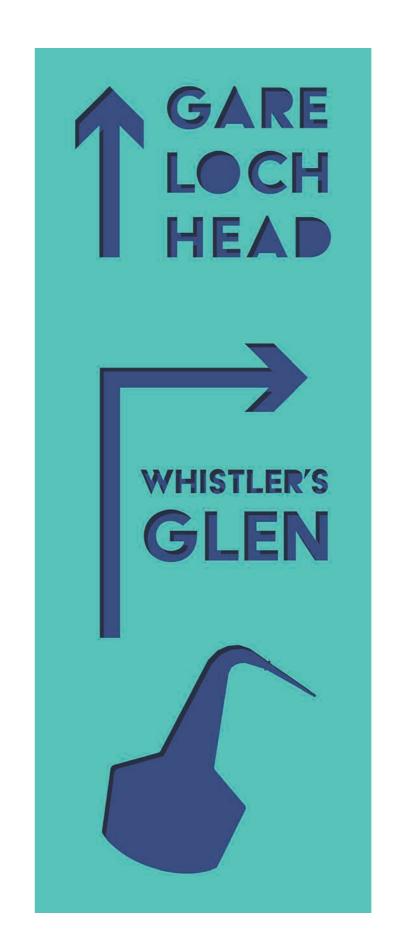


Helensburgh to Garelochhead - Design Themes

Wayfinding

Wayfinding encompasses directional signage and distance markers, for commuters on the cycleway, tourists, and locals. The system needs to have a level of adaptability (should facilities open or close, or the route be extended) and be easily interpretable travelling past by bike.









Helensburgh to Garelochhead - Placemaking Components

Civic Engineers 27 Civic Engineers

Interpretation

Including interpretative elements in the flexible placemaking strategy lets us embed some of the rich historical character of the area into the route. This elevates the placemaking above being purely functional, creating opportunities for educational and artistic venture, and boosting its tourism offer in the process.

Using Sculpture

Engagement with artistic collaborators and initiatives would create new destinations along the route, and reasons to pause on a journey.









Using Road Markings

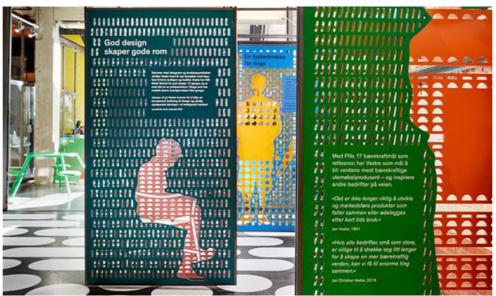
Road markings will be a functional requirement of the route. However precedent demonstrates that these might be embellished to become more interesting and attractive features. The active travel surface can also be considered as a canvas, with applied graphic interpretation for users travelling the route, but not stopping.



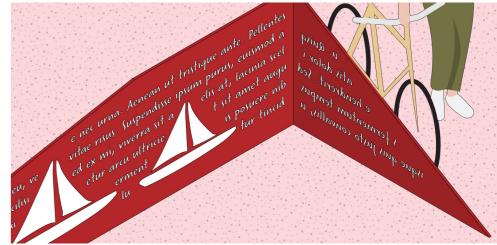


Using Surfaces

Free-standing or integrated panels are an effective means of interpretation. They can be carefully positioned relative to their subject, while cutting and layering can add depth and finesse to what is still a robust finish. Similarly, interpretation can be embedded into the ground plane, and we have suggested here that protective barriers along the route edge might be treated an interpretative surfaces themselves, cut and patterned to cast interesting shadows across the route in the afternoon sun.







Helensburgh to Garelochhead - Placemaking Components



Page 247

Facilities located along the route are intended for all users, bringing together commuters, tourists and locals in a shared space. They should be consistently low-maintenance and robust enough for sustained use.

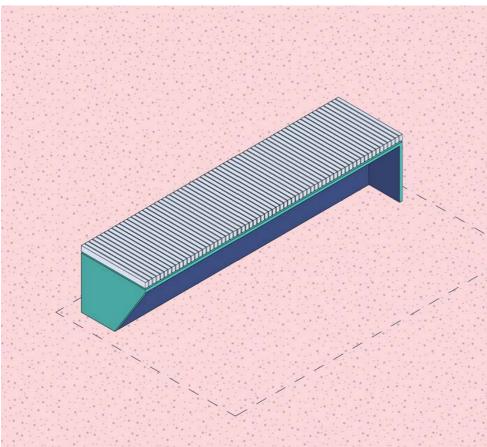
Places to rest

A key component of the placemaking strategy is to create places to comfortably rest, for a variety of user profiles and groupings.

Lounger style fixed seating might be positioned in the most scenic locations, or in places where you might expect only one or two persons stopping at a time. This seating typology is more unusual in public settings, but for this reason might encourage longer dwell time.

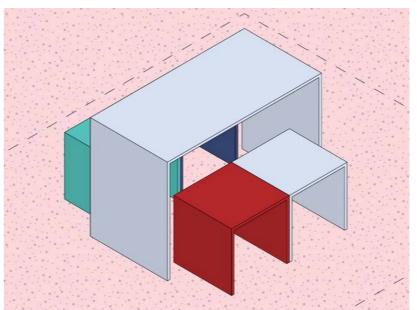
Bench seating is more universal, but an important component of the strategy. Its design makes it easily usable for most demographics, and its shape and size makes it easier to locate in tight settings.











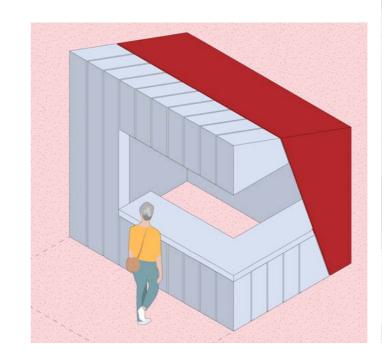
Places to gather

Group seating is another important component, as it facilitates larger groups gathering. Tables for eating might stimulate a picnic culture along the water's edge. These components can also be adapted for play, with the integration of chessboards or similar onto the table surface.



Places to recharge

Cafe kiosks, carefully located, can capitalise on any increase in usage of the route. Easy to open and close, kiosks can be designed as relatively lowtech solutions, but integrated into the wider design aesthetic.





Helensburgh to Garelochhead - Placemaking Components

Civic Engineers 31 Civic Engineers

For cyclists

For cyclists, the sensible location of bike repair and pump stands is important. This is particularly key for commuters, for whom repairing a puncture or similar in a timely fashion is key.

Similarly, bike racks located near key amenity and leisure sites enable more cyclists to stop and make use of facilities.







For the benefit of other public transport systems

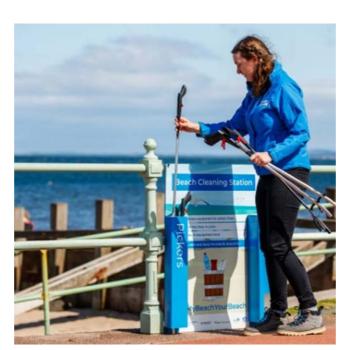
There are a number of bus stops along the extent of the route, where the crossover which will require the careful management of users. However, there is an opportunity to integrate the bus-stop infrastructure into the aesthetic, incorporating interpretation, and creating a unified travel network.



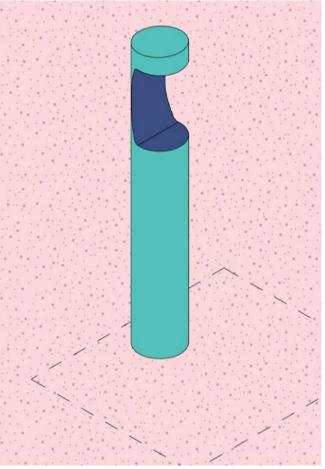


For all users

Water fill points are an increasingly common sight in towns and villages, and incorporating them here would be a sensible move to encourage use of the active travel network. Litter picking stations are also becoming more readily available at beaches and community spaces, and might be strategically utilised here

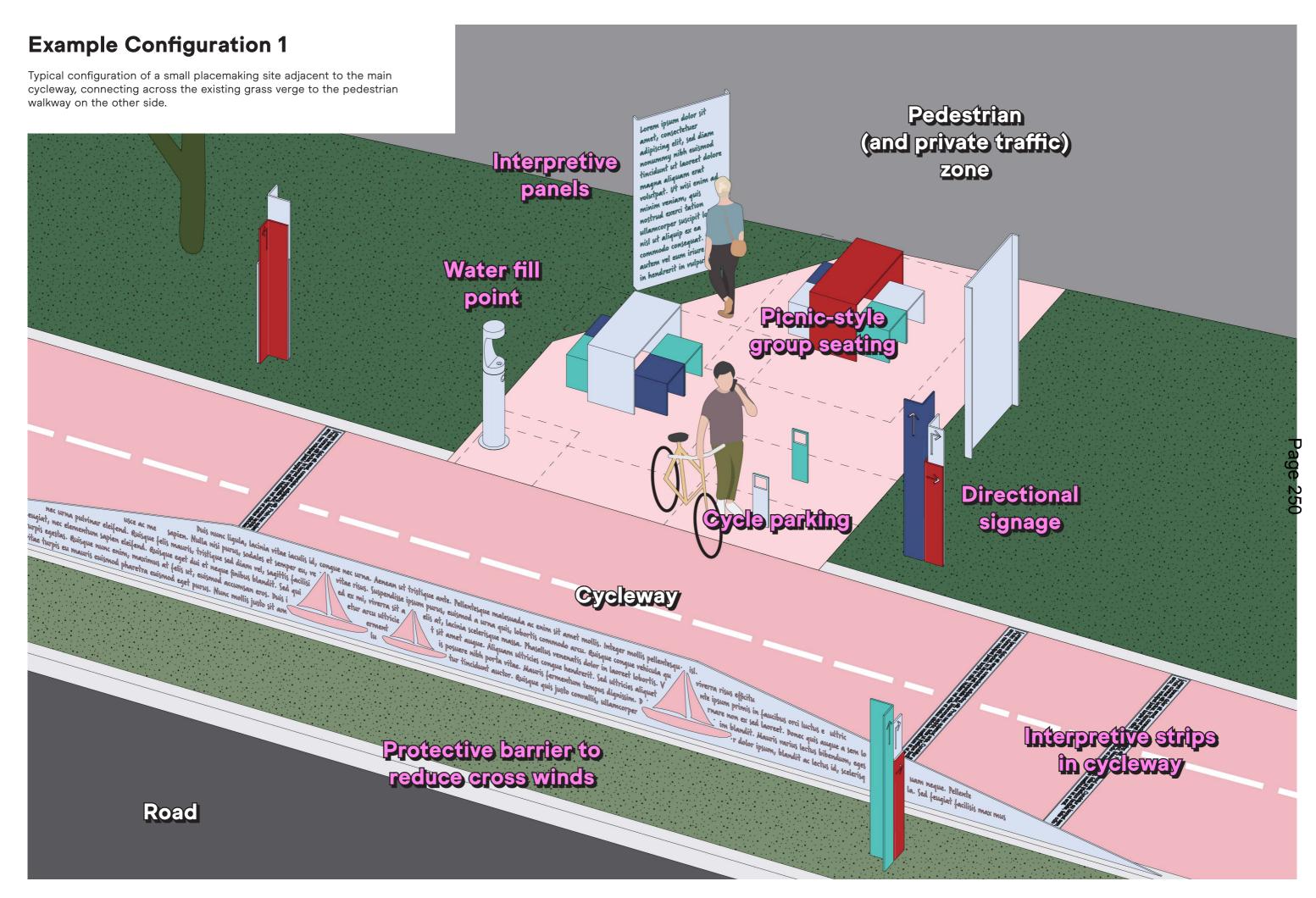




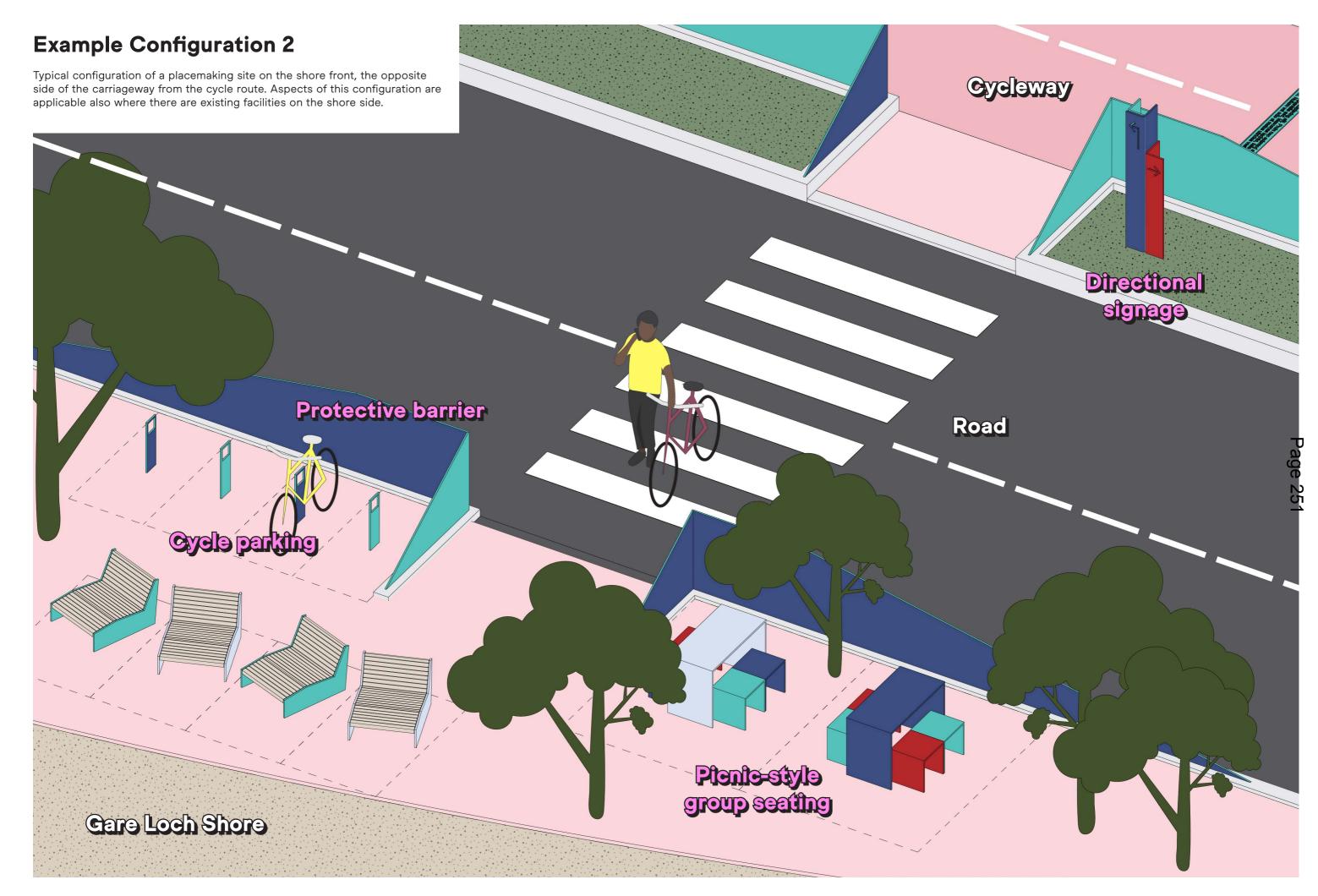


Helensburgh to Garelochhead - Placemaking Components

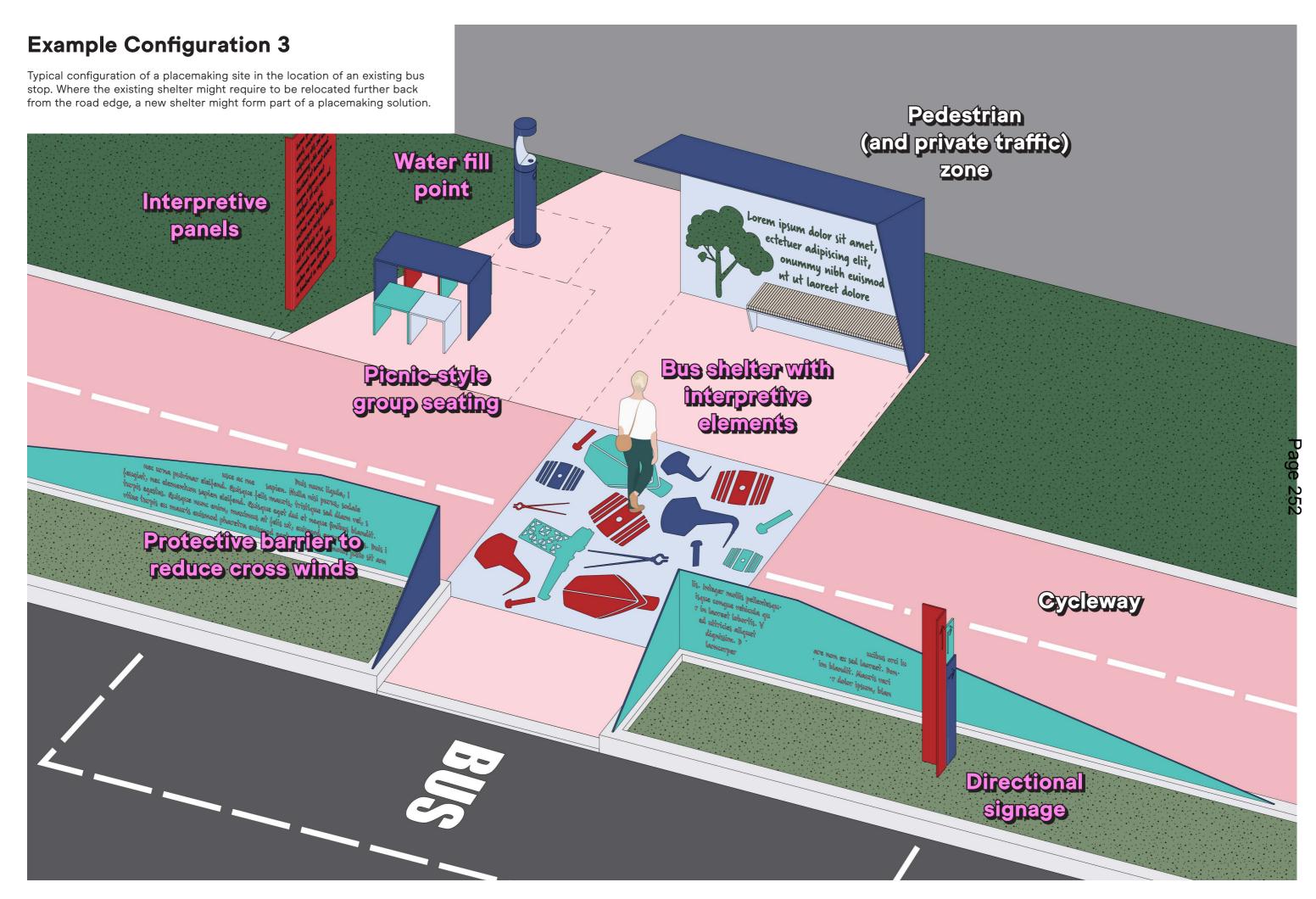
Civic Engineers 33 Civic Engineers



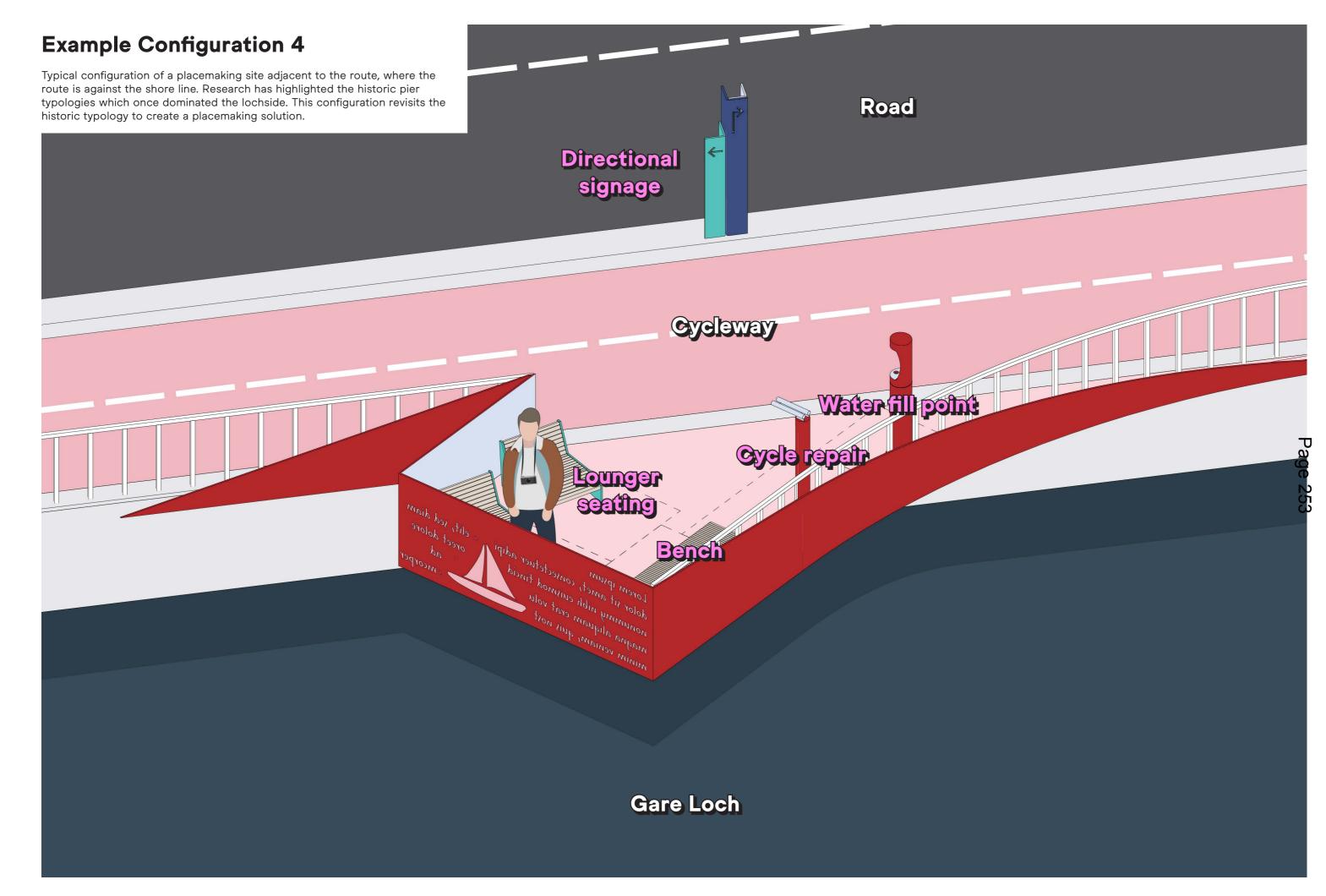
Helensburgh to Garelochhead - Example Configuration 1



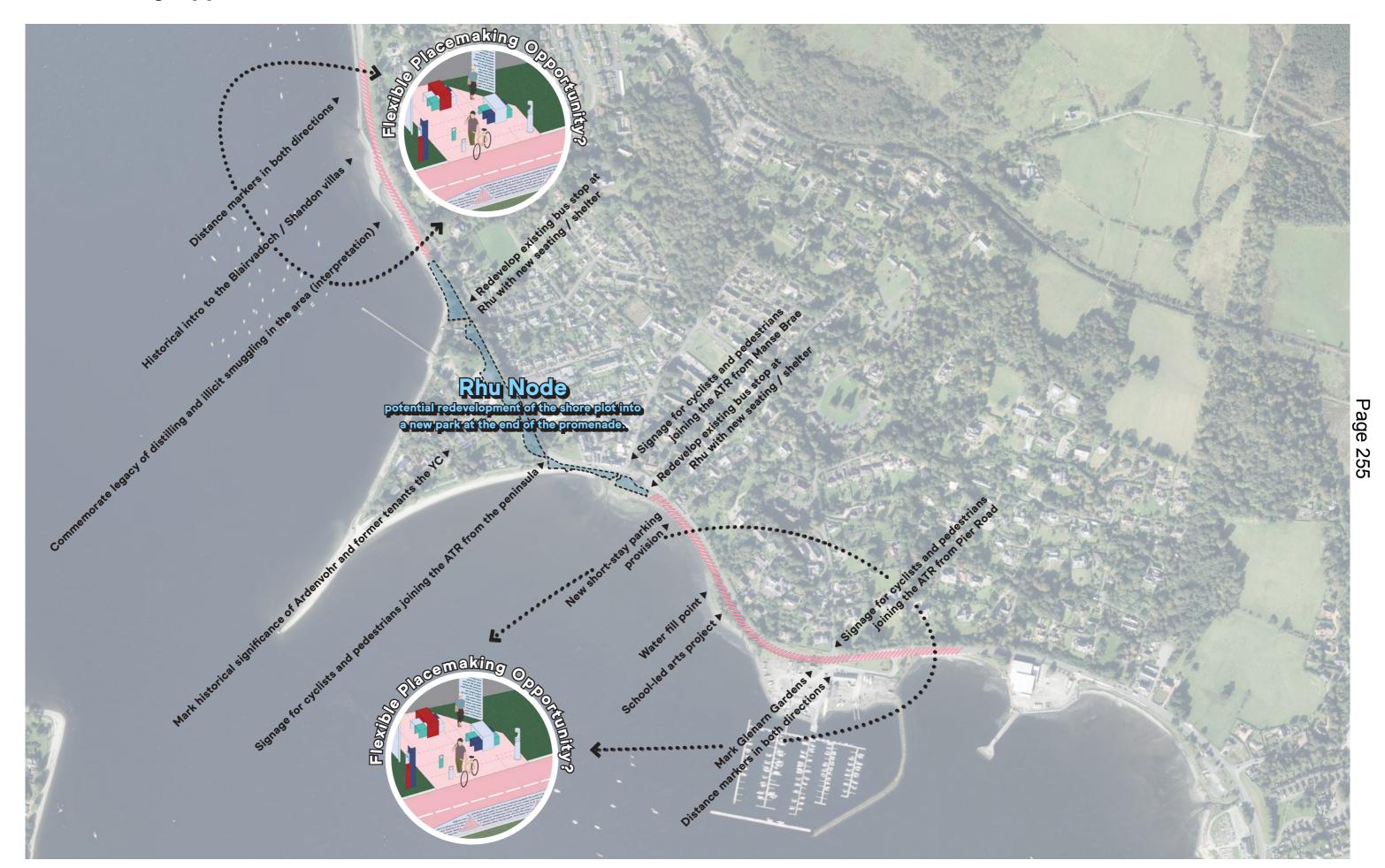
Helensburgh to Garelochhead - Example Configuration 2

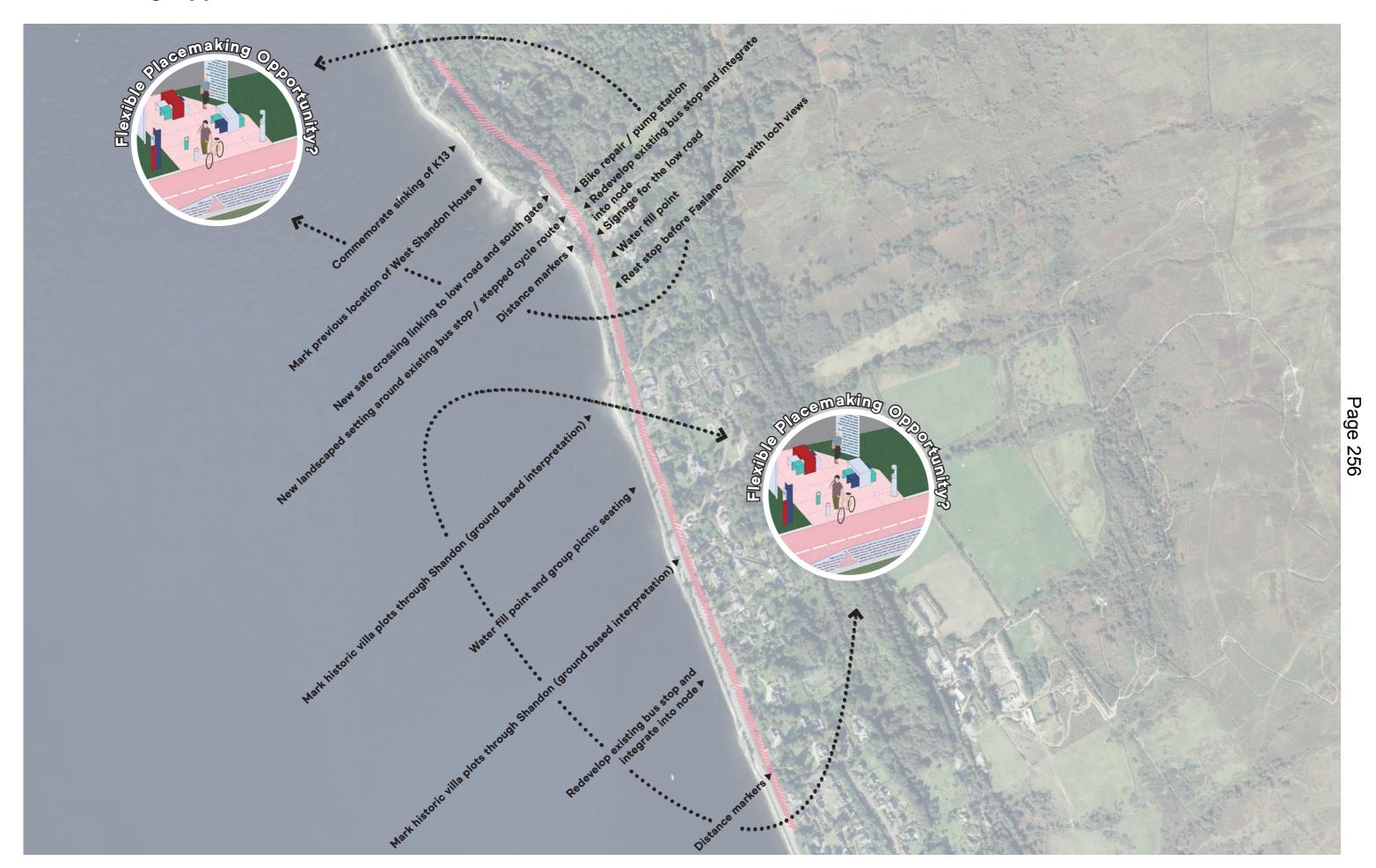


Helensburgh to Garelochhead - Example Configuration 3

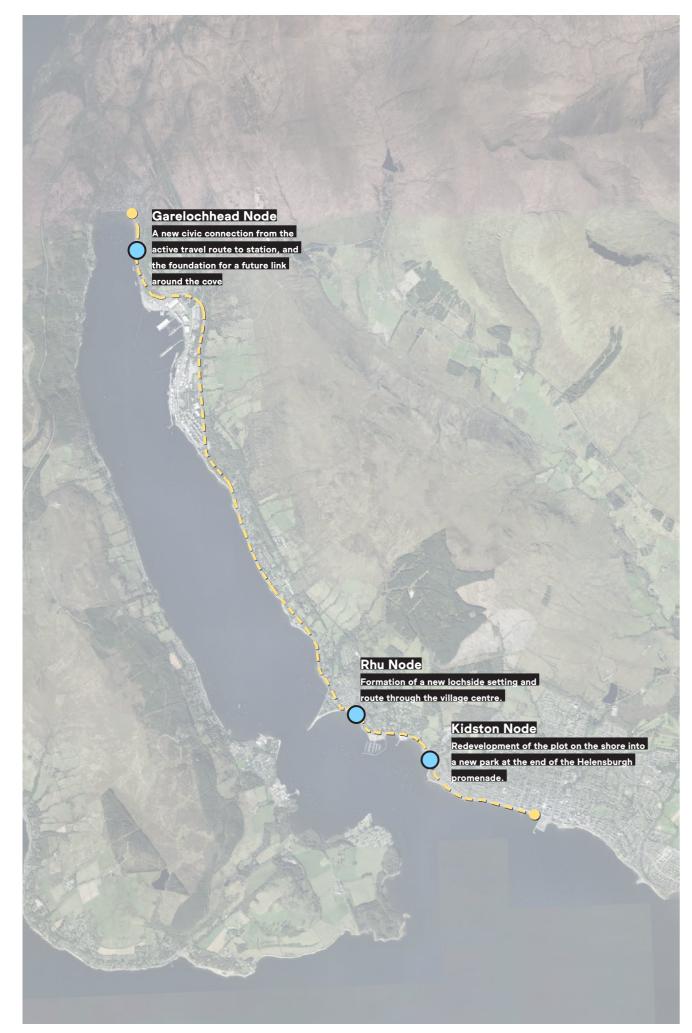


Helensburgh to Garelochhead - Example Configuration 4









Site-Specific Placemaking

In addition to the flexible placemaking opportunities along the route, three specific sites, or 'nodes' \bigcirc , were also identified for consideration. They are discussed here for their potential short and long term opportunities, but all three include areas currently outwith the ownership of the local authority. They are:

Kidston Node - The north part of the site occupied by the Sailing Club is undeveloped, but used seasonally for boat storage. The site itself is leased from Luss Estates. Its location at a key point on the route (Rhu Road Upper meeting the active travel route), means a long-term opportunity exists to create a new public amenity on at the end of Helensburgh promenade.

Rhu Node - Constraints passing through Rhu make the formation of a cycleway in the existing carriageway very challenging, and so, creation of a new route along the foreshore and through the existing site of the Royal Northern & Clyde Yacht Club is a desirable outcome. The preferred route line passes through land currently owned by the RNCYC, A&B Council, and the owner of the Ardenvohr Stables ruin. Engagement with all landowners is critical to the further development of this node.

Garelochhead Node - Existing access to the train station in Garelochhead is challenging, and so a more direct link into the active travel route by the disused path behind Garelochhead Coaches presents an opportunity to improve local transport links. The Garelochhead Coaches site is currently in active use, but a long-term opportunity exists for the site to be developed to create a new civic space.

Kidston Node

Garelochhead Node





Helensburgh to Garelochhead - Kidston and Garelochhead Nodes

Rhu Primary School Existing cycle **Yacht Club Site** Proposed active bypass travel route **Description of Works** Create new active travel route along existing driveway. Implement appropriate wayfinding through Retail - Brae Shop adjacent development. Create safe exit point at RNCYC north gate (prior to part 4 being completed). **Justification / Additional Benefit** Existing pedestrian Assist the developer in fulfilling their route obligations to create wider community benefit and amenity. Increase visibility of the historic RNCYC Site exit **Plinth Site** (prior to parts building to locals and visitors. Retail - Wilsons of Rhu 3& 4 being **Open Space Description of Works** Constraints / Challenges Existing Refurbish existing WC block (if req) to Reintroducing cyclists onto the road at the Retail - Post Office cycle ensure adequacy of provision. RNCYC north gate (prior to part 4 being Create new setting for bus stop **bypass** incorporated into the active travel route Dependent on developer co-operation and Reconfigure barriers to link to new Interface with private owner at Grianan. Develop plinth site for additional uses (cafe kiosk, bike repair station etc). New wayfinding to direct visitors onto To Rosslea Hall Hotel Protection Area (Rhu Bay) **Foreshore Site Description of Works** The optimum node(s) through Rhu is comprised of 4no. parts: Create new raised boardwalk to preserve continuity New setting for of active travel route. the bus stop Create stepped and accessible links to the beach 1. The raised plinth at the public WCs (joining the existing cycleway). 2. The proposed boardwalk along the front. Create a focal point on the axis of the historic 3. The route between the two gates of the Yacht Club. 4. The triangle of land beyond the ruins of the Stables. Relocate the bus stop to the south gate of the As the route progresses along sites 1-4, delivery of each part becomes **Justification / Additional Benefit** more complex, and more dependent on the co-operation of wider stakeholders and land owners. For continuity of the route, each part is Creation of an accessible setting on the waters edge also dependent on the previous one having been completed. where none currently exists Opportunity to mitigate an existing high risk of Existing . coastal flooding (per SEPA maps). pedestrian Only with completion of all 4no. parts is the crossover between cars and Good connection into the active travel route and cycle cycles moved entirely out of Rhu. However, with each part delivered it is from properties on the peninsula (inc. any future route gradually moved further from the centre. development on the RNCYC site). Constraints / Challenges 1. Parts 1&2 completed - The crossover is located at the south entrance to the Yacht Club. Current designation in LDP of the site as an Open 2. Part 3 completed - The crossover is located at the Yacht Club north Space Protection Area. Delineating cycle, walking, and stopping areas to make the boardwalk both a thoroughfare and a 3. Part 4 completed - The crossover is located north of Rhu, and destination in its own right. crosses onto the opposing verge. Reintroducing cyclists onto the road at the end of the boardwalk (prior to parts 3&4 being completed)

Rhu Node (North)









Helensburgh to Garelochhead - Rhu Visualisation



Helensburgh to Garelochhead - Shandon Visualisation

CONSULTATION

A public consultation event was held in September, the full consultation report can be found in the appendices, with a summary given here. Conversations have also been initiated with landowners along the route, details are given below.

Public Engagement Findings

There is general positivity for the proposals from the public across responses online and in-person. Many support the proposed improvements to the route to encourage active travel, improve access to the amenities of the area, and provide improved conditions for commuting. There are common themes emerging across the responses received which highlight desires and concerns for the route's implementation:

Behaviour change

- From responses collected to date, 59% of respondents felt they would be certain to walk, cycle or wheel more if these proposals were realized. Only 14% of respondents suggested they would not be encouraged.
- The route should make cycling a more attractive prospect than driving. Cycle paths have positive impacts only if they're actually used.
- Children in Rhu are permitted to leave school early if they cycle, which encourages many pupils to do so, but only through the village.
- Cyclists are discouraged from using the existing path due to it's stop-start nature, particularly at driveways. Continuity of the route is important or cyclists will continue to choose to cycle on the road where they can move quickly without barriers.
- Currently the lack of maintenance makes it very unappealing and unsafe for people to choose active travel due to overgrown

vegetation and bad surfaces.

 Signage was suggested as a way to eliminate confusion about how to use the route and remind users to be respectful of one another.

"This is a lovely route to cycle but it's frustrating that the shared pedestrian/cycle parts are so bumpy and uncomfortable as a cyclist. There are also some quite scary parts as the road gets really narrow around Rhu with fast moving vehicles."

"The ideas presented in the proposed plans make the route much more user friendly and attractive as a leisure route but also for commuting purposes"

"A safer route would allow my family to use the area currently my wife and child would not feel safe due to speed of traffic and frequent close passes."

"I have just got an electric bike in Helensburgh and am keen to use it more. This would really encourage me"

"I am a keen cyclist from a health and fitness perspective. I mainly use the road as I am looking to make progress to sustain a certain level of effort. Mixed cycle paths compromise this objective and I tend to only use those where the road alternative is narrow and unsafe such as the Blackhill road between Helensburgh and the A82. I will continue to cycle regardless of the presence of cycle paths."

Route conflict and segregation

 A common desire is to have pedestrians and cyclists separate from one another as narrow paths are not ideal for shared use

- Pedestrians feel scared to use a path that is shared with cyclists going fast and don't want to share the space if it can be widened. Those with prams, dogs, children, and wheelchairs would be especially apprehensive
- Solid barriers could be added at sections to make people feel safer
- Grass verges should be used to widen the paths and make more space for all
- Pedestrians want to be close to the waterfront, not looking across the road
 walking groups go out by these scenic routes and moving them away would discourage them
- Cyclists are forced to cross the section between Rhu and Peace Camp which puts them off. Crossings should be minimised as it's a very busy road.

"I don't like mixing with traffic so this would make a huge difference to me in safety terms"

"Segregated cycle lanes will encourage all ages to take up cycling."

"Already cycle a lot, unlikely to do more. If route is not well laid out or impractical I would cycle less as being on the road would likely cause angry/frustrated drivers and increase the risk of accidents."

Safety and maintenance

- Vegetation must be kept trimmed back as currently low hanging branches cause danger for cyclists, forcing them on the road and reducing visibility
- · The surface of the new route needs to

be smooth and bike-friendly. The existing path is bumpy and uncomfortable to use due to potholes and debris

- Comment on the need for dropped kerbs (or raised tables) at all crossings to make the route accessible. Desire for route to be suitable for all types of cycle, in particular reclined cycles with low ground clearance.
- Visibility is an increased concern when low to the ground. Having planting and height difference to segregate from vehicle traffic is beneficial when being low to the ground.
- On the Old Road, cyclists use the pavement as drivers often almost crash
- For pedestrians and cyclists both, lighting should be implemented along the full route that allows good visibility and makes it safer for families. Currently the Old Road by Shandon needs additional lighting
- Good drainage is needed so it doesn't become flooded, particularly on segregated routes in other places this has caused issues. Current path floods regularly

"People want to feel safer and the stretch of 50mph limit through Shandon is rarely adhered to, yet the current cycle path is virtually unusable on a decent bike because of the lack of maintenance. I would cycle more with my child if this infrastructure was built"

"I am keen to use the paths but they are unsafe at the moment"

"The route is not safe currently. I know personally of 1 fatality and 3 serious injuries caused to commuters on this route."

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Suggestions for route and placemaking

- Improving the boundaries along the route was the highest placemaking priority, with wayfinding, feature lighting and viewpoints also a priority for respondents.
- Cycle racks and storage, cycle repair, rest stops and water stops were indicated to be important facilities for placemaking
- Improved surface and system of use from best practice
- Tie in specific amenities such as the view from top of Faslane Hill, bramble picking at Blairvadach, The Brae Shop in Rhu, a playpark, and the Peace Camp
- More facilities for all such as water fountains, toilets, and benches/shelters
- Signage will be very important for wayfinding, encouraging cyclists to use the route safely, and directing visitors to villages/businesses/attractions - currently some signage faces in the opposite direction from cyclists
- Information boards at viewpoints and other spots along the route can incorporate artwork from locals, historical knowledge, and wildlife spotting
- Alternative routes around narrow sections such as at Garelochhead, similar to the alternative route through Rhu
- Link the route to other paths such as Glen Fruin or Duchess Woods
- Make the end a "destination", perhaps a monument at the end of the route

"Use existing fields and grass verges along this route for planting native wildflowers etc. This increases biodiversity, good for bees, looks better than grass but it seems they are often treated as an 'eyesore' and cut down when they grow naturally"

"It would be good to have maps at various points along the route that show how to get to nearby places like tourist spots, villages, toilets and so on"

"I would like to see facilities like toilets, water fountains, benches that can be used by cyclists and walking groups. Some nice artwork would be nice especially if it was by local children or something but practicalities need to be dealt with first"

"Better lighting is definitely needed! I don't feel safe walking myself by the woods in the dark never mind children, and bright lights all along the route will improve visibility and safety"

Next Steps

Ongoing engagement as the project moves into the next stage will be continued in several ways:

- Continuing to meet with the Engagement Group
- Maintaining relationships with stakeholders including local groups, schools and HMNB Clyde
- Maintaining the database of email contacts to provide updates on further engagement, events, and project activities

Once the consultation concludes on the 10th October, the full results will be collated and presented with the proposals on the website.

Landowner Consultation

In addition to the public consultations, to help develop the route alignment and prepare the way for future stages, a number of key landowners along the route were consulted during the design process. These included:

Organisation	Interest	Informal response
Royal Northern and Clyde Yacht Club	Owner of land on west side of A814 near Rhu Point	Supportive of the proposals and happy to promote alignment of the route through their grounds as part of ongoing sale and redevelopment
Helensburgh Sailing Club	Lease land between shore and A814 near junction with Rhu Road Higher	Supportive of the proposals provided that the Club's operational space and access to the water are not adversely affected (as shown on proposals)
Luss Estates	Owner of various areas of land alongside the A814	Supportive of the proposals and keen to work together on implementation
Garelochhead Coaches	Owner of bus depot at bottom of historic route from A814 to station, now overgrown	Supportive of the proposals but reopening of the historic route to the section likely to be difficult because it would require land take from the bus depot, with operational and health/safety implications

DETAIL

Drainage

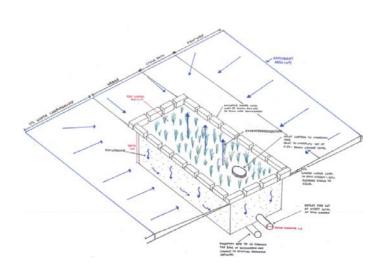
The route from Helensburgh to Garelochhead runs adjacent to Gare Loch and is crossed by several burns that discharge into the loch from nearby hills and are culverted below the

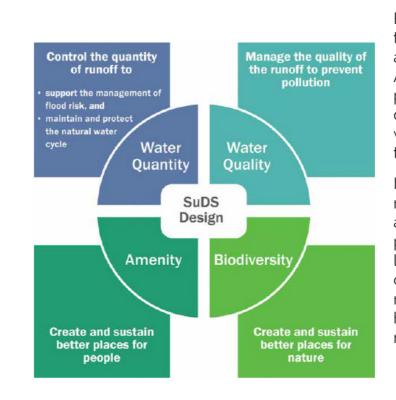
As seen on the extract from the SEPA coastal flood map, the route is exposed a predominantly a medium level risk (equivalent to a 1 in 200yr flood event) around the areas of Helensburgh and Rhu. The risk of coastal erosion is also pertinent and will be carefully considered at locations along the route where the design would benefit from extending the existing loch edge. This is the case at Rhu, where due to spatial constraints the existing rock armour may be moved westwards to allow for the segregated cycling route to be constructed.

Although SEPA maps for surface water flooding do not illustrate a significant risk to the route, anecdotal evidence provided by members of the community does suggest the localised puddling does hinder the use of the existing infrastructure for cyclists. As storm events in the future will only become more frequent and of greater intensity, helping prevent surface water flooding going forward is considered a key design parameter. To help address this, a combination of re-surfacing the existing roads where appropriate and the implementation of SuDS verge where space allows is proposed across the route. SuDS are to be utilised in the form of rain gardens, which provide stormwater attenuation and treatment, whilst also adding to the amenity and biodiversity of the space. Rain gardens will reduce the reliance on ageing drainage infrastructure by providing an area for road

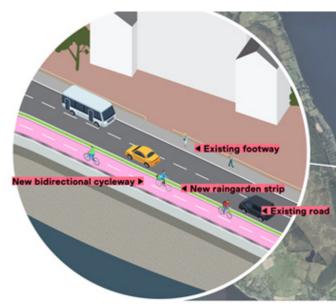


run off to temporarily ponds on its surface, before filtering through the vegetation and underlying soil mix. Depending on existing soil conditions, the runoff can then dissipate into the surrounding soil, discharge into an adjacent water body, or connect the existing surface water network.





As well significantly reducing the surface water catchment for the proposed cycle lane, the use of rain gardens along the carriageway verge also provides an effective and attractive form of segregation to traffic, as shown in the illustration below.



Further measures such as utilising proposed tree planting as additional SuDS elements will also be considered as the project progresses. As the design is developed, the frequency, positioning, and condition of the existing drainage network will be reviewed in detail, which will allow for a technical SuDS strategy to be developed.

Important considerations such as required maintenance of SuDS infrastructure will also be taken into account as the project progresses through consultations with the local authority. General required maintenance of these interventions will likely include regular inspections, litter removal, plant health reviews, minor repairs and any required remedial action over the project life cycle.

Road Safety Audit

A Road Safety Audit (stage 1) has been carried out by road safety consultants Wyllie:Lodge. The audit was carried out following the general principals and procedures set out in GG 119 of the Design Manual for Roads and Bridges (DRMB), with adaptations to meed the requirements of the local road authority.

The full report can be found in the appendices. Findings from the report will be incorporated into the next stage of the design process.

Topographic Survey

A topographic survey has been carried out in the area and is included in the appendices. Due to the length of the route a full topographic survey was not carried out as this would increase costs too much at this stage. Instead, areas where constraints are known or anticipated were chosen for a targeted survey. If the need for further surveys is identified, these can be undertaken in the following design stages.

Cost estimates

Shown here are the estimated costs for the route. It has been split into sections that will roughly coincide with the funding streams and construction timelines.

For each section the costs are shown for each stage and then the total cost is broken down into the elements of each section. The costs shown for placemaking are to give an idea of what this might include but these can be scaled back as necessary to keep to the available budget.

Helensburgh to Kidston Park		
Length	1,740	
Approx Area (m2)	5,220	
Construction Value (m2)	248	
Total Cost	£1,294,560	
Fees (at 5%)	£64,728	
Stage Fees		
RIBA 1 Brief - 10%	£6,472.80	
RIBA 2 Concept - 15%	£9,709.20	
RIBA 3 Developed - 20%	£12,945.60	
RIBA 4 Technical - 25%	£16,182.00	
RIBA 5 Construction - 25%	£16,182.00	
RIBA 6 Handover - 5%	£3,236.40	

Element	£/m^2	Approx Costs
Site Prep Works	27	£140,940
Roads, Paths, Pavings + Surfacing	101	£527,220
Soft landscapes, planting	15	£78,300
External Drainage	26	£135,720
Facilitating	3	£15,660
Enabling	3	£15,660
Prelim	37	£193,140
OH&P	14	£73,080
Contingency	22	£114,840
	Total	£1,294,560

Kidston Park to Rhu Primary		
Length	2,160	
Approx Area (m2)	8,640	
Construction Value (m2)	248	
Total Cost	£2,142,720	
Fees (at 5%)	£107,136	
Stage Fees		
RIBA 1 Brief - 10%	£10,713.60	
RIBA 2 Concept - 15%	£16,070.40	
RIBA 3 Developed - 20%	£21,427.20	
RIBA 4 Technical - 25%	£26,784.00	
RIBA 5 Construction - 25%	£26,784.00	
RIBA 6 Handover - 5%	£5,356.80	

Element	£/m^2	Approx Costs
Site Prep Works	27	£233,280
Roads, Paths, Pavings + Surfacing	101	£872,640
Soft landscapes, planting	15	£129,600
External Drainage	26	£224,640
Facilitating	3	£25,920
Enabling	3	£25,920
Prelim	37	£319,680
OH&P	14	£120,960
Contingency	22	£190,080
	Total	£2,142,720

Rhu Primary to South Gate			
Length	3,432		
Approx Area (m2)	13,728		
Construction Value (m2)	248		
Total Cost	£3,404,544		
Fees (at 5%)	£170,227		
Stage Fees			
RIBA 1 Brief - 10%	£17,022.72		
RIBA 2 Concept - 15%	£25,534.08		
RIBA 3 Developed - 20%	£34,045.44		
RIBA 4 Technical - 25%	£42,556.80		
RIBA 5 Construction - 25%	£42,556.80		
RIBA 6 Handover - 5%	£8,511.36		

Element	£/m^2	Approx Costs
Site Prep Works	27	£370,656
Roads, Paths, Pavings + Surfacing	101	£1,386,528
Soft landscapes, planting	15	£205,920
External Drainage	26	£356,928
Facilitating	3	£41,184
Enabling	3	£41,184
Prelim	37	£507,936
OH&P	14	£192,192
Contingency	22	£302,016
	Total	£3,404,544

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South Gate to North Gate		
Length	2,600	
Approx Area (m2)	7,800	
Construction Value (m2)	233	
Total Cost	£1,817,400	
Fees (at 5%)	£90,870	
Stage Fees		
RIBA 1 Brief - 10%	£9,087.00	
RIBA 2 Concept - 15%	£13,630.50	
RIBA 3 Developed - 20%	£18,174.00	
RIBA 4 Technical - 25%	£22,717.50	
RIBA 5 Construction - 25%	£22,717.50	
RIBA 6 Handover - 5%	£4,543,50	

Element	£/m^2	Approx Costs
Site Prep Works	27	£210,600
Roads, Paths, Pavings + Surfacing	101	£787,800
Soft landscapes, planting	0	£0
External Drainage	26	£202,800
Facilitating	3	£23,400
Enabling	3	£23,400
Prelim	37	£288,600
OH&P	14	£109,200
Contingency	22	£171,600
	Total	£1,817,400

North Gate to Garelochhead		
Length	2,200	
Approx Area (m2)	6,600	
Construction Value (m2)	233	
Total Cost	£1,537,800	
Fees (at 5%)	£76,890	
Stage Fees		
RIBA 1 Brief - 10%	£7,689.00	
RIBA 2 Concept - 15%	£11,533.50	
RIBA 3 Developed - 20%	£15,378.00	
RIBA 4 Technical - 25%	£19,222.50	
RIBA 5 Construction - 25%	£19,222.50	
RIBA 6 Handover - 5%	£3,844.50	

Element	£/m^2	Approx Costs
Site Prep Works	27	£178,200
Roads, Paths, Pavings + Surfacing	101	£666,600
Soft landscapes, planting	0	£0
External Drainage	26	£171,600
Facilitating	3	£19,800
Enabling	3	£19,800
Prelim	37	£244,200
OH&P	14	£92,400
Contingency	22	£145,200
	Total	£1,537,800

Placemaking - Kidston Node		
Approx Area (m2)	14,000	
Construction Value (/m2)	50	
Total Cost	£700,000	
Fees (at 5%)	£35,000	
Stage Fees		
RIBA 1 Brief - 10%	£3,500.00	
RIBA 2 Concept - 15%	£5,250.00	
RIBA 3 Developed - 20%	£7,000.00	
RIBA 4 Technical - 25%	£8,750.00	
RIBA 5 Construction - 25%	£8,750.00	
RIBA 6 Handover - 5%	£1,750.00	

Placemaking - Gareloc	hhead Node
Approx Area (m2)	1,500
Construction Value (/m2)	100
Total Cost	£150,000
Fees (at 5%)	£7,500
Stage Fees	
RIBA 1 Brief - 10%	£750.00
RIBA 2 Concept - 15%	£1,125.00
RIBA 3 Developed - 20%	£1,500.00
RIBA 4 Technical - 25%	£1,875.00
RIBA 5 Construction - 25%	£1,875.00
RIBA 6 Handover - 5%	£375.00

Placemaking - Rh	nu Node
Approx Area (m2)	10,000
Construction Value (/m2)	200
Total Cost	£2,000,000
Fees (at 5%)	£100,000
Stage Fees	
RIBA 1 Brief - 10%	£10,000.00
RIBA 2 Concept - 15%	£15,000.00
RIBA 3 Developed - 20%	£20,000.00
RIBA 4 Technical - 25%	£25,000.00
RIBA 5 Construction - 25%	£25,000.00
RIBA 6 Handover - 5%	£5,000.00

Risk Registers

The project risk register is provided in the appendices. This register will be reviewed and updated throughout the project as the design progresses and site constraints become more clearly understood. Risks have been split into several sections including the meeting of project objectives, technical risks, legal risks, and timescales. The level of risk is measured by a combination of predicted impact and probability, from which the degree of risk is measured as red, amber, or green using an assessment matrix. Controls and mitigation actions are set out, with the residual risks being measured using the same parameters.

The Active Travel route proposed from Helensburgh Town Centre to Garelochhead poses a variety of risks that have been identified from the inception of the project and are being continually reviewed as the design progresses.

At Stage 2, some of the key identified risks include spatial constraints (particularly coming through Rhu and between Faslane and Garelochhead), obtaining landowner consents for developing the route out with the local authority boundary and creating a direct route that people actively and frequently use. Particular focus on creating a direct route will be dependent on designing seamless 'Nodes' to help blend different road typologies along the extent of the route. Therefore, the design team will ensure care is taken in evaluating options for these areas such that a workable and sound design is achieved.

The project risk register will be continuously reviewed, and mitigation measures implemented throughout the project to ensure a successful project delivery and completion.

The Designers Risk Register is also included in the appendices.

Equality Impact Assessment

The Helensburgh to Garelochhead active travel route seeks to improve the quality of the facilities that follow the route of a core path within Argyll and Bute from Helensburgh Pier to Garelochhead via Shandon. The Local Development Plan states that by 2024 Helensburgh and Lomond will be a better connected and accessible place. As part of the section on improving connectivity, the route is identified as one where improvements can be made to long distance walking routes.

Argyll and Bute Council have supported the National Transport Strategy's commitment to an inclusive and accessible transport system to meet the Scottish Governments vision for a 'sustainable, inclusive, safe, and accessible transport system' that helps to deliver 'a healthier, fairer and more prosperous Scotland for communities, businesses and visitors'.

This project aims to improve the accessibility of the current route, providing a key commuting and leisure route between the two settlements. The route will be designed to prioritise space for pedestrians and cyclists, making a clear, legible route that introduces sustainable green infrastructure to enhance biodiversity and public amenity space. The route will continue to accommodate important public transport links for the rural communities of Argyll and Bute while providing a more attractive route for cyclists and pedestrians. To achieve this, traffic calming design will be used where the route passes through settlements and where possible the route will be segregated from motorised traffic. The most recent Equality Impact Assessment for this project can be found in the appendices.

Softer impacts likely to accrue from the investment, such as a decrease in roadside noise, or improvement in local air quality, visual amenity and appearance, and improved street lighting, will have a comparatively

bigger effect on pedestrians than other road users.

The improvements include:

- Increased pedestrian/cycle space
- Continuous footways
- Segregated cycle lanes
- Green/Blue Infrastructure (trees and planted rain gardens)
- Signalised junction crossings and crossings with priority for pedestrians
- Reduced street clutter and furniture zones

Key outcomes include:

- · To enhance the built environment
- · Improve the public perception of space
- Improve transport links
- Improve community safety
- To protect and improve public health, and
- · To improve climate change resilience

Other outcomes:

- To support broader policy ambitions for a low carbon, low emissions transport system.
- To enhance the amenity of the city centre as a vibrant and thriving place in which to live, visit and do business.

Supporting activities:

For the purposes of this Equality Impact Assessment, the above outcomes will be considered in terms of impact on those with Protected Characteristics, socio-economic impacts and any impact on human rights. We will look at and highlight where the project has positive impacts on groups, and we will identify where there may be negative impacts and how these have been mitigated.

The stage 1 design was undertaken January-

May 2021 and was focused on engagement with stakeholders facilitated by Icecream Architecture (IA) the design team (Page/Park, Urban Movement & Civic Engineers).

The Equality Impact Assessment Screening process identified several common criteria which apply to the protected characteristic groups as identified by The Equality Act 2010. These criteria are Safety, Road Safety, Accessibility and Connectivity and will be used throughout the following screening process.

The protected characteristics that will be considered during the stage 2 concept design will be as follows:

- age
- disability,
- race and/or ethnicity,
- · religion or belief (including lack of belief),
- gender,
- · gender reassignment,
- sexual orientation
- marriage and civil partnership,
- pregnancy and maternity,

Programme and Budget Plan

Shown here is a summary and the programme for stages 3&4. A detailed activity schedule and resources are included within the appendices.

	MONTH											
	1	2	3	4	5	6	7	8	9	10	11	12
Helensburgh to Garelochhead	RIBA 3					RIBA 4						
Stage 3												
Progress Meetings												
Design Meetings												
Risk Workshop (CDM 2015)												
Consult with key stakeholders & Statutory Consultees												
Project Management												
Develop project programme												
Project Executive / Expert Design Direction												
Develop Urban Design												
Develop Placemaking Design												
Ecological Survey												
Focused GPR Survey												
Traffic Modelling												
Develop Engineering												
Community Engagement												
Monitoring and Evaluation/Behaviour Change												
Reporting												
Costing Exercise												
Prepare Design Report and End of Stage Presentation												
Stage 4												
Progress Meetings												
Design Meetings												
Risk Workshop (CDM 2015)												
Consult with key stakeholders & Statutory Consultees												
Project Management												
Develop project programme												
Monitoring and Evaluation/Behaviour Change												
Reporting												
Project Executive / Expert Design Direction												
Develop Placemaking Design			İ									
Develop Urban Design												
Develop Engineering												
TROs & Planning												
Trial Pits												
Stage 2 Road Safety Audit												
Prepare Tender Pack												

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NEXT STEPS & CONCLUSION

To progress the designs to RIBA 3 is dependent on funding. If successful then the points below will need to be followed up.

Land ownership

There may be pockets of land along the route that are owned by Luss Estates. Conversations with Luss Estates have been started and they will be able to confirm what land they own by looking at the Sasine register. These details will be confirmed when the project moves to stage 3 and the conversations with Luss Estates will continue.

Statutory Permissions

Traffic Regulation Orders (TROs) and planning permissions will need to be sought.

Alongside the design progression, Statutory bodies such as SEPA, Scottish Water, Transport Scotland, and local authority Argyle and Bute Council will also be consulted on proposed designs and where necessary, construction details, methodologies, and proposed maintenance schedules.

Preliminary Ecological Appraisal

A preliminary ecological appraisal will be included in the programme for RIBA stage 3. The quote for this work comes in at £3,745.00 ex. VAT.

Conclusion

This report has considered the options for an active travel route between Helensburgh and Garelochhead. The route improvements will provide a quality active travel route that will be used by commuters and recreational users as well as visitors to the area. Public consultations have taken place with the concept designs and conversations with various landowners along the route have taken place. Consultation has shown support from the local community, landowners, and stakeholders in the area.

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APPENDICES

Appendix A - General Arrangements

Appendix B - Consultation

Appendix C - Road Safety Audit

Appendix D - Topographic Surveys

Appendix E - Risk Registers

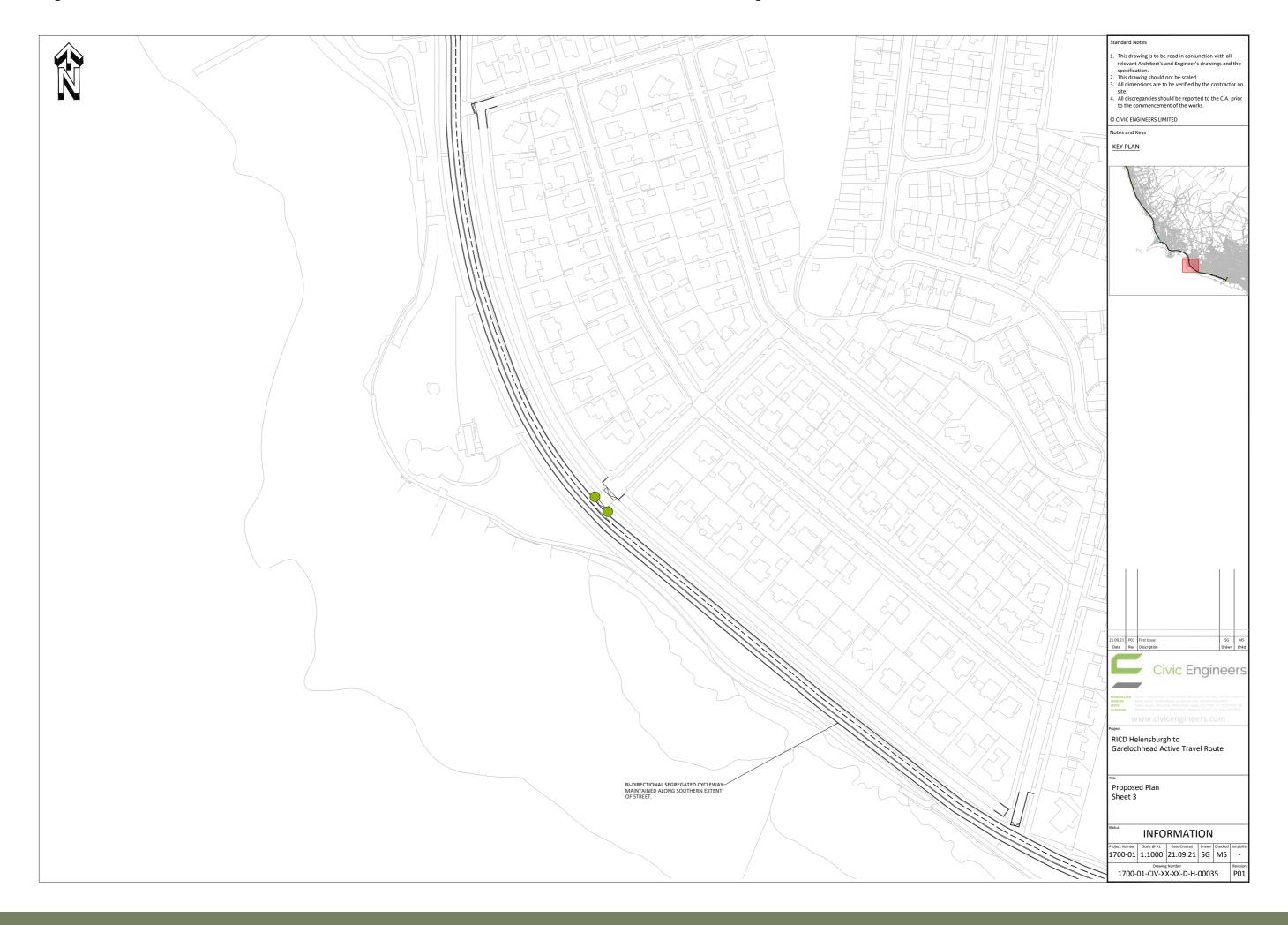
Appendix F - Equality Impact Assessment

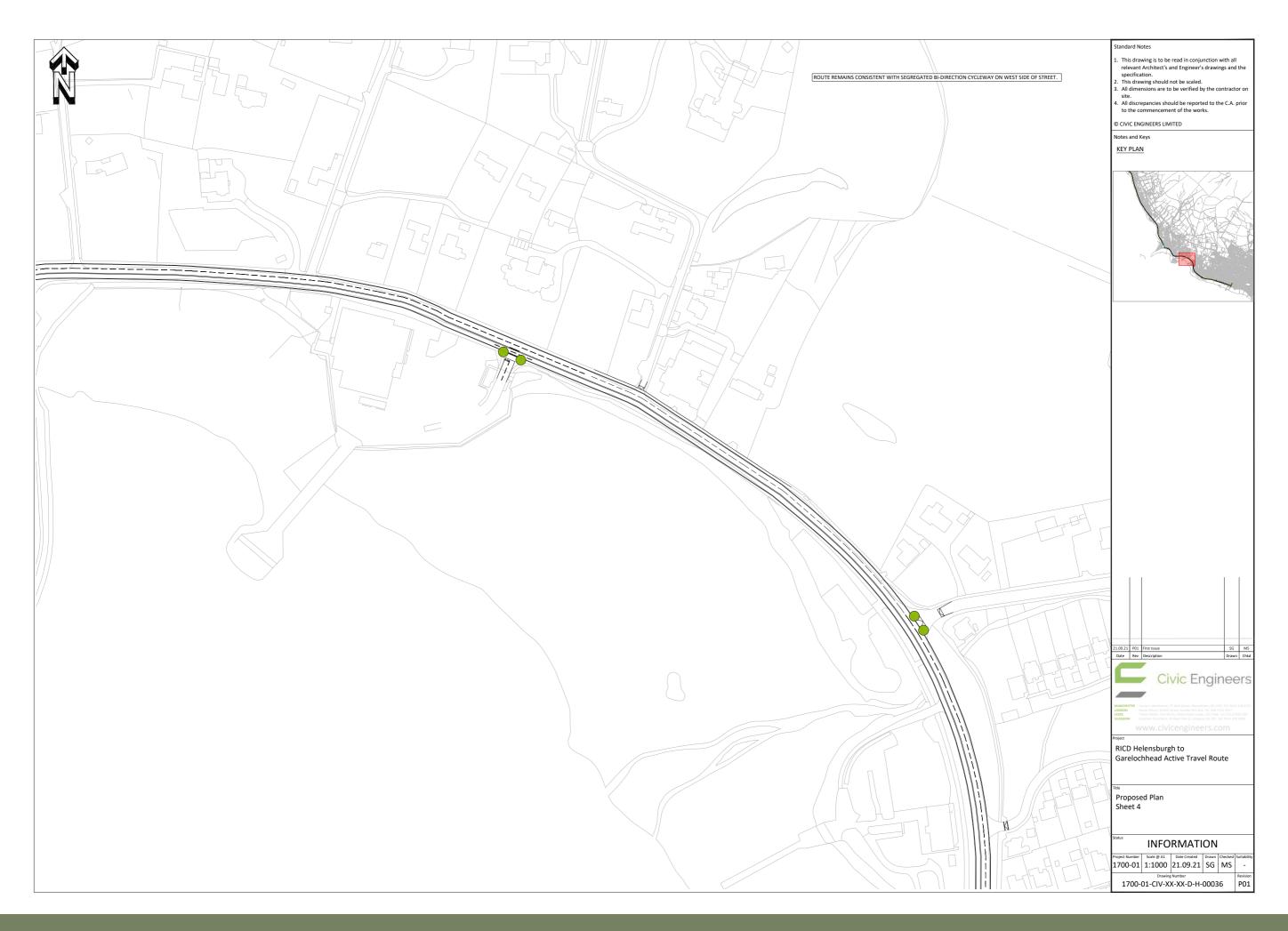
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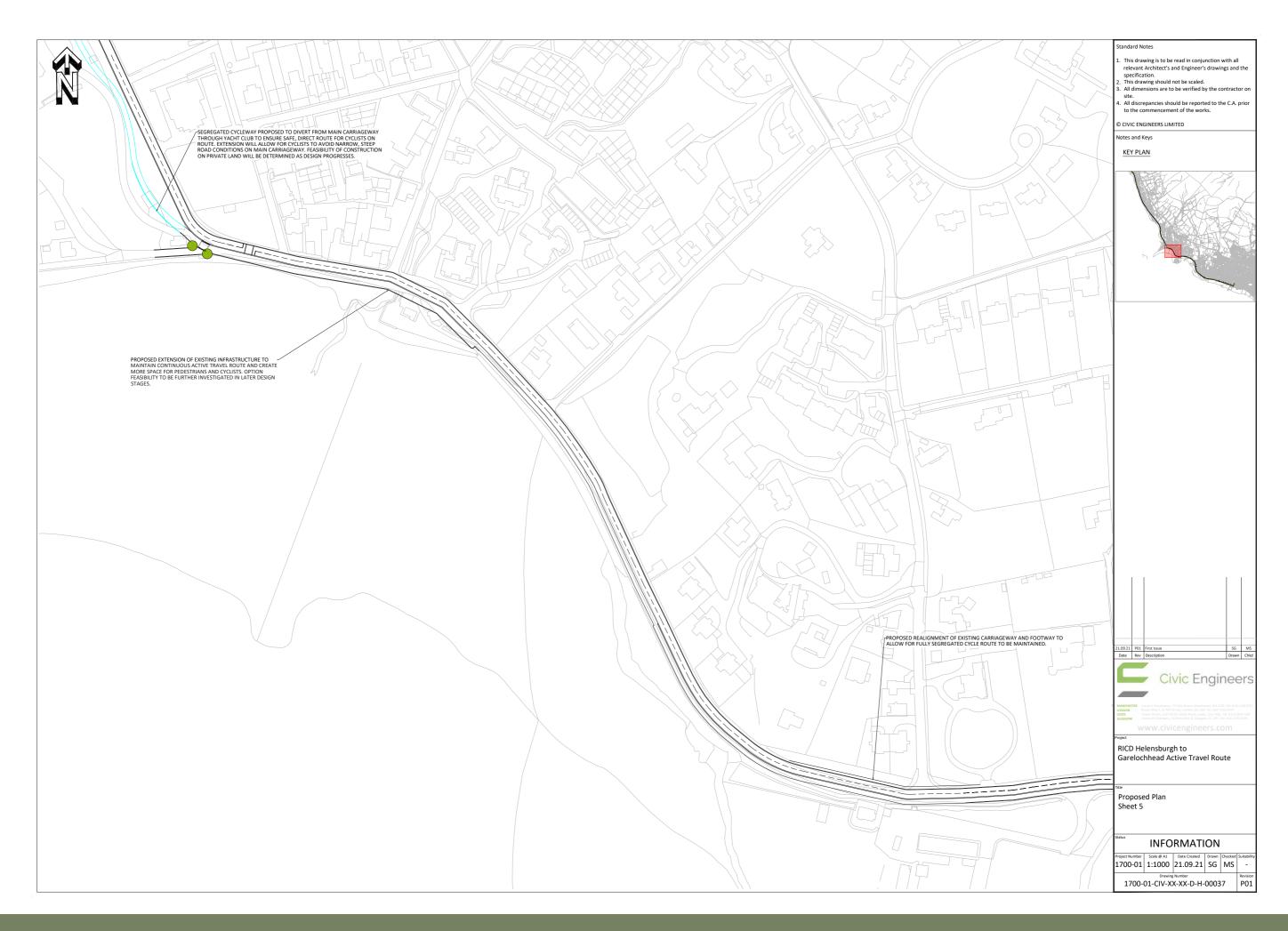
Appendix A - General Arrangements

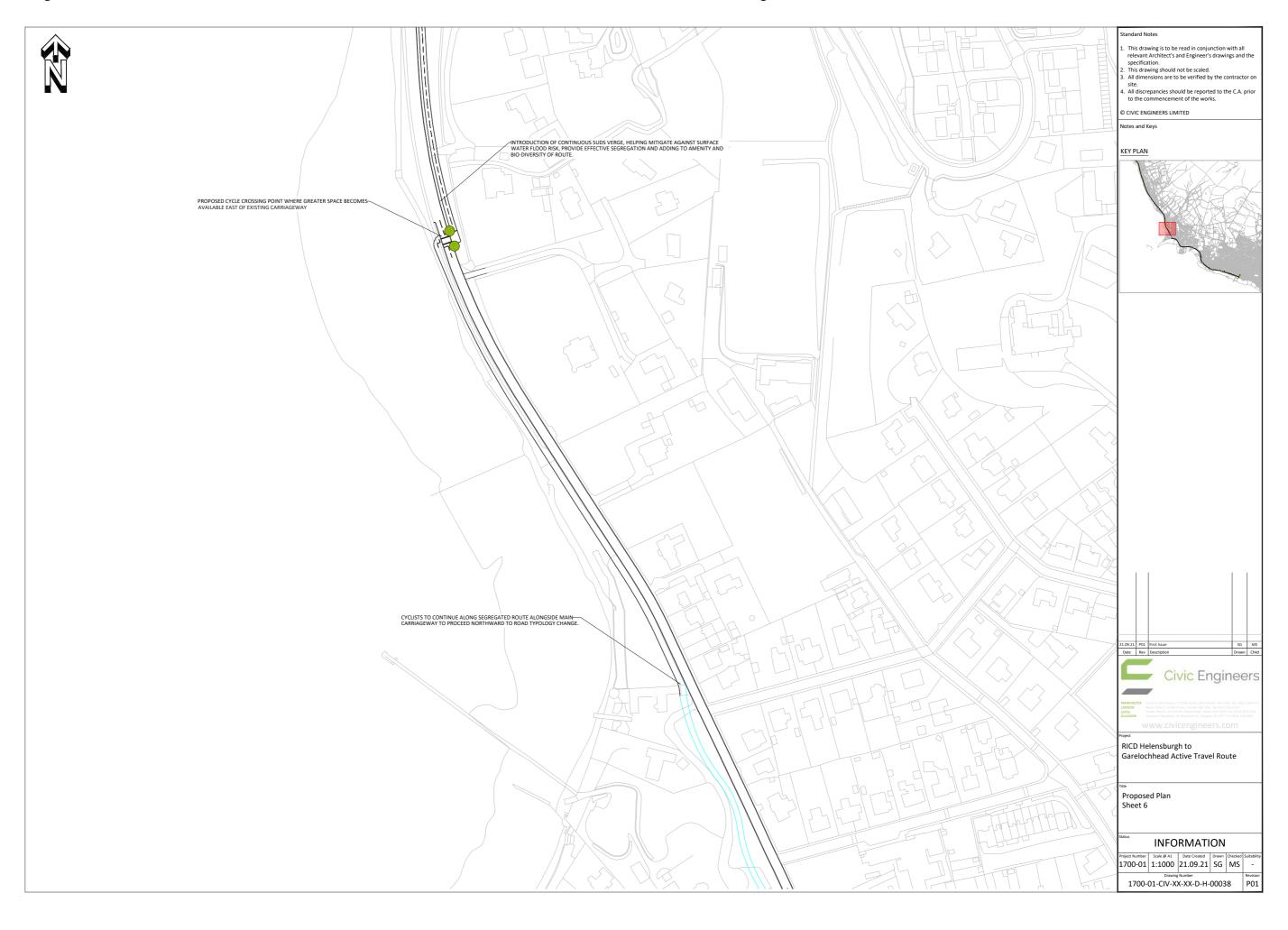




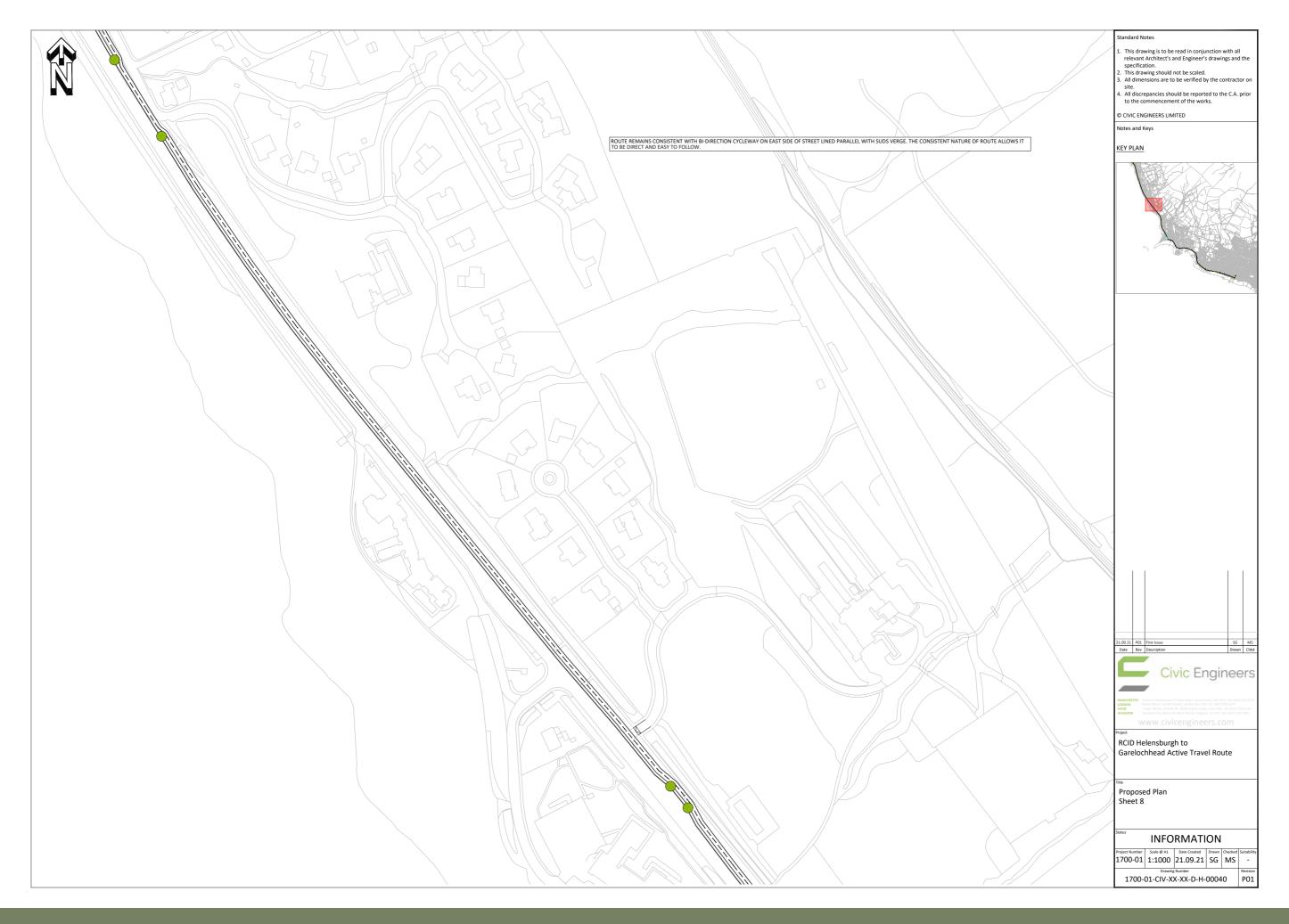


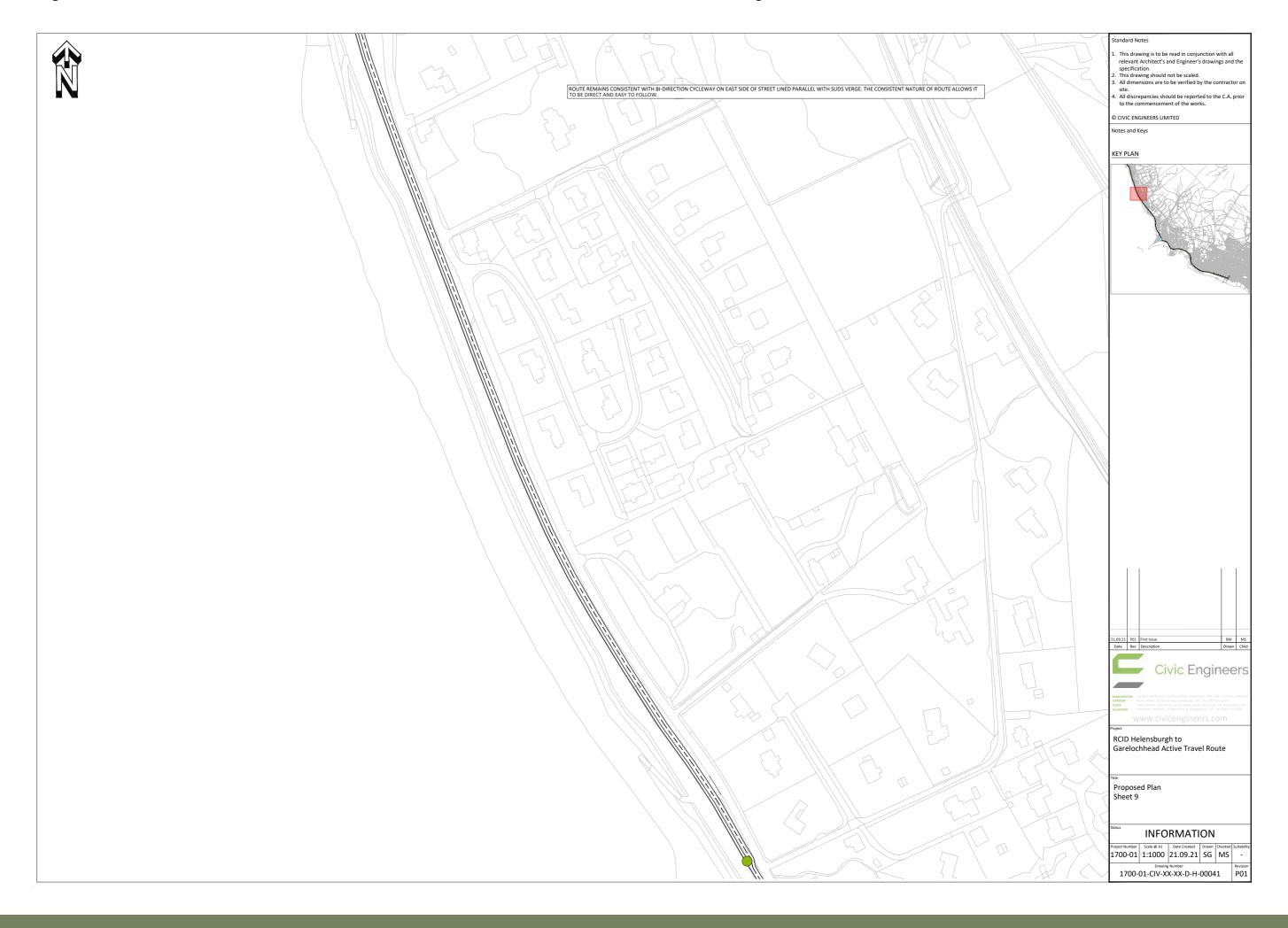


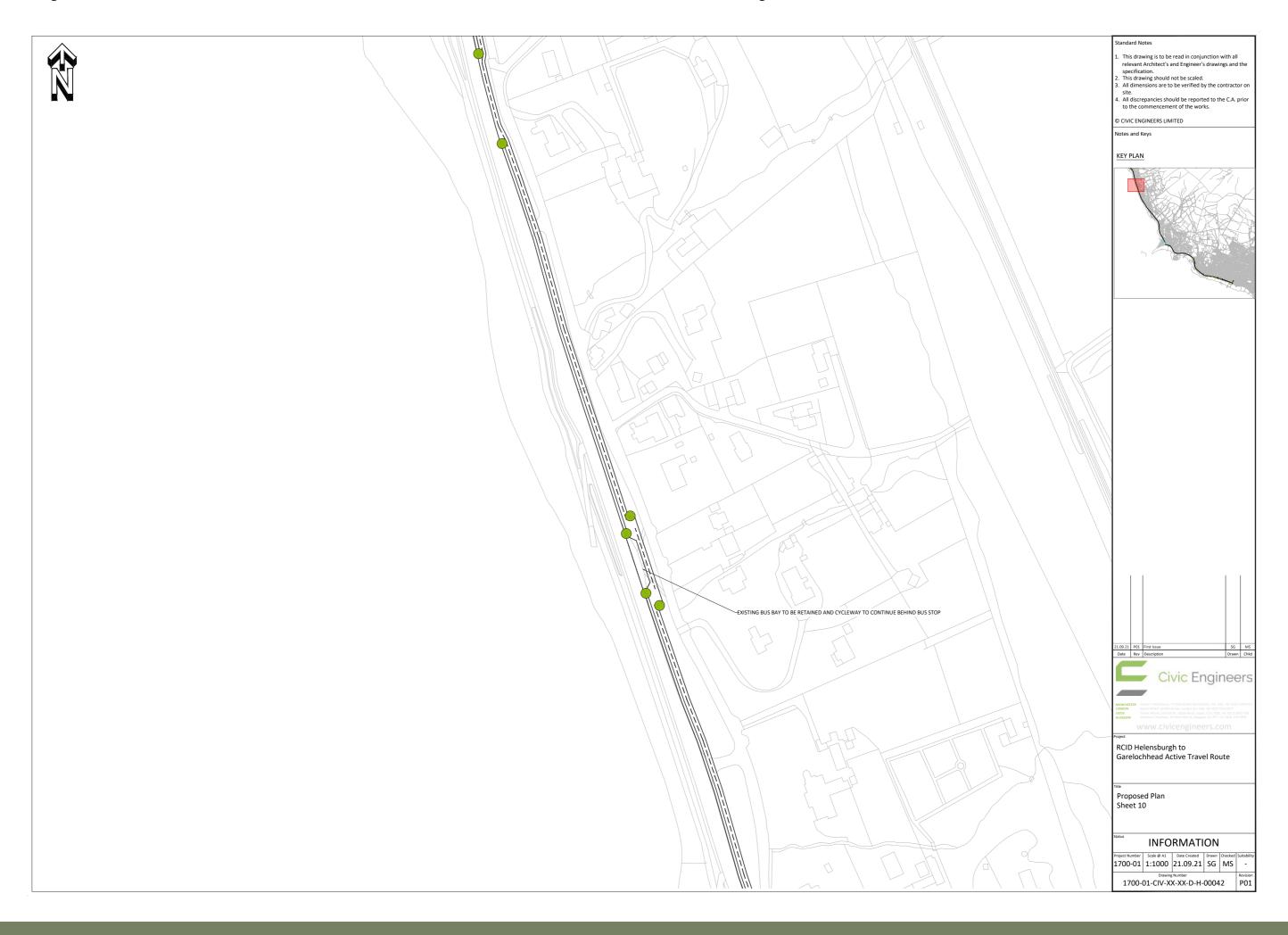




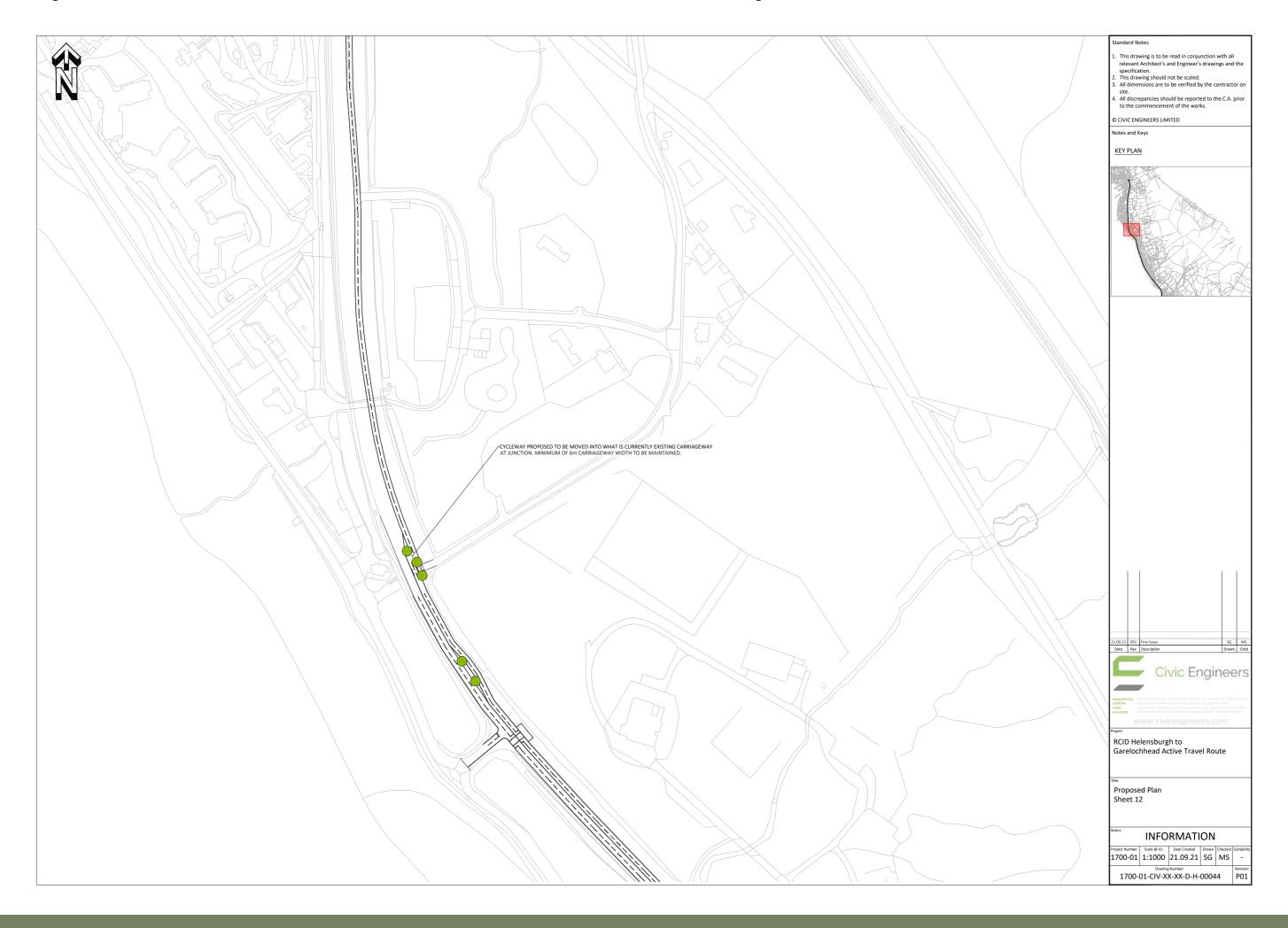


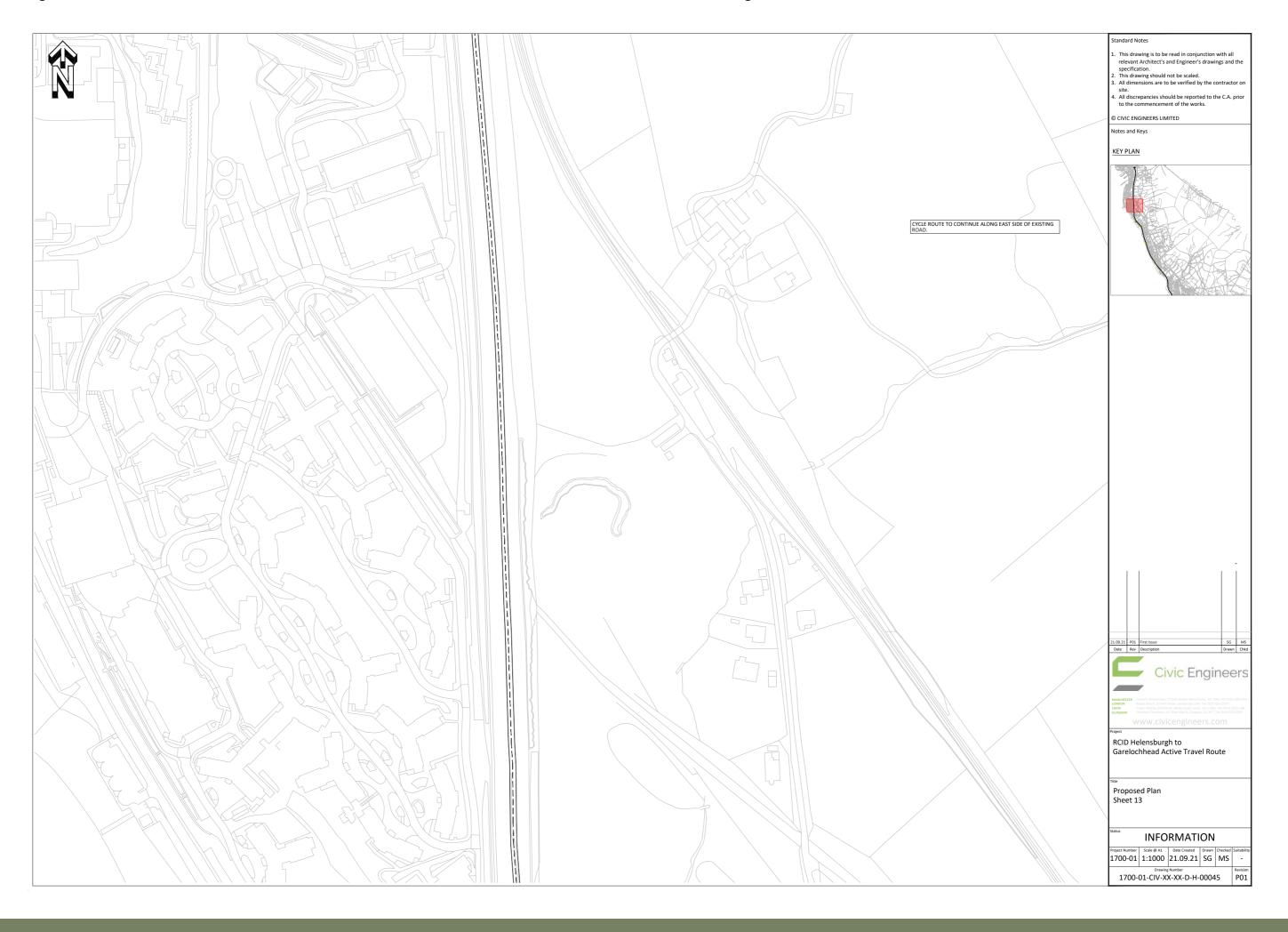




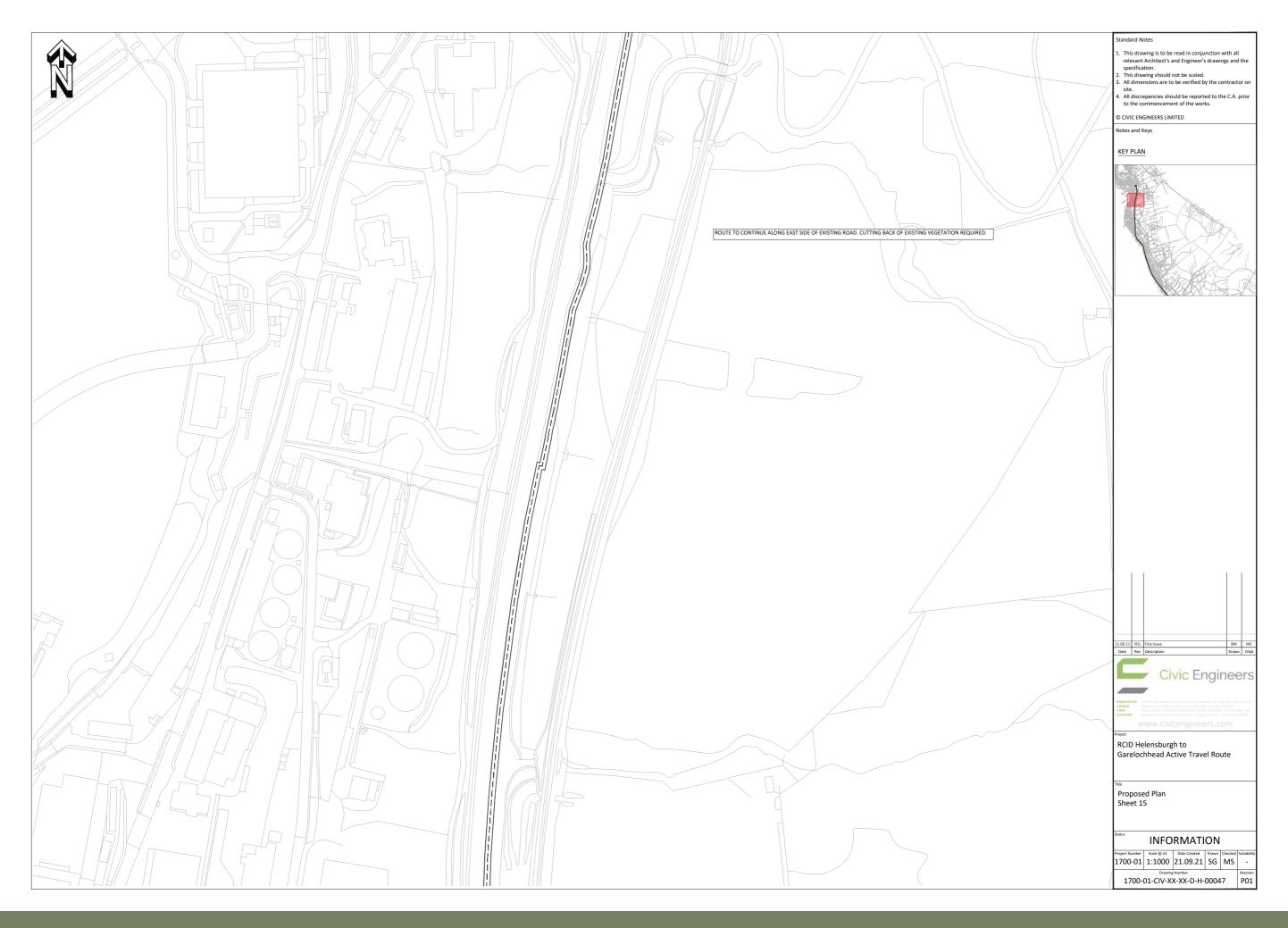


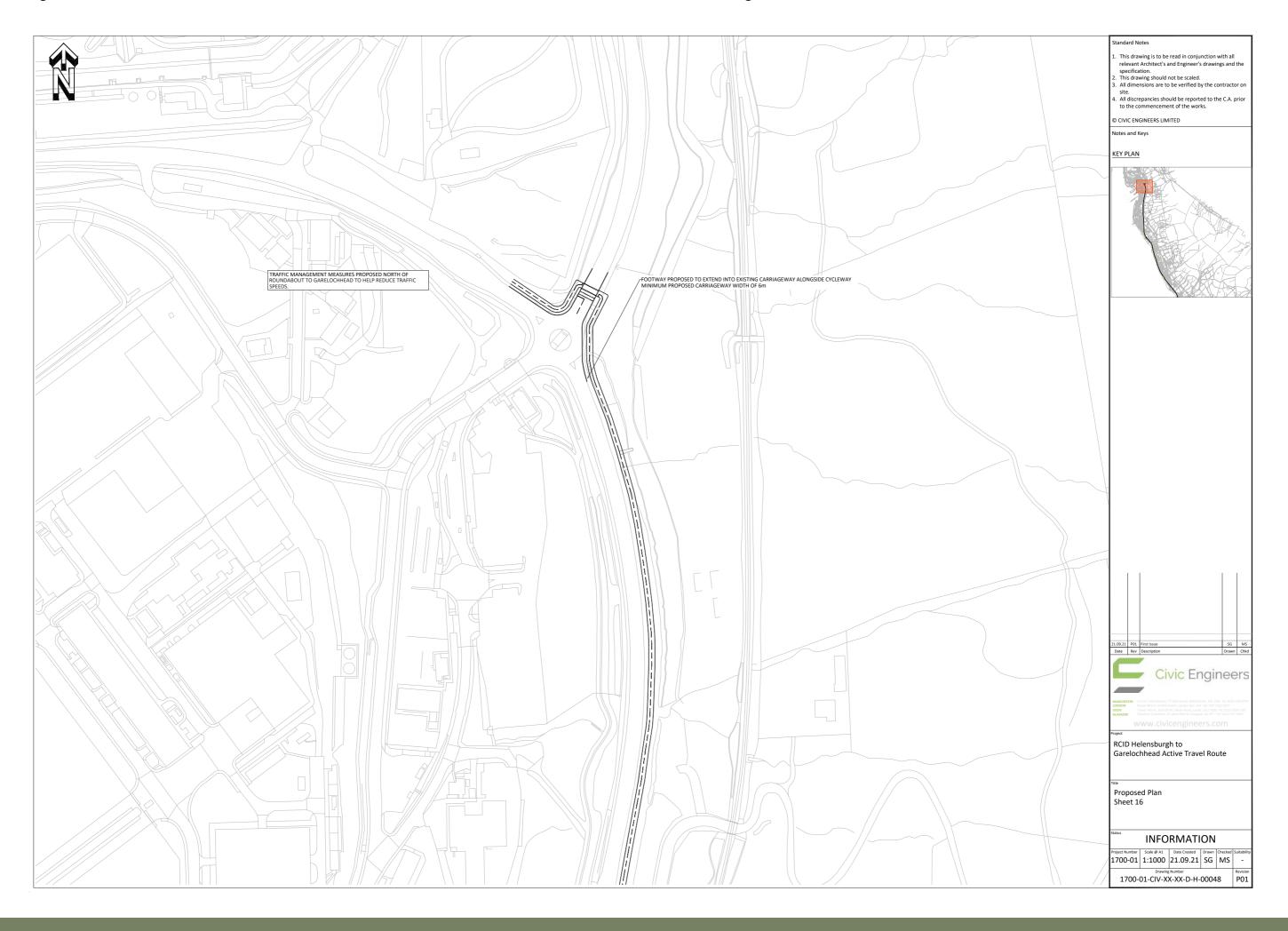












Appendix B - Consultation Report

Helensburgh - Garelochhead **Active Travel Route**

Public Engagement Report - Stage 2

Version 1: 22nd September 2021











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1. Context

The Helensburgh to Garelochhead Active Travel Route is an early design project to redesign the route for walking, cycling and wheeling between the towns. The project is funded by Argyll and Bute Council, with the support of Sustrans Scotland's Places for Everyone programme, which is funded by Transport Scotland.

The aims of the project are to:

- Make it easier and safer for people of all ages to walk, cycle, and wheel for leisure and commuting, helping to reduce the local carbon footprint
- Connect local amenities such as businesses, schools, transport, and tourist spots
- Enhance and compliment the natural beauty of the area

At this stage of the project, the Design Team have undertaken a preliminary review of the route and devised a proposed strategy for how improvements can be delivered. This report details the public engagement activities undertaken to test the Design Team's initial thinking with stakeholders who live or have a connection to the route between Helensburgh and Garelochhead.

The public consultation on the Stage 2 proposals opened with the Route Relay on the 9th September 2021. This report has been compiled in the early stages of the collection of information. The consultation period will continue until 10th October 2021 when the broadest understanding of public responses will be available. The following Key Findings section gives an overview of the responses across all methods of engagement to date in this Stage and generally reflects the concerns, hopes and views that have been collected in earlier stages of the project, with particular reference to the proposals presented.























2. Key Findings

Engagement Activity and Reach

Pre-Route Relay

- Two meetings were held with the Engagement Group (formed of interested locals to help guide the engagement) prior to the Relay
- 5000 flyers were distributed throughout HMNB Clyde and posters were distributed in cafes, clubs, and centres in Helensburgh, Rhu, Shandon, and Garelochhead with assistance from the Engagement Group
- Icecream architecture's social media posts reached over 3.4k users and it's predicted many more were reached through other accounts who posted about the project; private groups within which the posts were shared; and public shares.
- The full website, helensburgh-garelochhead.info, was launched on 1st September
- Articles were published about the website and Route Relay in the Community Advertiser, Helensburgh Advertiser, and Lochside Press (both print and online)

Post-Route Relay

- 57 people were actively engaged in detailed discussions with the Design Team during the Route Relay
- Over 140 people were made aware of the project and website during the Route
- The website has had 858 sessions and 666 unique visitors
- 66 comments were submitted on the site's feedback form 1 (initial response to proposals), and 30 comments were submitted on feedback form 2 (placemaking
- The longer online questionnaire linked on the site has 52 responses as of 22nd September and will remain open until 10th October

Public Engagement Findings

There is general positivity for the proposals from the public across responses online and in-person. Many support the proposed improvements to the route to encourage active travel, improve access to the amenities of the area, and provide improved conditions for commuting. There are common themes emerging across the responses received which highlight desires and concerns for the route's implementation:

Behaviour change

- From responses collected to date, 59% of respondents felt they would be certain to walk, cycle or wheel more if these proposals were realized. Only 14% of respondents suggested they would not be encouraged.
- The route should make cycling a more attractive prospect than driving. Cycle paths have positive impacts only if they're actually used.
- · Children in Rhu are permitted to leave school early if they cycle, which encourages many pupils to do so, but only through the village.
- Cyclists are discouraged from using the existing path due to it's stop-start nature, particularly at driveways. Continuity of the route is important or cyclists will continue to choose to cycle on the road where they can move quickly without barriers.
- Currently the lack of maintenance makes it very unappealing and unsafe for people to choose active travel due to overgrown vegetation and bad surfaces.
- Signage was suggested as a way to eliminate confusion about how to use the route and remind users to be respectful of one another.

"This is a lovely route to cycle but it's frustrating that the shared pedestrian/cycle parts are so bumpy and uncomfortable as a cyclist. There are also some quite scary parts as the road gets really narrow around Rhu with fast moving vehicles."

"The ideas presented in the proposed plans make the route much more user friendly and attractive as a leisure route but also for commuting purposes"

"A safer route would allow my family to use the area currently my wife and child would not feel safe due to speed of traffic and frequent close passes."

"I have just got an electric bike in Helensburgh and am keen to use it more. This would really encourage me"

"I am a keen cyclist from a health and fitness perspective. I mainly use the road as I am looking to make progress to sustain a certain level of effort. Mixed cycle paths compromise this objective and I tend to only use those where the road alternative is narrow and unsafe such as the the Blackhill road between Helensburgh and the A82. I will continue to cycle regardless of the presence of cycle paths."





















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Route conflict and segregation

- A common desire is to have pedestrians and cyclists separate from one another as narrow paths are not ideal for shared use
- Pedestrians feel scared to use a path that is shared with cyclists going fast and don't want to share the space if it can be widened. Those with prams, dogs, children, and wheelchairs would be especially apprehensive
- Solid barriers could be added at sections to make people feel safer
- Grass verges should be used to widen the paths and make more space for all
- Pedestrians want to be close to the waterfront, not looking across the road walking groups go out by these scenic routes and moving them away would discourage them
- Cyclists are forced to cross the section between Rhu and Peace Camp which puts them off. Crossings should be minimised as it's a very busy road.

"I don't like mixing with traffic so this would make a huge difference to me in safety terms"

"Segregated cycle lanes will encourage all ages to take up cycling."

"Already cycle a lot, unlikely to do more. If route is not well laid out or impractical I would cycle less as being on the road would likely cause angry/frustrated drivers and increase the risk of accidents."

Safety and maintenance

- Vegetation must be kept trimmed back as currently low hanging branches cause danger for cyclists, forcing them on the road and reducing visibility
- The surface of the new route needs to be smooth and bike-friendly. The existing path is bumpy and uncomfortable to use due to potholes and debris
- Comment on the need for dropped kerbs (or raised tables) at all crossings to make the route accessible. Desire for route to be suitable for all types of cycle, in particular reclined cycles with low ground clearance.
- Visibility is an increased concern when low to the ground. Having planting and height difference to segregate from vehicle traffic is beneficial when being low to the ground.
- On the Old Road, cyclists use the pavement as drivers often almost crash
- For pedestrians and cyclists both, lighting should be implemented along the full route that allows good visibility and makes it safer for families. Currently the Old Road by Shandon needs additional lighting
- Good drainage is needed so it doesn't become flooded, particularly on segregated routes in other places this has caused issues. Current path floods regularly

"people want to feel safer and the stretch of 50mph limit through Shandon is rarely adhered to, yet the current cycle path is virtually unusable on a decent bike because of the lack of maintenance. I would cycle more with my child if this infrastructure was built"

"I am keen to use the paths but they are unsafe at the moment"

"The route is not safe currently. I know personally of 1 fatality and 3 serious injuries caused to commuters on this route."











Suggestions for route and placemaking

- Improving the boundaries along the route was the highest placemaking priority, with wayfinding, feature lighting and viewpoints also a priority for respondents.
- Cycle racks and storage, cycle repair, rest stops and water stops were indicated to be important facilities for placemaking
- Improved surface and system of use from best practice
- Tie in specific amenities such as the view from top of Faslane Hill, bramble picking at Blairvadach, The Brae Shop in Rhu, a playpark, and the Peace Camp
- More facilities for all such as water fountains, toilets, and benches/shelters
- Signage will be very important for wayfinding, encouraging cyclists to use the route safely, and directing visitors to villages/businesses/attractions - currently some signage faces in the opposite direction from cyclists
- Information boards at viewpoints and other spots along the route can incorporate artwork from locals, historical knowledge, and wildlife spotting
- · Alternative routes around narrow sections such as at Garelochhead, similar to the alternative route through Rhu
- Link the route to other paths such as Glen Fruin or Duchess Woods
- Make the end a "destination", perhaps a monument at the end of the route

"Use existing fields and grass verges along this route for planting native wildflowers etc. This increases biodiversity, good for bees, looks better than grass but it seems they are often treated as an 'eyesore' and cut down when they grow naturally"

"It would be good to have maps at various points along the route that show how to get to nearby places like tourist spots, villages, toilets and so on"

"I would like to see facilities like toilets, water fountains, benches that can be used by cyclists and walking groups. Some nice artwork would be nice especially if it was by local children or something but practicalities need to be dealt with first"

"Better lighting is definitely needed! I don't feel safe walking myself by the woods in the dark never mind children, and bright lights all along the route will improve visibility and safety"

Next Steps

Ongoing engagement as the project moves into the next stage will be continued in several ways:

- Continuing to meet with the Engagement Group
- Maintaining relationships with stakeholders including local groups, schools and **HMNB Clyde**
- Maintaining the database of email contacts to provide updates on further engagement, events, and project activities

Once the consultation concludes on the 10th October, the full results will be collated and presented with the proposals on the website.











2. Communication

The promotion and communication of the Stage 2 engagement element focused on building a community of interest through the Engagement Group who steered us in the promotion of the project and assisted us to plan the Route Relay. The Route Relay was conceived as a way of kicking off the consultation related to the Stage 2 design proposals, to build awareness of the project and the website and to have detailed and qualitative conversations between the Design Team and the local public in all the localities along the proposed route.

Promotion

Social media content about the Route Relay and website were circulated across Twitter, Facebook, and LinkedIn before and during the event, garnering support and engagement from the online community.

Facebook

Independent posts regarding the Relay and website were posted by icecream architecture, Argyll and Bute Council, and the group Plastic Free Helensburgh. Icecream architecture's post reached 159 people. Argyll and Bute Council issued a link to the press release.





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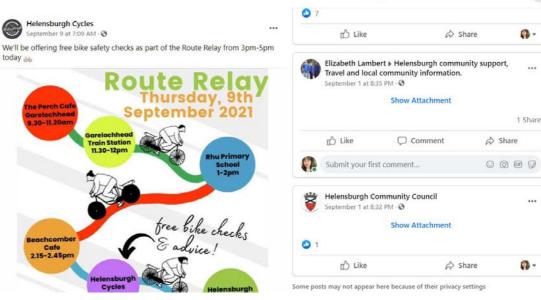






Plastic Free Helensburgh has 729 followers. Their post was shared by Helensburgh Community Council, The Perch Cafe Garelochhead, and the 'Helensburgh community support, Travel and local community information' page with 6.1k members.















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Local Facebook groups were contacted about the project and Relay:

Group	Public/Private	Action
Helensburgh Mountain Bike Meet Up	Private	Contacted, admin posted to group
Helensburgh Off Road Cycle Club	Public	Contacted twice
Helensburgh's Community Group	Private	Contacted, admin posted to group
Lomond Roads Cycling Club	Public	Contacted twice

Twitter

Icecream architecture (@icecreamarch), Page/Park (@pagepark), Civic Engineers (@civicengineers), and Rhu Primary (@PrimaryRhu) all independently tweeted about the Relay. These tweets all garnered likes and retweets from local accounts such as the Helensburgh Advertiser (@helensburghadv).

















During the period from 7/09/21 to 12/09/21, icecream architecture's tweets concerning the Relay and website earned 3.3k impressions. The top tweets had 771 impressions and 673 impressions respectively. The top tweet to mention @icecreamarch was from Rhu Primary, which had 102 engagements.



LinkedIn

Posts regarding the Relay and website were published by Civic Engineers and Urban Movement, and shared by Nick Wright Planning, to a combined following of 5345.













Better connecting people with the things they love is at the heart of our work in this amazing place.

Come and cycle around with the team this Thursday to shape the designs, and find out more below.

Civic Engineers Page\Park Architects icecream architecture Nick Wright





+ Follow

Have your say today on #design ideas for improved #activetravel routes between Helensburgh & Garelochhead, the #design team will be out and about on their 🚲 to get your thoughts! Page\Park Architects, Argyll and Bute Council, Sustrans, Urban Movement, icecream architecture, Nick Wright Lots of great opportunities on this route for everyone! Get along and give your views 🚶 🌡 🧺



Email

A database of contacts had been established during Stage 1 of the project. Email updates were sent out to this database. Communications about the project were also sent to various local groups and clubs via email. The following organisations were specifically contacted:

- Rhu and Shandon Community Council
- Garelochhead Community Council
- Helensburgh Community Council
- Gareloch Group Riding for the Disabled Association
- Lochside Care Home
- Rhu & Shandon Parish Church
- Fun First Charity
- Helensburgh Photography Club
- Helensburgh Sailing Club
- Helensburgh Art Hub

Civic Engineers Wovement Sustrans Argyll Bute Council Sustrans



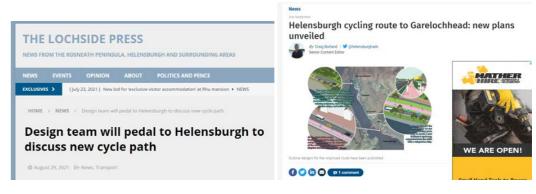








Press/Physical Promotion



An advertisement was placed in the Community Advertiser, with a circulation of 13,000 and 45,500 potential readers. They also chose to write an article on the upcoming Route Relay and the launch of the website. Articles about the project were published in both the Helensburgh Advertiser and the Lochside Press, with follow up articles published in advance of the Route Relay and website launch.



Helensburgh/Garelochhead Walking, Cycling, & Wheeling Route

Help inform a new and improved active travel route from Helensburgh to Garelochhead. View initial design ideas and proposals on our website and give us your thoughts!



helensburgh-garelochhead.info

Bike tags were attached to bikes along the route

5000 flyers and bike tags were distributed by a contact at HMNB Clyde that advertised the Route Relay and website. Information was shared on screens around HMNB Clyde. Bike tags were attached to bikes locked at key locations. Posters were placed in key locations











including the Brae Shop, Rhu; Craighelen Lawn Tennis and Squash Club; and The Perch Cafe.

During the Route Relay, it was noted that there was good general awareness of the project due to previous advertising in local press and through social media.

3. Engagement Group

The Engagement Group was formed of local people who were interested in helping steer the project and team in the right direction. Two meetings have been held so far: an introductory meeting on 7th July 2021, and a second meeting on 18th August 2021.

The first meeting was an introduction to the project, the team from icecream architecture, and the role that the Engagement Group would play in the project. The results from the initial surveys were discussed and prompted the following points to be made on the existing route by the group. These are summarised below:

- There's a need for lighting along the route to make these conditions safer. The headlights from cars when cycling the route in the dark can be dazzling and more segregation and separation is required in any improvements
- Maintenance of the existing route is poor, with overgrown foliage in places. In wet weather and particularly in late Autumn, drainage is a particular issue with areas becoming waterlogged. This would be an important concern for any new route.
- Give way signs at gates and driveways, and the number of road crossings, are problematic for the flow of cycling. Could these be re-prioritised in favour of cyclists?
- The difficult route through Rhu will be of particular interest to cyclists and attendees were interested to hear that options were being considered in detail
- The approach road from the south gate in southbound direction is a blind corner and cars coming along at 50mph makes it dangerous for cyclists
- Pedestrians don't realise the road past the marina is a cycle path. More signage is needed to communicate purpose and for safety

The meeting ended with a discussion of the proposed Route Relay event, during which a member of the group offered their establishment, The Perch cafe, to be one of the stops.

The second meeting focused on discussion of the next steps in the project's engagement, primarily the Route Relay. The proposed schedule was shared and discussed amongst the group, one of whom is the owner of The Perch cafe and was a host on the day. The group were able to offer assistance in various other ways for the event:

- The group put up posters at local places such as the tennis club
- The Perch cafe put up posters and shared information about the event on their social media channels
- We were provided with a contact for the Community Advertiser to get an article on the event published
- A member of the group shared the event through his partner's Facebook group, Plastic Free Helensburgh
- A member of the group agreed to join the design team on the Relay for a section of

Further meetings and updates are being planned to discuss the response to the design proposals and the Group are eager to stay updated and involved as the project progresses.





















4. Route Relay

What was the Route Relay?

As part of the Fact Finding stage the Design Team spent Thursday 9th September 2021 cycling along the route from Garelochhead to Helensburgh, setting up at key locations to engage the community and gain an insight into the challenges and perception of the local population towards the current cycle route improvement options and the need for interventions along the route. Promotional materials such as posters and flyers directing people to the project website and encouraging them to leave feedback were also distributed.

The Route Relay began at the top of Garelochhead with a wet morning at the Perch Cafe. Despite the weather, several members of the community made their way over specifically to chat with us, including some key figures such as the Head of Transport for Faslane Navy Base. It was clear that news of the project had already sparked interest in the community, and many were keen to hear about the proposals in more detail, as well as leave us their own feedback about opportunities and points of contention along the route.

With the rain mostly cleared a quick stop was made at Garelochhead Train Station to meet the incoming train and hand out flyers before continuing on to Rhu Primary School. On the way to Rhu the Team was joined by a local cycling enthusiast, Rob, who guided us along the current cycle route to the school and shared his local insights about the various sections of path.



















Much of what the Team had observed on the ground was echoed by the children at the school; that the current path has sections where maintenance has been a long-term issue; that the path is indirect, and has some inclines which are challenging for children to cycle.

















At the school, the pupils had the opportunity to meet with some of the design team and ask lots of questions. One of the architects, Fraser, was able to provide detailed answers to all of their queries, as well as sparking their imagination by sharing various things it may be possible to do, such as adding colour to the path or interesting stories from the history of the area. The pupils also took part in activities, such as creating posters to show us what they would like from a new cycle route. The response from the young pupils was overwhelmingly











positive and comments came from both pupils and teachers asking to be kept informed and engaged as the project progressed.

After the school the Team made their way to the Beachcomber Cafe where, despite the wind, there were members of the community who were keen to find out about the proposals in more detail.



The next stop was Helensburgh Cycles, who had kindly offered to perform free bike checks to anybody who dropped in on the Route Relay. Great conversations were had with some particularly enthusiastic locals who were able to give us invaluable insights into the road and how people use it, all of which was keenly noted by the design team.

The final stop of the day was Helensburgh Central Station. With the evening coming on and the weather taking another turn for the worse, engaging people in the street became more of a challenge. Despite the rain, detailed conversations were had with some road cyclists, discussing with the design team at length about the need for a more consistent, less fragmented route—a sentiment which was echoed by many cyclists throughout the day.















Key Themes from Route Relay Discussions

Behaviour Change / Increasing Usage	No. of Mentions
 Going through Rhu the back way (through the village) is difficult as it's up a steep incline. User teaching his children to cycle in the area. "Cycling is the main way we get around, I welcome anything you can do to improve it." The route should make cycling more attractive than driving. Significant number of children cycle to school, some accompanied. The school allows cycling children to leave earlier. Scepticism over whether 'serious cyclists' would use the route. Needs to be direct for commuters. Needs to be appropriate quality for a 'road-type' bike. Comments from 2 cyclists: "[The current set-up] is a classic half arsed British cycle path." A need for cycle parking noted at Kidston Park - café would like this. Commuter Cyclists don't use the official cycling route through Rhu - also note that Commuter Cyclists tend to be going very quickly, around 25mph. At Rhu, locals will generally go through the back road through the village when cycling. However, non-locals will come off at the junction near the public toilets where there is a bottle-neck. This area is very dangerous, particularly when cycling with children. He felt it would be good to make people (especially non-locals) aware that there is a safer route through the village at Rhu. (Not using official section of route) [On the current path] "I just don't use it. The potholes are a nightmare, it's easier to just use the road." The road between Rhu and Peace Camp - there are 3 intersections where cyclists have to cross or give way: this will put people off. Speed of cars puts people off. Speed of cars puts people off. The school uses the shore at Rhu regularly as a teaching resource. Take classes of approx. 30 down for outdoor learning on a daily basis. Comments on the importance of the continuity of the route, 	x17
would prefer the route all on the same side of the street but an understanding that it is not possible here.	











- Comments about the connection east from Helensburgh town centre and how important it is to link well with that route. Also, how the route could connect regionally.
- Roundabout near Faslane how to join on the road?

Route Conflict and Segregation	No. of Mentions
Segregation of vehicles / bikes / pedestrians is best where it can be achieved.	x11
Narrow paths make it difficult to share with pedestrians.	
• Finds that too often, cyclists have to cross over the road to get	
to the cycle path again.	
Can horse-riders use the route?	
More lighting as well as finding that they would prefer cyclists to	
be separated from pedestrians as they feel unsafe when	
walking their dog, as many cyclists pass by very close and	
quickly, without warning from a bell, etc.Lots of drives etc open onto the old road. Cyclists don't give	
way. Cycle route should be on the opposite side of the old road	
from the driveways.	
Inclines for reduced mobility cyclists need to be taken at slower	
speeds - other road users can be impatient.	
 Narrow paths make it difficult to share with pedestrians. 	
 Asked about Horses being incorporated into the route. 	
 Regarding the alignment of the route at this location, as near to 	
the carriageway and away from the properties/walls is better as	
it gives more visibility out of the driveways – also commented	
that this alignment would be preferable heading north through	
Shandon to avoid driveways.	
 Comment that route along the waterfront is not really central to the town and the suggestion that instead the route should 	
utilise a quieter street through town. W Argyle St for example is	
a quieter street with access to the primary school and could	
connect to the main route when leaving town heading north.	

icecream	PAGE\PARK	
architecture		











Safety and Maintenance	No. of Mentions
 The existing route regularly floods - need to ensure this one will not. 	x43
 Would like to see: really good surface, like in Holland. 	
 Maintenance needs to be consistent and regular. 	
 Cycle paths need maintenance and cleaning, ones along and to 	
Loch Lomond are covered in leaves.	
 Badly maintained culverts on the railway means water washes 	
debris down onto the old road.	
 Drainage is an issue, especially after rain. 	
 Often waterlogged around Shandon, at the bottom of the hill 	
past Blairvadach and by the Peace Camp.	
 Importance of maintenance and keeping the route free of potholes. 	
 Surface at Faslane could be improved, though he said he still 	
cycles it often and doesn't have too much issue.	
 Positive reactions to aim to make the route safer. Several 	
comments on unsafe sections of route and speeding motorists.	
 Concerned about a corner in Rhu near Rosslea Hotel. Keen on 	
the idea of a path on the west side of the road that avoids	
cyclists using the road.	
 Ramps and no drop kerbs to pathways can make it very tricky and uncomfortable to use. 	
 Narrow spacings between bollards or at point closures (e.g 	
Bowling) can make it impossible to pass.	
 Having planting and height difference to segregate from vehicle 	
traffic is beneficial when being low to the ground.	
 Visibility is an increased concern when low to the ground. 	
Regarding the priority of cyclists at junctions there was a	
comment that the handling of the existing crossings is not	
intuitive or easy to use. Supportive of the LTN 1/20 design	
guidance that gives cycle tracks priority at side roads.	
 Comment on the need for dropped kerbs (or raised tables) at all 	
crossings to make the route accessible, some locations in the	
town centre lack dropped kerbs due to the patchwork of footway	
ownership within the town. Desire for route to be suitable for all	
types of cycle, in particular reclined cycles with low ground	
clearance.	
 Route at Faslane is tricky as motorists drive very quickly here, 	
around 80mph. There are often accidents here, and the	
pavement (which you have to cycle on as a cyclist, as the road	
is far too fast) is uneven and full of potholes.	
 Issues with lighting around Shandon, specifically the Old Road. 	











- Concerns around driver sightlines emerging from side roads.
- On the old road, cyclists use the pavement, drivers often almost
- Signage and awareness needs to remind / warn users to be considerate of others. In Rhu, current signage faces the wrong way for cyclists to see.
- Lots of bushes and foliage along Old Road reduce visibility.
- It's extremely busy and hazardous at peak times and there is conflict between cars/bikes/pedestrians.
- On Old Road, move the cycle path away from the wall with driveways opening, danger of crashes.
- In Rhu, the section between the bottom of Manse Brae and the corner (going North) is difficult. Pavements are very narrow.
- Heavy vegetation near the crossing by Peace Camp reduces visibility and makes people lean out dangerously into the road.
- Some find the crossing at Shandon very nerve-wracking/tricky.
- Rhu Bottleneck is a problem.
- Glass is on the John Muir Road that the council won't clear. This area is currently causing burst bike tyres, etc.
- Comments on dangerous cross winds for cyclists on the road. Felt moving route in-land would make an improvement.
- The bottleneck around Rhu also came up multiple times.
- The existing route regularly floods need to ensure this one will
- After Aros Rd, Old Road has a very poor surface.
- Positive reactions to aim to make the route safer. Several comments on unsafe sections of route and speeding motorists.
- Narrow spacings between bollards or at point closures (e.g. Bowling) can make it impossible to pass.
- Questions about the alignment of the route along the front in Helensburgh, will the pedestrian refuge that is between W Clyde Street and the promenade be retained? Will space for the cycle lane come from the carriageway or greenspace? Need for crossing points for pedestrians at key locations to access the waterfront, otherwise the cycle track may present a barrier to access for those with limited mobility.
- Comments on conflict between cyclists and pedestrians near collisions.
- Concern about vehicle speed in the area near the speed limit signs to the north of Rhu, vehicles heading north often speed up well before the signs and those going south slow down after the signs. For this reason, there is also concern about the location and type of crossing required, space is limited by the first set of driveways here, particularly the gated drives where cars must stop before entering the private properties.













- Entrance to Rhu coming south, speed limit changes from 50 to 30. Many drivers don't slow down until they reach the 30 sign. This change is near a crossing point that is very busy.
- Service Road crossing at South Gate of Faslane dangerous as it is at the bottom of a hill descent with cars going fast.
- Near Peace Camp there is a permanent puddle. Cyclists come to the edge of the cycle lane to avoid it which annoys drivers.
- Top of the hairpin road near Garelochhead train station, need to balance safety and viewpoints.

Placemaking	No. of Mentions
 How to make the end a "destination", perhaps a monument at the end of the route. Any such thing would need to be resilient and maintainable. Issues of traffic congestion at drop off and pick up because of the large catchment area reduce the quality of the space. Placemaking: good locations: view of subs top of Faslane Hill, bramble picking at Blairvadach, tie in The Brae Shop in Rhu, playpark, the Peace Camp could use it to promote themselves. Feels that Glen Fruin could be integrated with the current route as it's both scenic and safe. He commented that he chooses to use it to teach his young children to cycle due to the safety of this area. Comment on the importance of linking to single track Glen Friun road, and utilising this as a leisure asset. Feel that there should be facilities along the route such as public toilets, cafes and sweet and ice-cream shops, as well as water stations. That the route should be bright and colourful. Some said a rainbow road, others wanted one or two bright colours. Easier access from the route to the beach. That the route should go through the Duchess Woods. There could be games on the route, maybe painted onto the floor for those on foot. One mentioned letters so walkers could spell out words/their name. Others thought of interactive games for younger children. Paddleboarding should be included in the route. Geographic markers, waymarkers with distance to X & Y, viewpoints over the water. 	x14











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- Things they would find useful infrastructure: litter picking stations, shelter, dog poo-bag dispensers, a storage locker, picnic table seating.
- Should also signpost and promote cycling routes to Arrochar, in Glen Fruin and Glen Douglas.

Comments on Proposed Route Designs	No. of Mentions
 Cyclists commuting to the Faslane Navy Base enter through the South Gate. Concerns about viability of the route as shown in the diagrams at certain points. Felt the existing width was not sufficient. Route separated by the grass verge looks good. Overall positive about the likelihood of the investment and improvements. Would welcome a system similar to Holland. He was also concerned that further changes would only narrow the roads more, and that some areas through Helensburgh have already been narrowed quite a bit. Importance of making all the wider connections work. Several comments on the uncompleted Cardross cycle scheme. Question about alignment of route opposite The Rhu Inn and how this will interact with the shore and existing wall. Questions about where the route will go at Rhu if the route through the yacht club is not possible. Scepticism over whether 'serious cyclists' would use the route. Needs to be direct for commuters. Needs to be appropriate quality for a 'road-type' bike. Importance of making all the wider connections work. Local man commented that he was concerned that further changes would only narrow the roads more, and that some areas through Helensburgh have already been narrowed quite a bit. 'That'd be brilliant!' (Commenting on current designs and prospect of improvements.) Nothing should be too colorful or out of character as Rhu is a conservation area. It's already a great area to walk, but a cycle lane would be an improvement Solutions to narrowness of Rhu Road: signage that says: "Give way to cyclists for X metres." 	x20













- Felt that the Old Road should be redirected to Rosslea Road.
- This man also thought there was more need for a route from Moss Road - Dumbarton.
- Should market the route as an extension of Route 7 from



Engagement Numbers - Route Relay

Location	Time	Number actively engaged in detailed conversation	Number who were made aware of the project and website
Pier Cafe, Garelochhead	09:30-11.20	3	15
Train Station, Garelochhead	11:30-12:00	0	0
Peace Camp	12:30-12:45	3	10
Rhu Primary	13:00-02:20	17	6
Beachcomber	14:15-14:45	6	4
Helensburgh Cycles	15:00-17:00	9	40+
Colquhoun Square	15:00-17:00	16	45+
Helensburgh Central	17:00-19:00	3	20+
Total		57	140+







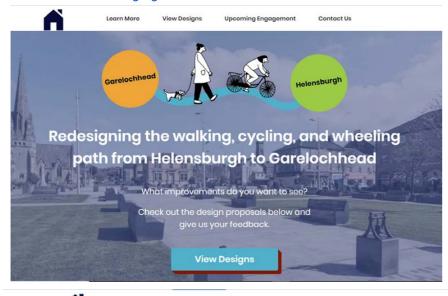




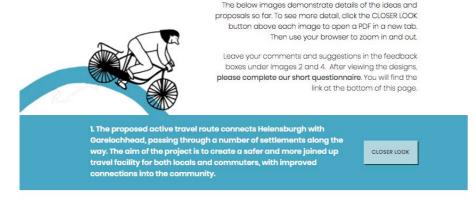
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5. Online Engagement

The full website for viewing and giving feedback on the proposed designs went live on 1st September 2021 at helensburgh-garelochhead.info.

















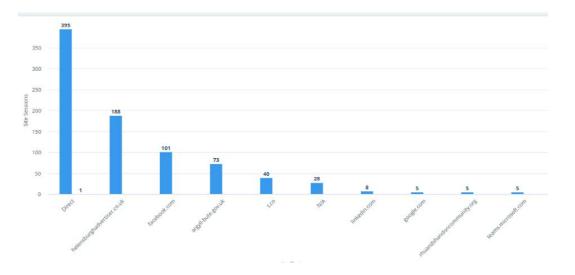




There have been 858 site sessions and 666 unique visitors so far. View Designs is the most visited page.



Activity peaked around September 2nd, when the Community Advertiser and Helensburgh Advertiser articles were published and again on the 9th September during the Route Relay. As shown below, there is a high number of direct traffic to the site. The Helensburgh Advertiser's website drove the second highest number of visitors to the website.













Online Feedback

Feedback is being gathered on the initial design ideas and proposals on the website helensburgh-garelochhead.info. There are three ways that users can share their thoughts: two feedback forms on the View Designs page of the website, and a questionnaire that is linked at the bottom of the View Designs page. The first feedback form, which asks for users' initial thoughts on the proposals, has 66 responses. The second feedback form, which asks for placemaking suggestions, has 30 responses. The questionnaire has 52 responses so far. The deadline for responses is 10th October 2021.

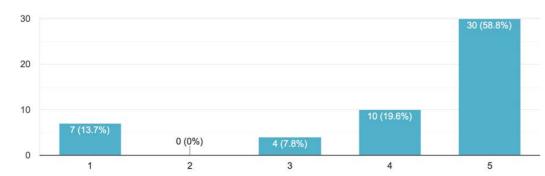
Comments, suggestions, and concerns have been categorised into emerging and overlapping themes below, accompanied by the main points being made by the public.

Behaviour Change

- From responses collected to date, 59% of respondents felt they would be certain to walk, cycle or wheel more if these proposals were realized.
- An important factor for many is how to get cyclists using the new route. Cycle paths have positive impacts only if used
- · Cyclists are discouraged from using the existing path due to it's stop-start nature, particularly at driveways, and the safety of using the path
- Continuity of the route is important or it will frustrate cyclists and they will choose to cycle on the road where they can move quickly without barriers
- The surface of the new route needs to be smooth and bike-friendly. The existing path is bumpy and uncomfortable for bikes and wheelchairs
- Maintenance is vital currently the lack of maintenance makes it very unappealing and unsafe for cyclists due to overgrown vegetation and bad surfaces
- Pedestrians and cyclists should have segregated routes as pedestrians are unsafe mixing with cyclists who want to travel at speed

Respondents were asked "How much would these proposals encourage you to walk, cycle or wheel more?" with 1 being "Not at all" and 5 being "I would be certain to walk, cycle or wheel more". The responses are shown below:

51 responses













Route conflict and segregation

- A common desire is to have pedestrians and cyclists separate from one another
- Many cyclists currently use the road so if they used the new route, shared areas would be too dangerous
- Pedestrians feel scared to use a path that is shared with cyclists going fast don't want to share the space if it can be widened
- Those with prams, dogs, children, and wheelchairs would be especially apprehensive
- Pedestrians want to be close to the waterfront, not looking across the road walking groups go out by these scenic routes and moving them away would discourage pedestrians
- Solid barriers could be added at sections to make people feel safer rather than painted lines
- Grass verges should be used to widen the paths and make more space for all

Safety and maintenance

- Vegetation must be kept trimmed back as currently low hanging branches cause danger for cyclists, forcing them on the road
- The amount of times needed to cross the road, particularly the A814, should be minimal as it's a very busy road. Some suggested imposing lower speed limits
- For pedestrians and cyclists both, lighting should be implemented along the full route that allows good visibility and makes it safer for families
- Good drainage needed so the surface doesn't become flooded, particularly on segregated routes in other places this has caused issues
- More than just painted lines needed to separate the main road from cyclists and the cyclists from pedestrians as these can be ignored

How they would use the route

- · For leisure, primarily on evenings and weekends
- For commuting to places of work
- · Visiting cafes, beauty spots, and other attractions in the area
- As a place to teach children to ride bikes
- For exercise/training purposes
- To visit locations along the route like Garelochhead
- To get to the train station

Suggestions for route

- More facilities for all such as water fountains, toilets, and benches/shelters
- More facilities for bikes such as tyre pumps and racks with covers
- Signage will be very important for wayfinding, encouraging cyclists to use the route safely, and directing visitors to villages/businesses/attractions
- Information boards at viewpoints and other spots along the route can incorporate artwork from locals and schoolchildren, historical knowledge, and wildlife spotting
- These could incorporate QR codes that link to more information or podcasts
- · Alternative routes around narrow sections such as at Garelochhead, similar to the alternative route through Rhu
- Preserve some green space and flora if grass verges are used
- · Additional trees, such as cherry trees, on the approach to Helensburgh





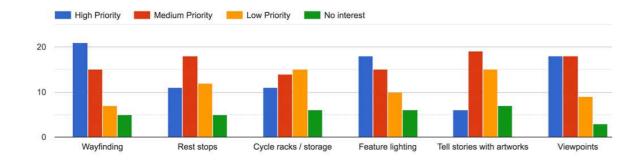


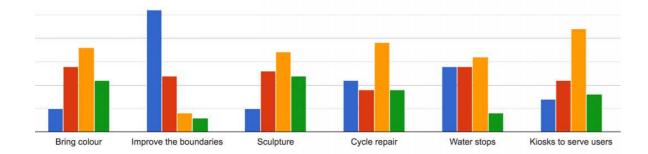




Placemaking

Respondents were asked 'What Interventions would you like to see being prioritised along the route?' Their priorities are shown below:





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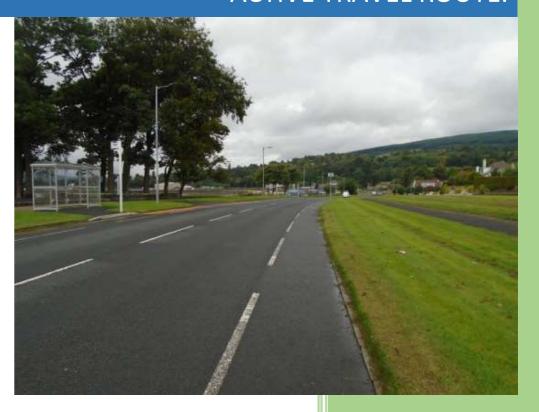


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Appendix C - Road Safety Audit



STAGE 1 ROAD SAFETY AUDIT REPORT FOR HELENSBURGH TO GARELOCHHEAD ACTIVE TRAVEL ROUTE.



Report Ref 110521(1)
Issue Date 17-Sep-21

146 Civic Engineers 147 Civic Engineers

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

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Issue / Revision	Issue 1	Revision A	Revision B	Revision C
Report Title	Stage 1 Road Safe	ty Audit Report for	Helensburgh to Ga	relochhead Active
		Travel	Route.	
Document Ref	110521(1)			
Document	Final			
Status/Remarks				
Prepared by	Wyllie Lodge Ltd, F	Road Safety Consul	tants.	
Prepared for	Argyll and Bute Co	uncil (Overseeing C	Organisation).	
Report Author	D. Lodge			
Signature	David J. Lodge			
Checked by	B. Wyllie			
Signature	Shigh	~		
Issued by	D. Lodge			
Signature	David J. Lodge			
Date Issued	17/09/21			

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

1. INTRODUCTION.

1.1. The objective of a Road Safety Audit (RSA) is to identify any aspects of a road design or construction scheme that could give rise to road safety concerns and, where possible, to suggest modifications that would improve the road safety of the resultant scheme. This report results from a Stage 1 RSA carried out on the Active Travel Route between Helensburgh and Garelochhead. The audit was instructed by Civic Engineers Limited and was carried out by Wyllie Lodge Ltd, Independent Road Safety Consultants.

1.2. The Audit Team members were;

Audit Team Leader David Lodge, BSc, MSc, CMILT, MCIHT, MSoRSA.

Audit Team Member Blair Wyllie, I Eng, MCIHT, MSoRSA.

Both audit team members hold the Transport Scotland / Highways Agency Certificate of Competence in Road Safety Auditing.

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Helensburgh to Garelochhead

Helensburgh to Garelochhead Active Travel Route.

Road Safety Audit Stage 1

2. PROJECT DETAILS.

- The project consists of the conceptual design of a segregated walking and cycling route linking 2.1. the centre of Helensburgh, HMNB Clyde and Garelochhead.
- Argyll and Bute Council created a cycle route linking Helensburgh Town Centre, HMNB Clyde 2.2. and Garelochhead in the early 2000's. This route utilises a combination of on-road advisory cycle lanes, shared pedestrian/cycle path, minor roads and takes a circuitous route to avoid a key pinch-point in the settlement of Rhu. The route now requires significant improvement and upgrading to be compliant with current design standards and, as such, this route is no longer considered to be suitable to encourage cycle or pedestrian use for commuting or leisure along this important corridor.
- 2.3. The proposed upgraded Helensburgh, HMNB Clyde and Garelochhead active travel route will provide a dedicated, high quality, segregated walking and cycling route along the A814/River Clyde corridor. The route will link the town of Helensburgh, the largest settlement in Argyll and Bute (population 13,660) with HMNB Clyde (approx. 8,500 employees) and Garelochhead (population 3,700) to the northwest. The Helensburgh, HMNB Clyde and Garelochhead walking and cycling route will be a key commuter and community link that will provide a safe active travel route to primary and secondary education establishments, places of employment, transport interchanges and a wide range of services, retail and leisure facilities.
- 2.4. Between Helensburgh and Rhu it is proposed to convert part of the existing wide carriageway to a two way cycle route. The existing footways will be retained for pedestrian use.
- 2.5. Between Rhu, Shandon and north of Faslane a segregated off-road two way route is proposed with a grass verge or footway separating the shared use route from the A814 carriageway.
 - Plans of the proposed active travel route are shown in appendix A.

The information made available for the audit is listed below; 2.6.

Helensburgh to Garelochhead Active Travel Route.

Road Safety Audit Stage 1

D	erial .
Drawing Ref.	Title
1700-01-CIV-XX-XX-D-H-0009 Rev P01	Concept Plan Sheet 1.
1700-01-CIV-XX-XX-D-H-0010 Rev P01	Concept Plan Sheet 2.
1700-01-CIV-XX-XX-D-H-0011 Rev P01	Concept Plan Sheet 3.
1700-01-CIV-XX-XX-D-H-0012 Rev P01	Concept Plan Sheet 4.
1700-01-CIV-XX-XX-D-H-0013 Rev P01	Concept Plan Sheet 5.
1700-01-CIV-XX-XX-D-H-0014 Rev P01	Concept Plan Sheet 6.
1700-01-CIV-XX-XX-D-H-0015 Rev P01	Concept Plan Sheet 7.
1700-01-CIV-XX-XX-D-H-0016 Rev P01	Concept Plan Sheet 8.
1700-01-CIV-XX-XX-D-H-0017 Rev P01	Concept Plan Sheet 1.
1700-01-CIV-XX-XX-D-H-0018 Rev P01	Concept Plan Sheet 2.
1700-01-CIV-XX-XX-D-H-0019 Rev P01	Concept Plan Sheet 3.
1700-01-CIV-XX-XX-D-H-0020 Rev P01	Concept Plan Sheet 4.
1700-01-CIV-XX-XX-D-H-0021 Rev P01	Concept Plan Sheet 5.
1700-01-CIV-XX-XX-D-H-0022 Rev P01	Concept Plan Sheet 6.
1700-01-CIV-XX-XX-D-H-0023 Rev P01	Concept Plan Sheet 7.
1700-01-CIV-XX-XX-D-H-0024 Rev P01	Concept Plan Sheet 8.
1700-01-CIV-XX-XX-D-H-0025 Rev P01	Concept Plan Sheet 9.
1700-01-CIV-XX-XX-D-H-0026 Rev P01	Concept Plan Sheet 10.
1700-01-CIV-XX-XX-D-H-0027 Rev P01	Concept Plan Sheet 11.
1700-01-CIV-XX-XX-D-H-0028 Rev P01	Concept Plan Sheet 12.
1700-01-CIV-XX-XX-D-H-0029 Rev P01	Concept Plan Sheet 13.
1700-01-CIV-XX-XX-D-H-0030 Rev P01	Concept Plan Sheet 14.
1700-01-CIV-XX-XX-D-H-0031 Rev P01	Concept Plan Sheet 15.
Document Ref.	Title
N/A	Plan of route showing basic layout.
	Concept Route Plan.

Road traffic collision information has also been retrieved from Crashmap.co.uk . See 2.7. appendix B.

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Helensburgh to Garelochhead Active Travel Route.

Road Safety Audit Stage 1

Helensburgh to Garelochhead

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

3. PROCEDURE.

- The audit was carried out following the general principles and procedures set out in GG 119 of the Design Manual for Roads and Bridges (DMRB), with adaptions to meet the requirements of the local road authority (Overseeing Organisation). The Road Safety Audit procedure is not an examination or verification of compliance to a design standard. Any notified departures from the design standard have been referenced within the report. The recommendations in this report are considered by the audit team to be appropriate and proportionate to the concerns and problems identified.
- The audit was carried out between the 10th and 17th September 2021 at the offices of Wyllie 3.2. Lodge and on site. A daytime site visit was carried out between 11:30 and 14:30 hours by both audit team members on Tuesday, 14 September 2021.
- 3.3. During the site visit traffic flows were moderate and flowed without interruption. The weather was cloudy and showery and the road surface was wet.
- 3.4. In accordance with GG 119, the Overseeing Organisation should consider the recommendations contained within this audit. In doing so, the Overseeing Organisation shall consult with the Design Team. The design team shall prepare a road safety audit response report that has been agreed with the Overseeing Organisation and signed by both parties indicating their agreement on the RSA actions.
- 3.5. For the purposes of this audit the following are defined as:

Organisation	Contact
Overseeing Organisation	Argyll and Bute Council.
3 rd Party Organisation / Project Promoter	Argyll and Bute Council.
Design Organisation	Civic Engineers Limited.
Road Safety Audit Organisation	Wyllie Lodge Limited.

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Civic Engineers

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- 4. PREVIOUS ROAD SAFETY AUDITS.
- 4.1. No previous road safety audit has been carried out for this proposal.

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

5. IDENTIFIED PROBLEMS

Local Alignment.¹

5.1	PROBLEM	
	Location	A814, at Peace Camp, opposite Shandonbank Cottage.
	Summary	Risk of vehicles over-running kerbs and head-on collisions.

The A814 is to be realigned westwards at this location and a buildout constructed on the east side of the carriageway. Larger vehicles exiting the lane southbound on the east side of the A814 may over-run the kerb at the buildout or have to drive into the northbound carriageway to avoid the kerb, which may result in head on vehicle collisions.

In addition the south end of the buildout ends abruptly and this may lead to northbound overtaking vehicles striking the buildout whilst carrying out this manoeuvre.

Recommendation

It is recommended that a swept path vehicle tracking study is carried out at this junction. and that the buildout is tapered gradually southwards towards the existing kerb line.



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¹ DMRB GG-119 standard list

General.

5.2 PROBLEM

Location A814 near to Queens Point.

Summary Risk of cyclists being struck by passing vehicles.

At this location there is a vehicle restraint barrier running along the east verge due to the height difference between the A814 and Queens Point. There is insufficient verge width between the A814 and barrier to provide a footway and/or cycle route. No cycle route here may lead to cyclists entering the carriageway and being struck by passing vehicles.

Recommendation

It is recommended that the route is relocated along a section of Queens Point.



Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

	DDODLENA
5.3	PROBLEM

Helensburgh to Garelochhead

Location Perpendicular parking on West Clyde Street, Helensburgh.

Summary Risk of damage to vehicles.

12 parking bays are proposed at this location. Access is required to the two residential properties behind the parking bays and the location of the bays will prevent safe access and egress. This may result in damage to vehicles if residents try to enter or exit their driveways.

Recommendation

It is recommended that sufficient space is left to allow safe entry to, and exit from, the residential driveways.

Junctions.

5.4 PROBLEM

Location A814 north of roundabout junction with B782.

Summary Risk of rear end shunt or overshooting collisions.

Drawings indicate that a signalised pedestrian and cycle crossing is proposed at this location. The crossing is very close to the roundabout and there is a risk of rear end shunt type collisions with stationary vehicles as drivers turn north onto the A814 from the roundabout.

In addition the southbound approach to the crossing is downhill and has a speed limit of 60mph and there is a risk of southbound heavy or late braking which may lead to overshooting collisions on the crossing.

Recommendation

It is recommended that the uncontrolled crossing is retained with the addition of a central refuge island on the A814 north of the roundabout.

5.5 PROBLEM

Location A814 north of roundabout junction with B782.

Summary Risk of vehicles over-running foot/cycleway.

Drawings indicate the reduction in the carriageway radius on the north side of the roundabout. This may lead to larger vehicles over-running the footway risking collision with pedestrians or cyclists.

Recommendation

It is recommended that a swept path vehicle tracking study is carried out of the junction.

5.6 PROBLEM

Location Various side road junction locations.

Summary Risk of side swipe vehicle collisions.

Trees are shown within the sightline visibility splays at various junction locations. Poor sightlines may lead to vehicles exiting the junction onto the A814 when it is not safe to do so and this may result in side swipe type collisions.

Recommendation

It is recommended that no trees or street furniture are located within junction visibility splays.

5.7 PROBLEM

Location A814 – Station Road junction.

Summary Risk of vehicles over-running the foot/cycleway.

Drawings indicate the reduction in the radii at this junction. This may lead to larger vehicles over-running the foot/cycleway risking collision with pedestrians or cyclists.

Recommendation

It is recommended that a swept path vehicle tracking study is carried out at this junction.

Helensburgh to Garelochhead

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

5.8 PROBLEM

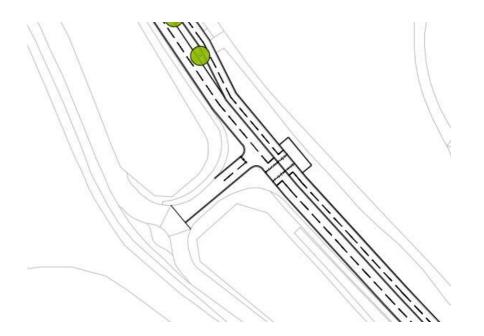
Location A814 – Maidstone Road junction.

Summary Risk of vehicles over-running the kerbs and verge.

The proposal is to reduce the junction width and kerb radii on Maidstone Road. This may lead to larger vehicles either being unable to access the junction when there is a vehicle waiting to exit Maidstone Road or larger vehicles over-running the kerb and verge when exiting the junction.

Recommendation

It is recommended that the proposed signalised crossing is moved further from the junction and that a swept path vehicle tracking study is carried out at this junction.



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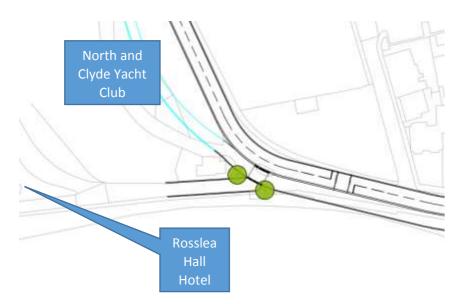
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5.9	PROBLEM	
	Location	Access to North and Clyde Yacht Club and Rosslea Hall Hotel.
	Summary	Risk of vehicle collisions at the junction.

There is a currently a double junction to the Yacht Club and Hotel which is wide and allows access directly to both properties. The proposed design removes the access to the Yacht Club and narrows the junction. This may lead to vehicle collisions at the junction or overrunning of the foot / cycleway.

Recommendation

It is recommended that the Yacht Club access is included in the proposed design and that a swept path vehicle tracking study is carried out of the access junction.



Helensburgh to Garelochhead

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

Walking, Cycling and Horse Riding.

5.10	PROBLEM	
	Location	Walking and cycle route adjacent to the A814 carriageway.
	Summary	Risk of cyclists colliding with vehicles on the carriageway.

The drawings issued are not clear on the buffer/separation between the cycle route and the A814 carriageway near to the south end of the Faslane base. If the cycleway is next to the carriageway there is a risk that cyclists may inadvertently drift onto the carriageway, particularly at night where they may be dazzled by the headlights of oncoming vehicles. This may lead to them being struck by passing vehicles.

Recommendation

It is recommended that a footway or verge is provided along the entire route as a buffer/separation strip between the cycle route and A814 carriageway.

5.11	PROBLEM	
	Location	Signalised pedestrian /cycle crossing south of junction with
		Maidstone Road.
	Summary	Risk of rear end shunt or vehicle overshooting collisions.

The proposed signalised crossing will be located within a 50mph section of the A814. When approaching the crossing at this speed drivers may have to brake heavily to stop. This may lead to rear end shunt type collisions or vehicles overshooting the stop line and colliding with pedestrians or cyclists on the crossing.

Recommendation

It is recommended that the speed limit in the vicinity of the crossing is reduced to 40mph and high friction surfacing is provided on both approaches to the crossing.

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Helensburgh to Garelochhead

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

Road Safety Audit Stage 1

5.12	PROBLEM	
	Location	Signalised crossing on A814 at Gareloch Road.
	Summary	Risk of pedestrians / cyclist being struck by vehicles.

Trees are proposed on the east side of the A814 at the crossing. These may obscure the signal heads to approaching drivers which may lead to late braking and vehicles overshooting the stop line. This may result in pedestrians and cyclists being struck on the crossing.

Recommendation

It is recommended that the trees are relocated away from the signalised crossing.



Traffic Signs, Carriageway Markings and Lighting.

No traffic signs, carriageway markings and lighting road safety problems have been identified.

Road Safety Audit Stage 1

6. AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

Helensburgh to Garelochhead Active Travel Route.

HELENSBURGH TO GARELOCHHEAD ACTIVE TRAVEL ROUTE. ${\sf ROAD\ SAFETY\ AUDIT\ STAGE\ 1}$

We certify that we have examined the works listed in this report. The examination has been carried out with the sole purpose of identifying any features of design or construction that can be modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations, which should be studied for implementation.

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

igned......Audit Team Leader Date 17 September 2021.

21 11.

..Audit Team Member

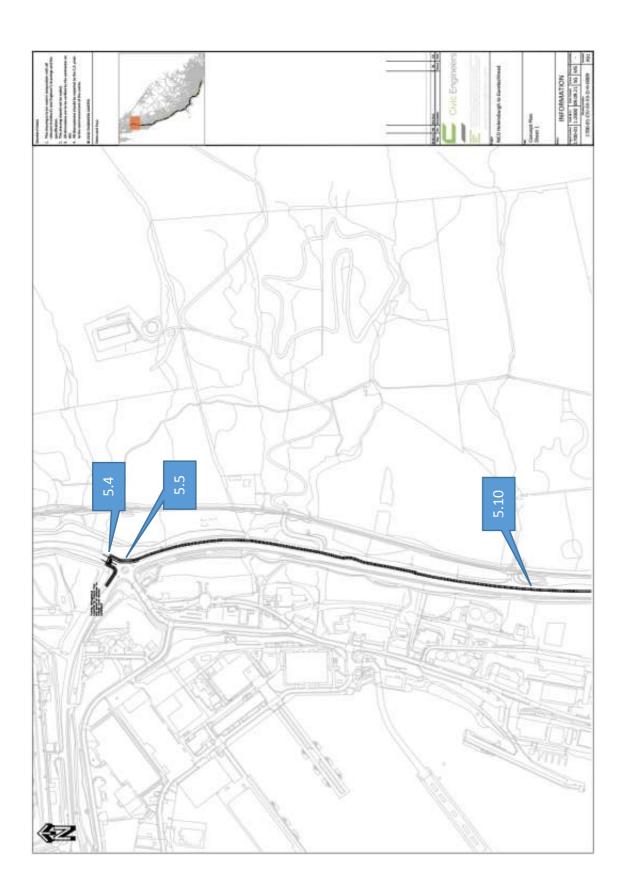
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David Lodge, BSc, MSc, CMILT, MCIHT, MSoRSA.

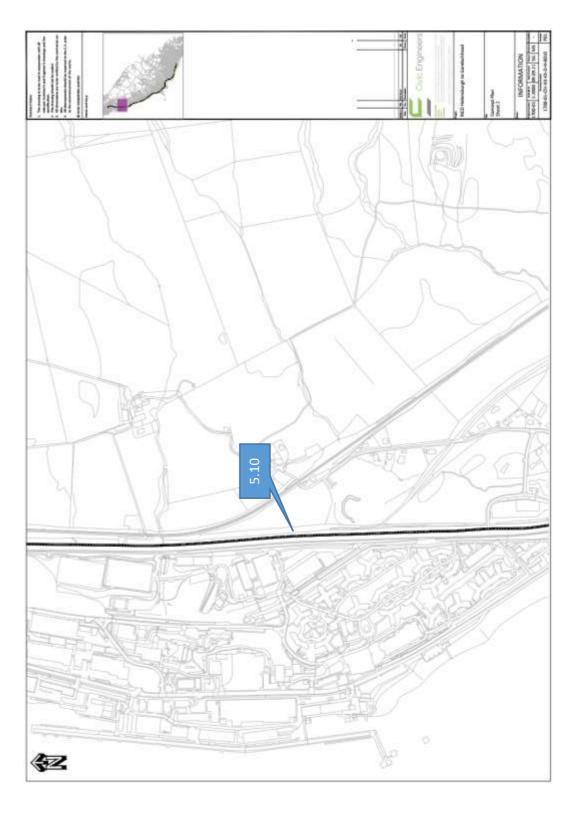
Wyllie Lodge Road Safety Consultants		T 08450 944512
Blair Wyllie	Blair@wyllielodge.co.uk	M 07952269914
David Lodge	David@wyllielodge.co.uk	M 07999 957344
WYLLIE LODGE Limited. 23 St Andrew's Street Ayr KA7 3BT.		

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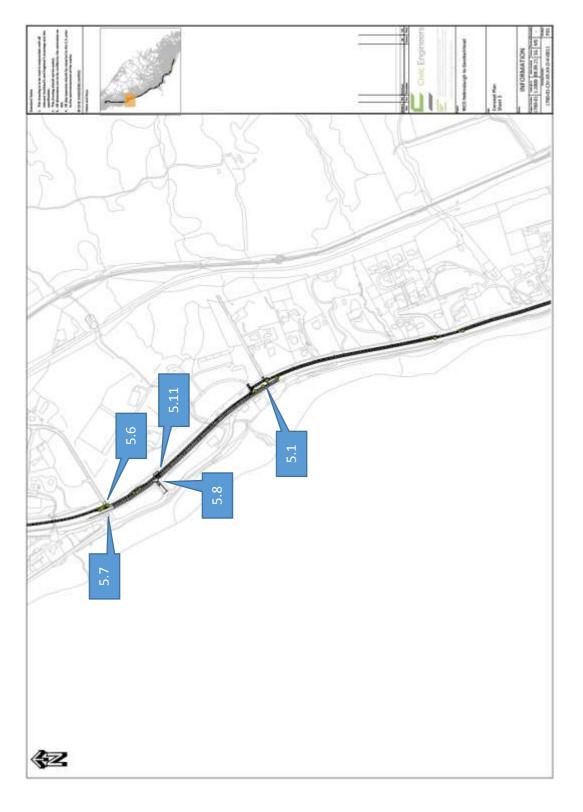
Date 17 September 2021.



Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1



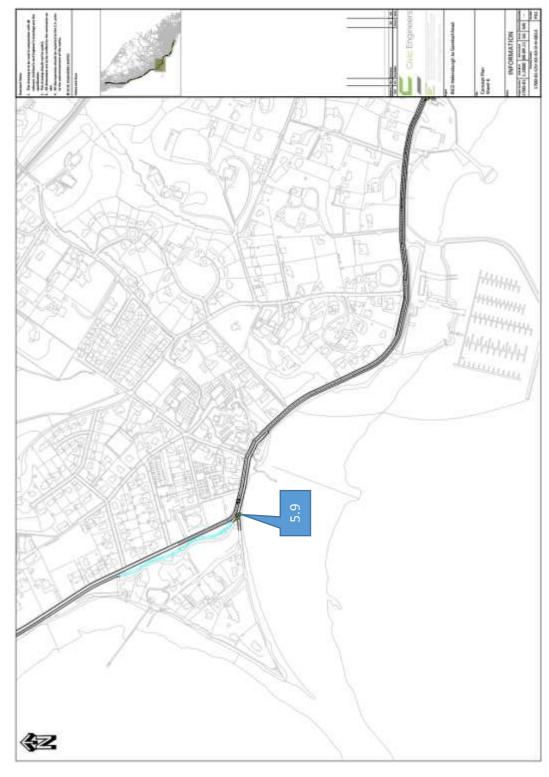
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Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1 **42**

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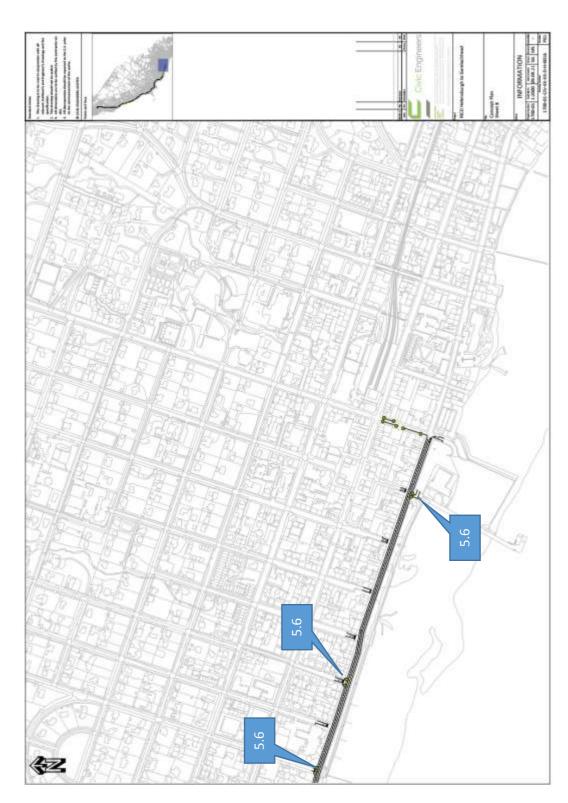
Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1



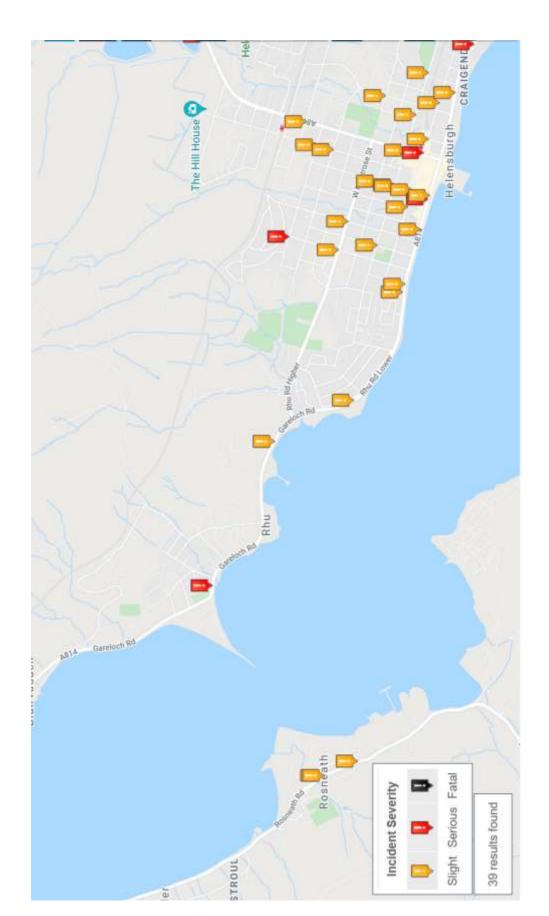
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Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1



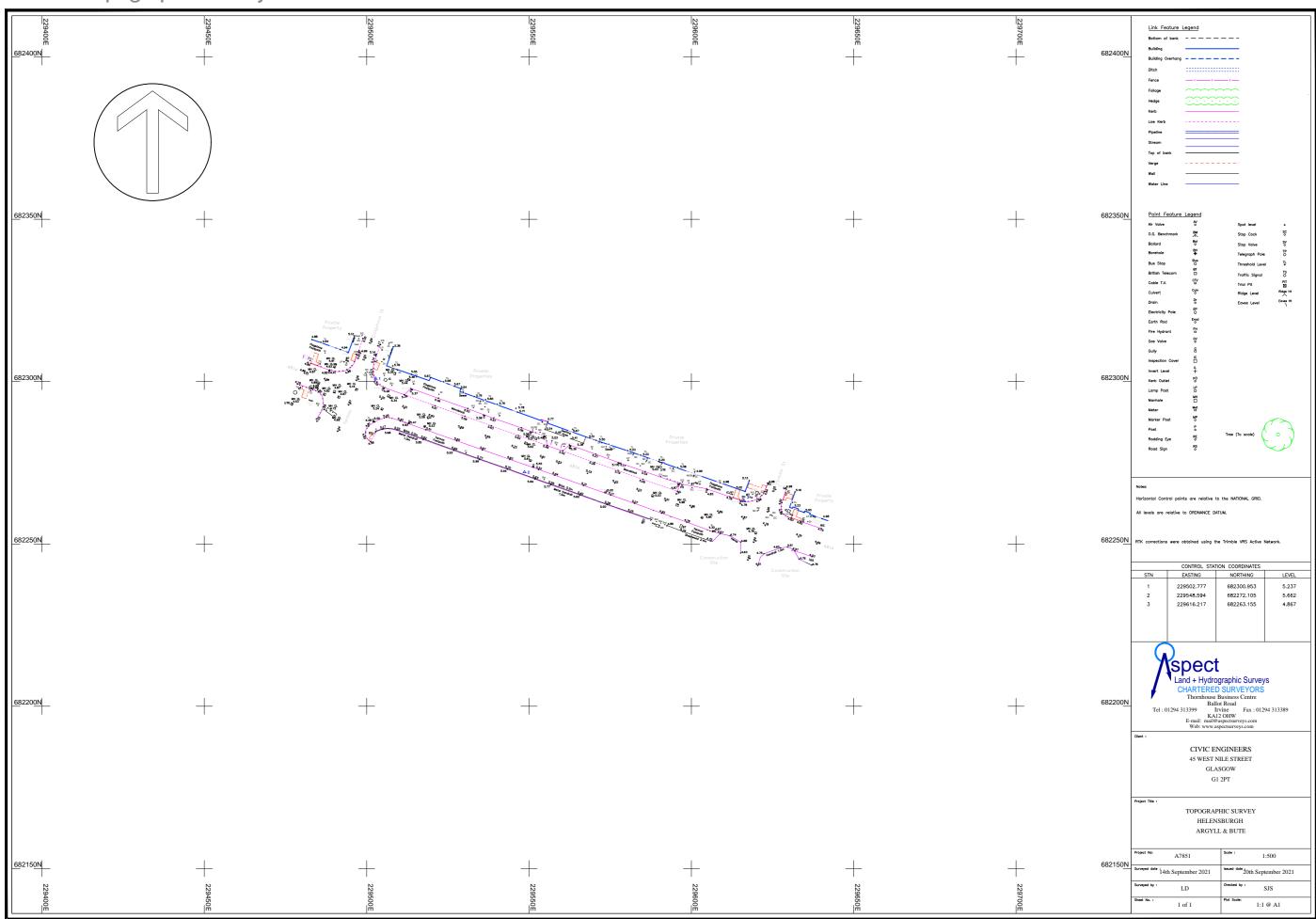
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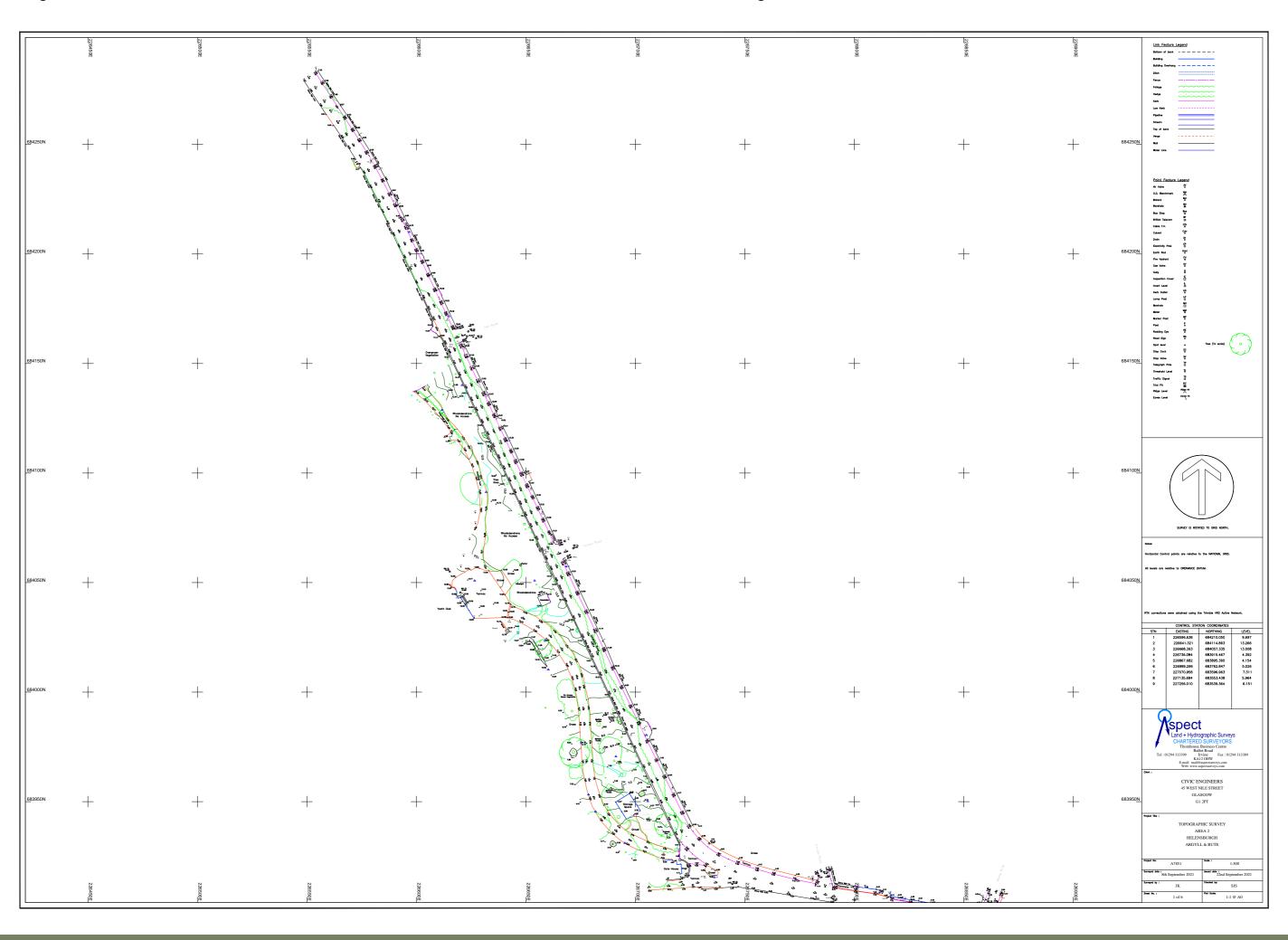


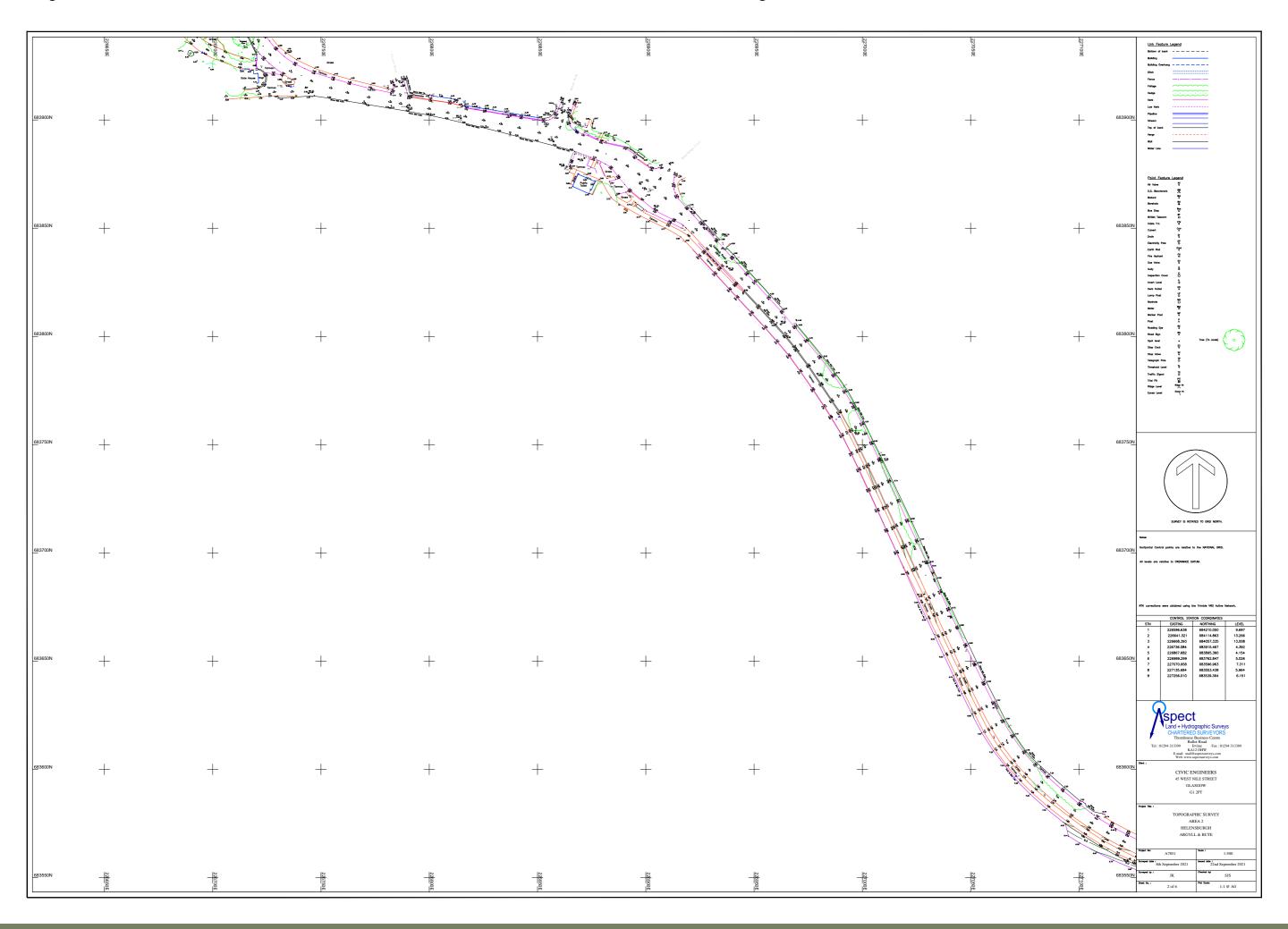
Helensburgh to Garelochhead Active Travel Route. Road Safety Audit Stage 1

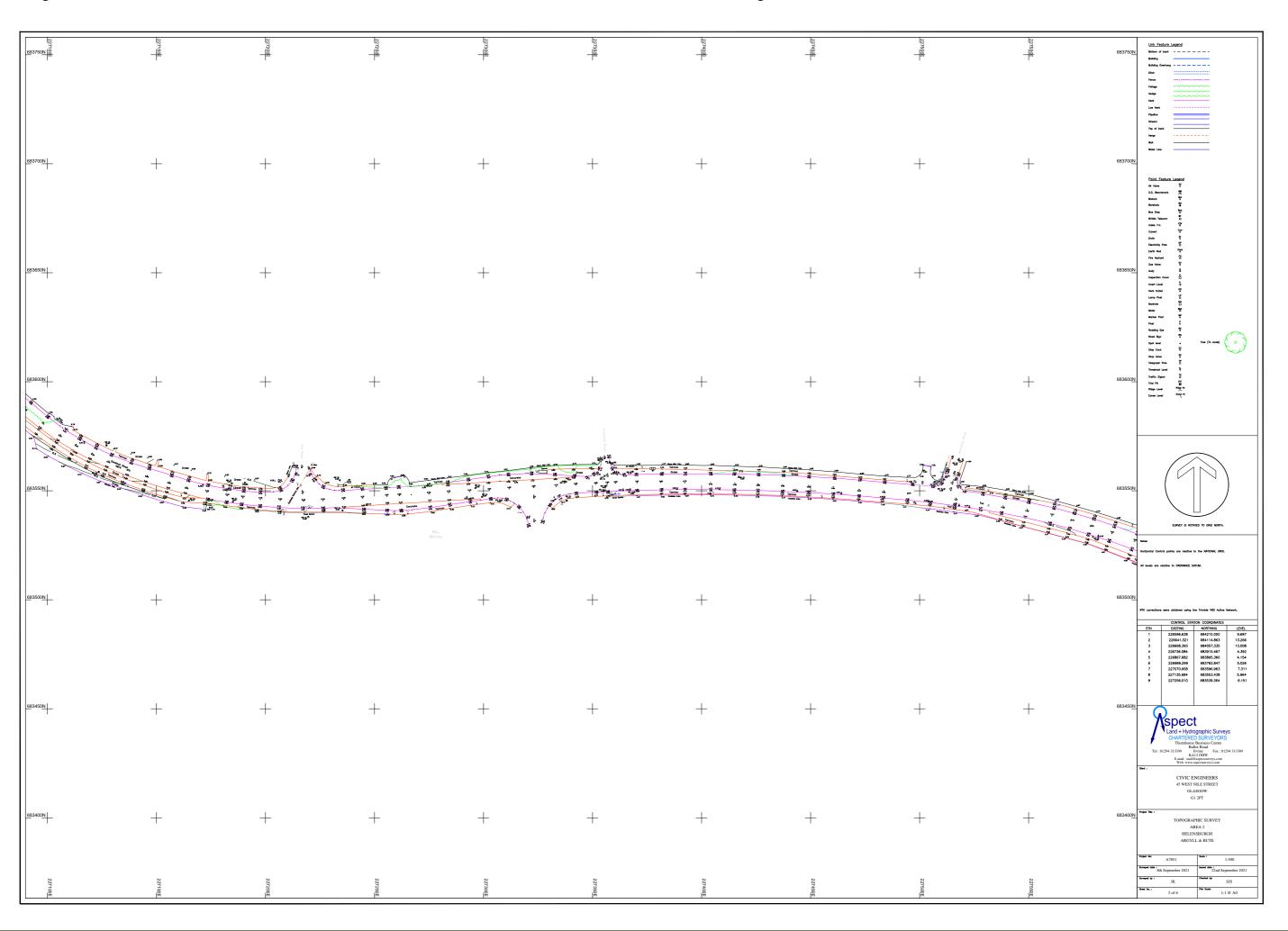


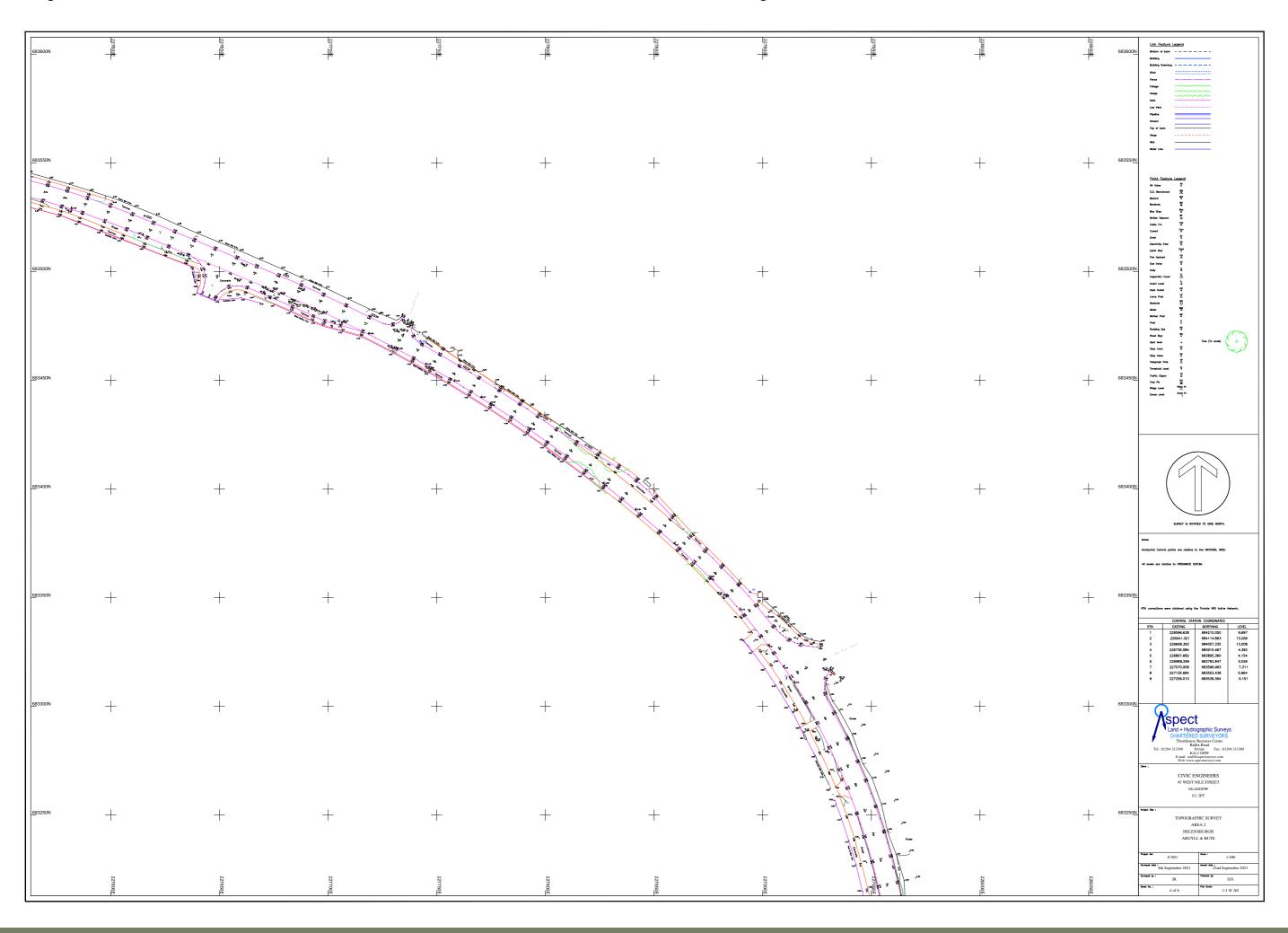
Appendix D - Topographic Surveys

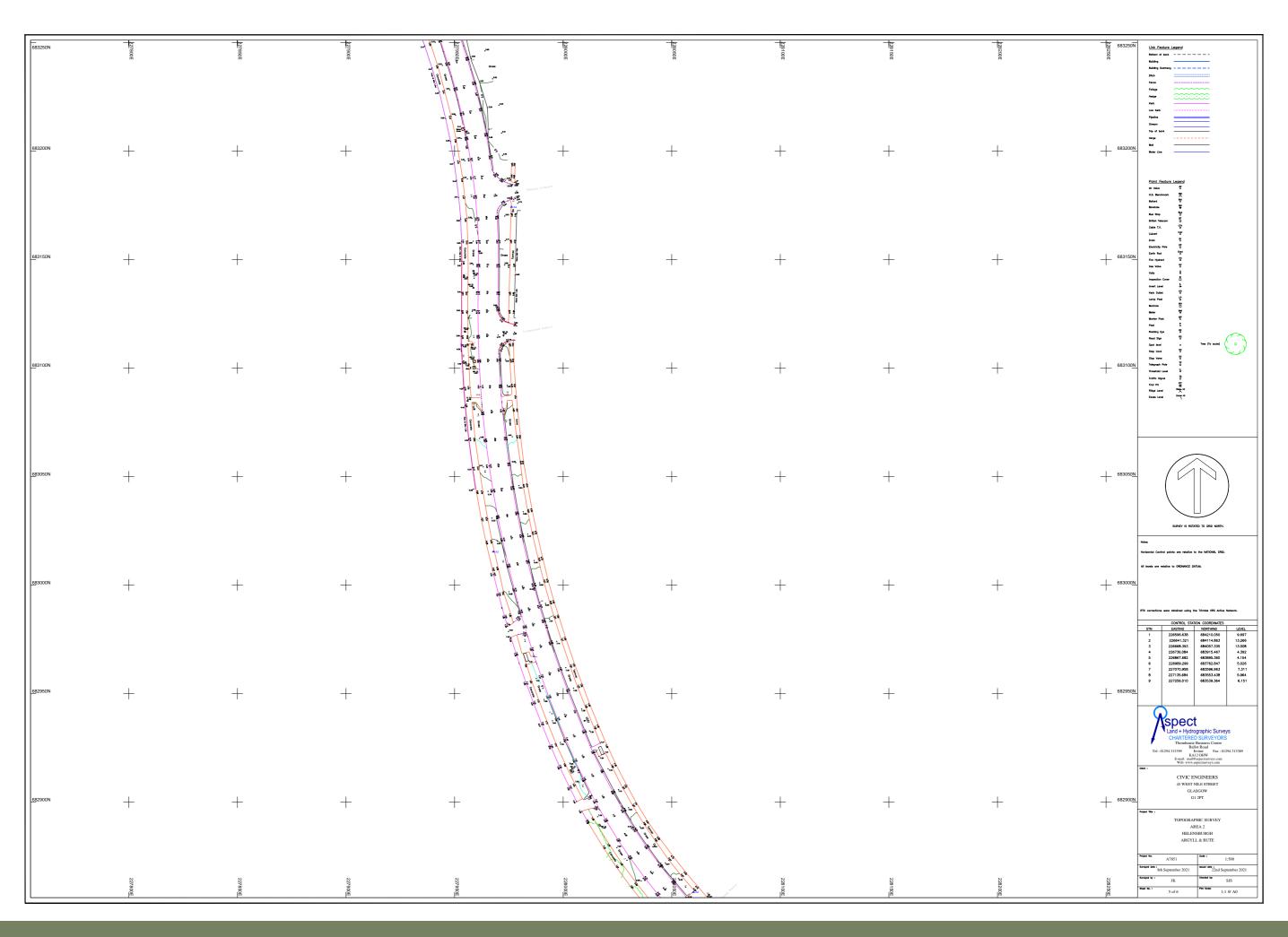


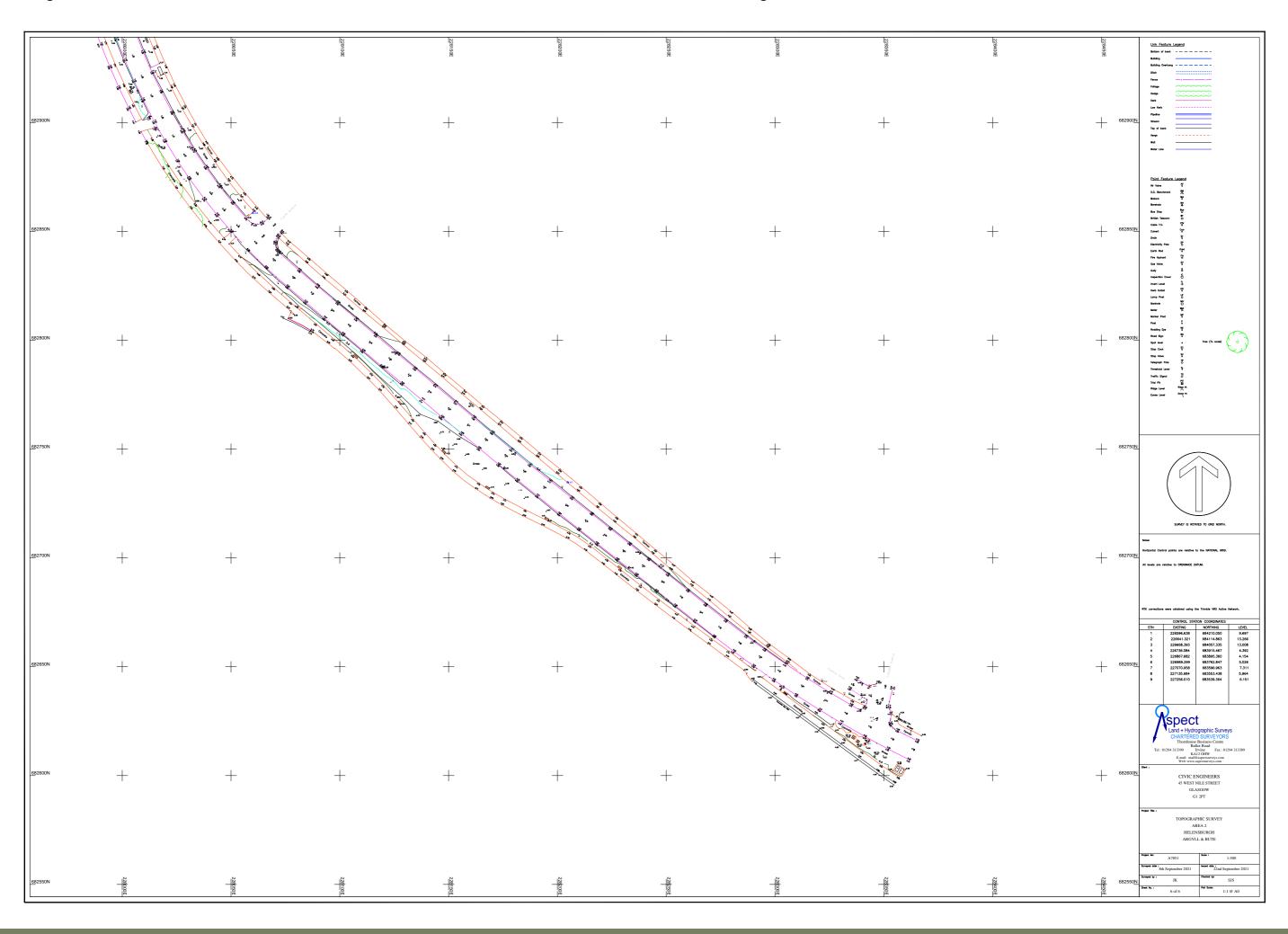


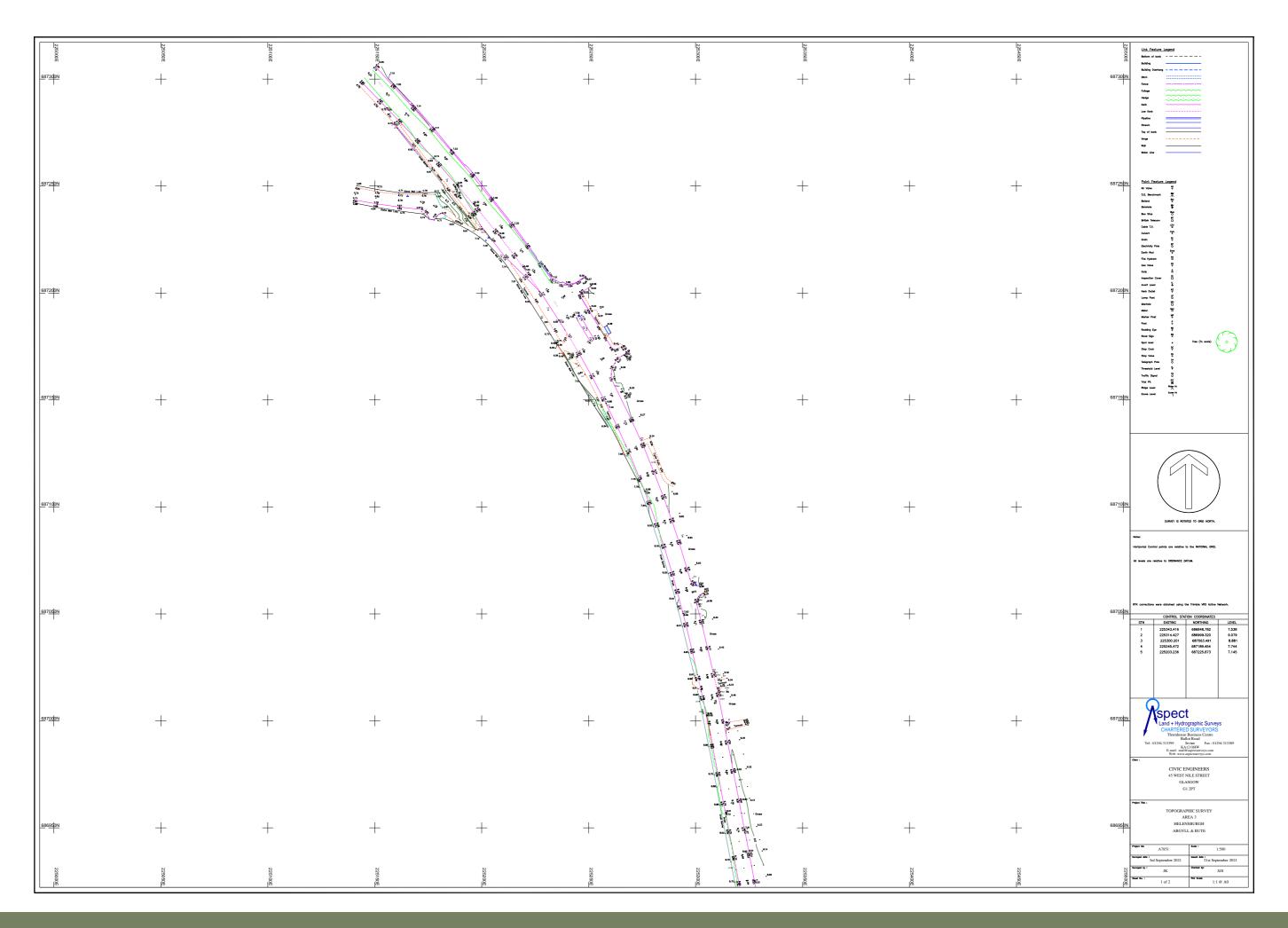




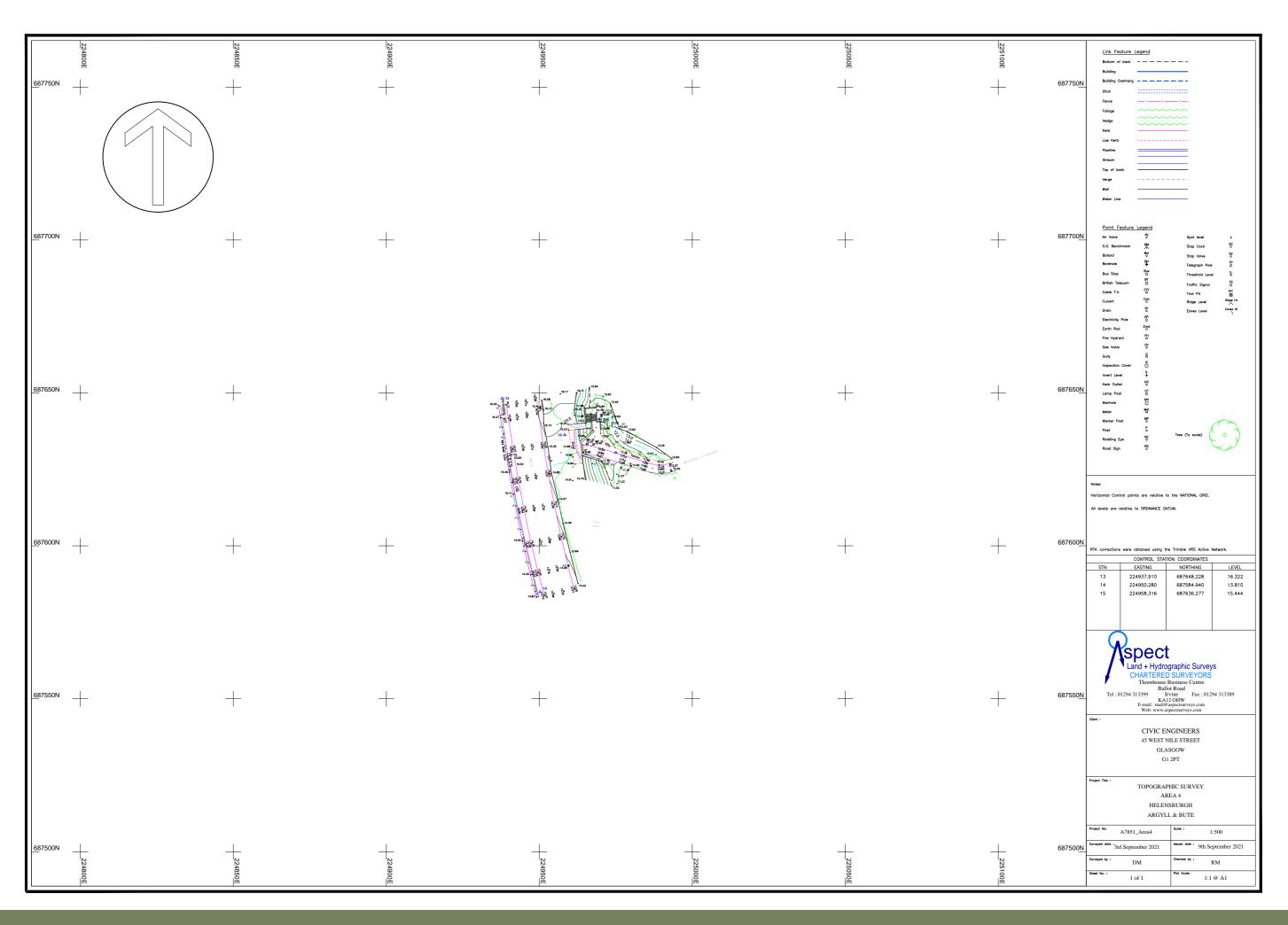


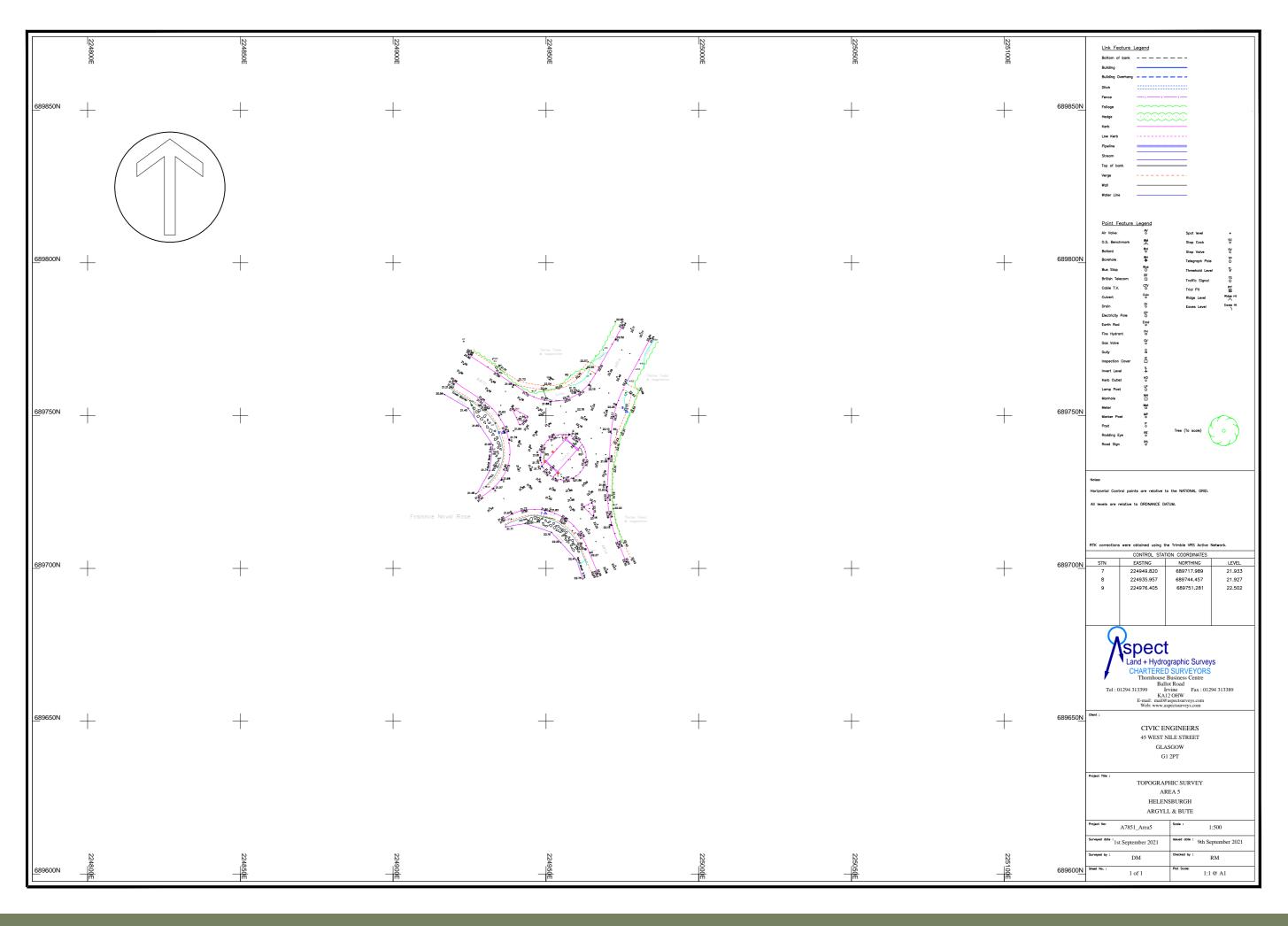


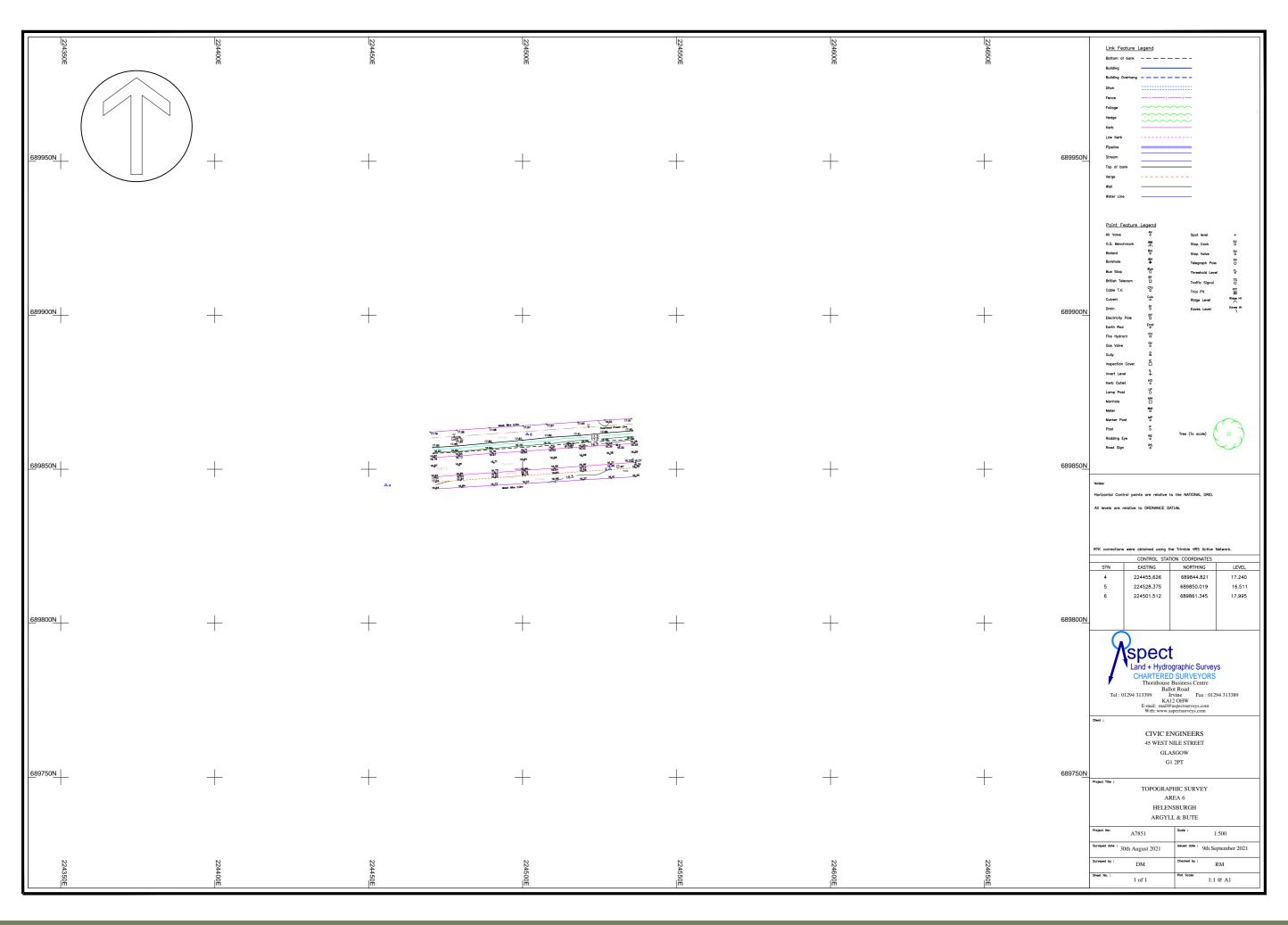


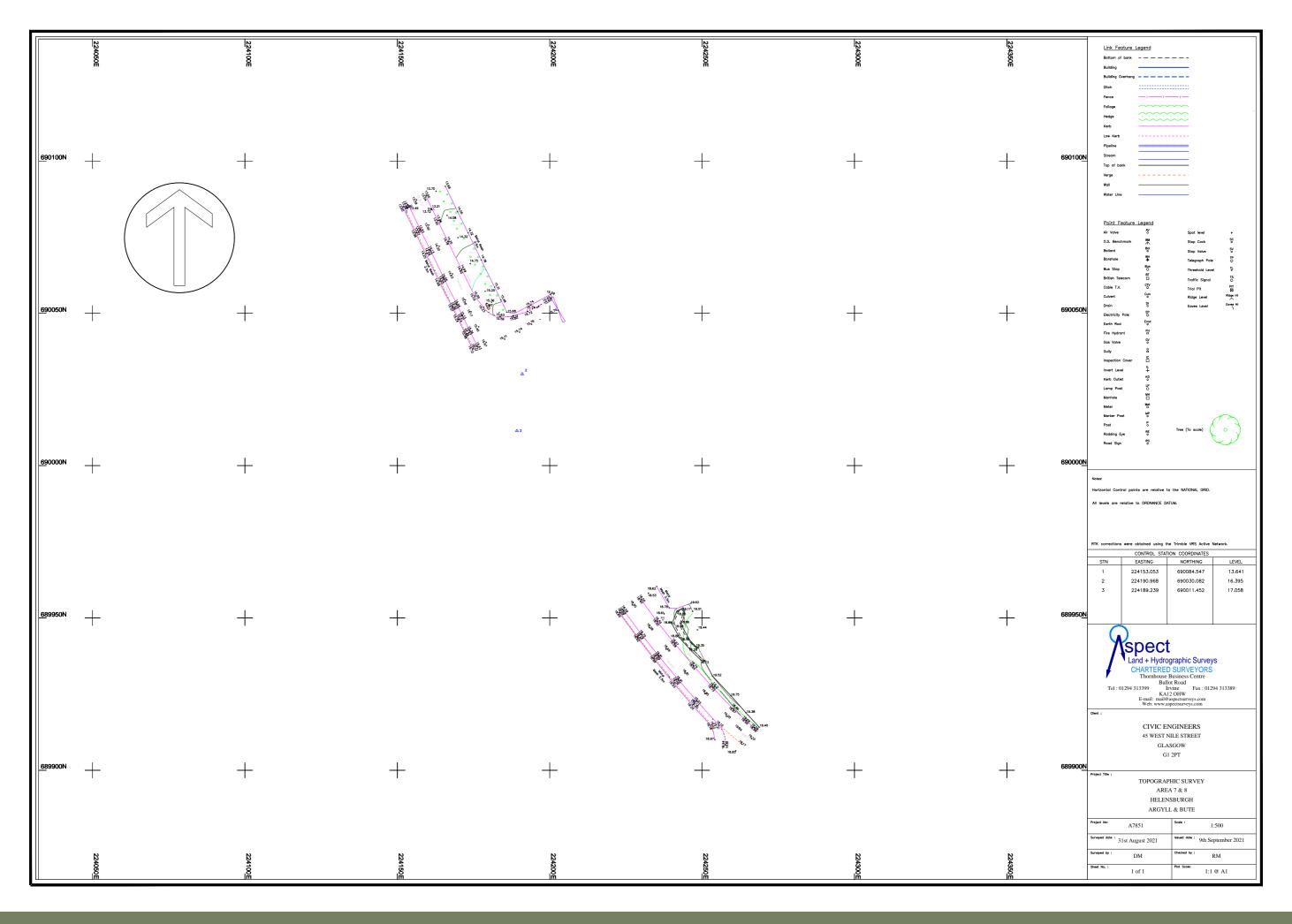


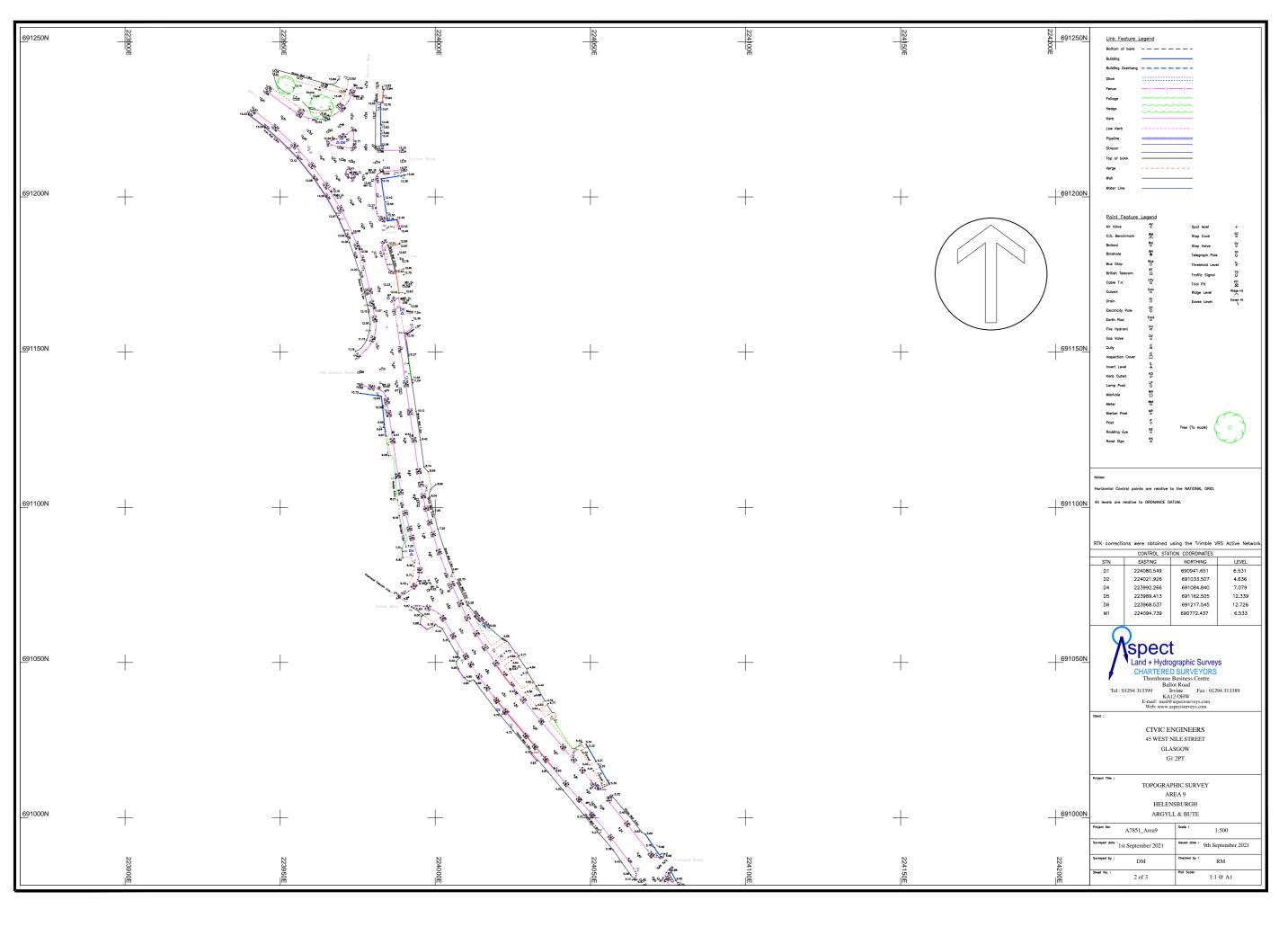
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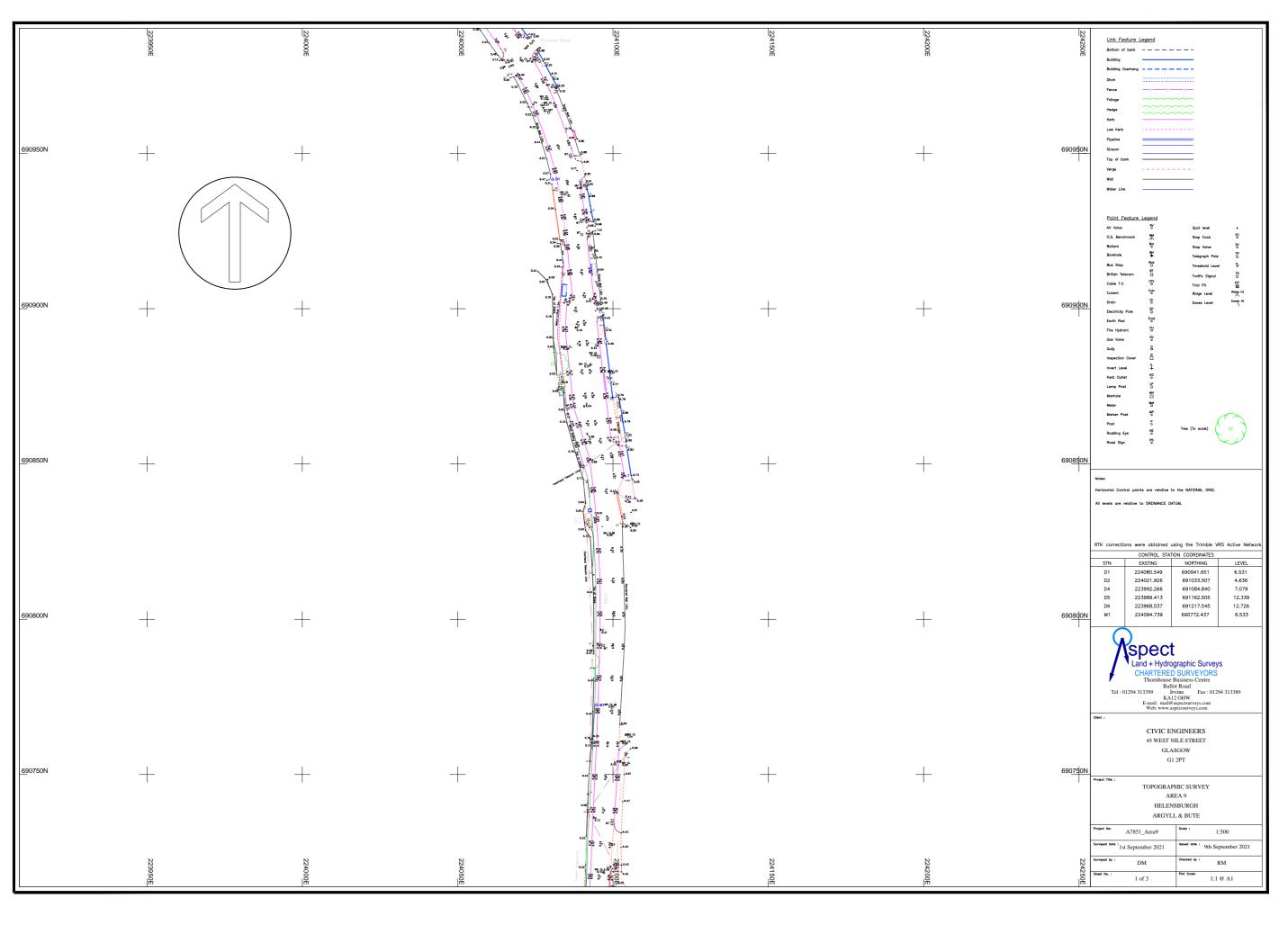












Appendix E - Risk Registers

Project Tite: RCID Helens Revision:													Last Daniel	D. d. I		004	
Date Updated : 02.09.21 Risk Ref No	Status	Risk Category	Risk Description : Challenge	Risk Description : Impact	Inherent Impact	Inherent Probability	Inherent Risk	Inherant Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk		Date Checked	Sep-21 Movement in Period	Comments
	ECTIVES & GENER	AL		Description : Impact	impact	Probability	RISK	Kalik		Actions	Шрасс	Probability	RISK		Checked	renou	
1.01	Open		Identify opportunities and rationalise how spaces are currently controlled and managed throughout the route extent.	Not achieving objective of improving connectivity and public safety along the route extent.	4	4	16	High	CE/UM	Evidence based approach to be followed through design development in the analysing of information obtained from sources such as public consultations and the gathering of data from parking surveys, traffic levels etc.	2	2	4	Medium			
1.02	Open		Improving climate resiliance through identifying opportunities to effectively implement SuDS in the design.	Failing to mitigate against climate change the development of biodiversity of the area.	4	4	16	High	CE	Design team to use precedent examples to illustrate effectiveness and full life costs benefits of SuDS to client and engage from an early stage with Scottish Water and utility asset owners. SuDS positioning and type to consider existing drainage networks, watercourses, existing and proposed topography and all identified underground constraints.	2	2	4	Medium			
1.03	Open		Creating a direct route that people will willingly and frequently use.	Users will continue to use dangerous route on road instead of new cycleway, failing to provide a used, safe and accessible route through the site.	4	4	16	High	CE	Design team to consult frequently and efffectively with the public to understand required and common movements for road users. Design team to consult up to date guidance on cylcing infrastructure design to ensure route is designed in favour of all types of road users (i.e. unbroken desire lines, coherent and logical cycling route layouts etc.).	2	2	4	Medium			
1.04	Open		Creating an inclusive design that meets the requests made by the community.	Failure to implement measures that are important to the community and failure to improve the experience of disabled and vulnerable users.	4	4	16	High	CE/UM	Consultation with the community throughout the design process. Project website has been set up to keep the public informed and encourage community input. Community consultation event held 09.09.21 with a community cycle along the route extent, engaging with key stakeholders and public. Vulnerable users groups have also been contacted for input into proposed design measures. Detailed assessment documented in an Equality Impact Assessment will ensure identified groups are considered and benefitted from design. Negative impacts will be assessed to be mitigated as far as possible.	2	2	4	Medium			
1.05	Open		Developing a co-ordinated effort in managing the design development under one management system.	Lack of cohesion in joining up the design of interdependent aspects of the landscape thus creating a less efficient design development process and a final product that does not achieve the best possible solution.	4	4	16	High	CE/UM	Regular meetings to be set up and a constant dialogue developed between the design team, client and major stakeholders.	2	2	4	Medium			
1.06	Open		Considering project life costs, particularly in the maintenance of rain gardens and trees. Also, the maintenance of roads on the route	Potential loss of drainage function, amenity and biodiversity offered by green infrastructure. Potential risk to safety in terms of visiblity if trees are also not appropriately pruned.	4	4	16	High	CE/UM	Through consultation with A&B Council, an appropraite maintenance program for green infrastructure shall be developed and put in place before technical design stage.	2	2	4	Medium			
2.	.0 TECHNICAL																
2.01	Open		Encountering and or damaging of underground utilities that prevent the construction of the proposed design layout.	Financial implications for any damages, potential cut of supply to homes and required re-design which would compromise project budget and benefits. Further risk of injury to construction personnel.	4	4	16	High	CE	GPR surveys and targeted trial pits where deemed appropriate to be carried out in advance of site start. Principal contractor to submit RAMS following results for review by design team. Key engagement and information to be sourced from the Naval Base as far as possible regarding site details.	2	2	4	Medium			
2.02	Open		Encountering of buried obstructions, remnants or contaminants from historical developments	Required project re-design which would compromise project budget and benefits as well increased risk to public safety in the mobilising of potential contaminants. Further risk of injury to construction personnel.	4	3	12	High	CE	Old site maps to be reviewed as part of developing finalised site constraints plans. Trial pits to investigate presence of historical foundations to be dug if deemed necessary.	2	2	4	Medium			
2.03	Open		Unplanned infiltration of run off into existing ground from proposed SuDS,	Potentially mobilising contaminants and/or impacting on the integrity of nearby structures.	4	2	8	High	CE	Infiltration only to be proposed where testing has been carried out as part of site investigatory works and the SuDS element is of a required distance from existing structures. Most if not all SuDS elements will be sealed with impermeable membranes.	2	2	4	Medium			
2.05	Open		Potential contamination of Gareloch due to project activities	Potentially mobilising contaminants and spoiling the local watercourse in the area.	4	4	16	High	CE	Site Investigation to be procured where necessary and SEPA to be consulted when necessary.	2	2	4	Medium			

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2.05	Open			Potentially mobilising contaminants and spoiling the local watercourse in the area.	4	4	16	High	CE	Site Investigation to be procured where necessary and SEPA to be consulted when necessary.	2	2	4	Medium	
2.06	Open		Listed buildings along route	Potentially damaging listed building identified at Rhu or other locations.	4	4	16	High	CE	Design to be mindful of the locations of listed buildings and avoid them where possible.	2	2	4	Medium	
2.07	Open		Conservation area at Rhu	limitations to design caused by presence of conservation area.	4	4	16	High	CE	Design to be sensitive to the conservation status of the area and not detract from it.	2	2	4	Medium	
2.08	Open			Restricting people from visiting town centre if no parking facilities are located in Town Centre	3	3	9	Medium	CE	Further consultation to be carried out in Stage 3 of design to address limitations and provide adequate parking facilities	2	2	4	Medium	
2.09	Open		Placement of nodes along the route to cause areas of conflict along route.	Node locations are not apprpriately placed along route leading to conflict and cyclists are detracted from wanting to use the route. Further risk of injury to road users in road layout changes are unclear/poorly designed.	4	4	16	6 High	CE/UM	Node locations to be analysed early on in design in conjuction to constraints and opportunities plan. Open communication between design teams to be maintained in order to develop locations and the designs of nodes for the benefit of all road users. Consultation with community and cyclists key in mitigating risk of areas of conflict.	2	2		• Medium	
2.10	Open		Privately owned land being constructed on along route extent.	Limiting design caused by privately owned land, leading to design being denied by external parties. All three identified node locations lie within areas currently outwith the ownership of the local authority.	4	4	16	6 High	CE/UM	All relevant landowners to be consulted and agreements made through necessary negotiations.	2	2	2	4 Medium	
2.11	Open		Maintaing a direct/safe route	Unable to complete proposed route due to spatial constraints that prove unable to be removed/combatted. Failure to meet design brief of providing an active trael route from Helensburgh to Garelochhead.	4	4	16	High	CE/UM	Proposed route from Faslane northward to Garelochhead to be thoroughly assessed to determine a possible, effective and accessible route that combats spacial constraints and fulfil brief.	3	2	6	Medium	
3.0 CONTRACTUAL															
3.01	Open		Failure to achieve programme	The project fails to deliver within the published programme and affects construction commencement dates	3	2	6	Medium	CE/UM	Meetings to assess the activity schedule progress arranged in consultation programme, set out in manageable stages. Identify early warnings to the client team for external factors such as delivery of site investigations to enable design to be commenced in line with the programme.	2	1	2	Low	
3.02	Open		Potential greater tender return quotes as a direct result of contractors having to manage working with additional Covid 19 related safety measures.	Operational costs are unsustainable	4	4	16	High	CE/UM	Pre Construction Plan (PCP) to include recommended safety measures to help minimise inclusion for risk in tender quotes.	3	3	9	Medium	
4.0 SOCIETAL & FUNDING															
4.01	Open			Schools/businesses in the area do not understand the benefits or lose revenue as a result of the project.	3	3	9	Medium	CE/UM	Consultation with schools/businesses throughout the process. Consultation with Rhu Primary School conducted 09.09.21 at Route Relay public consultation event. Scottish Water to be contacted for input, from	2	2	4	Medium	
4.02	Open		Scottish Water, SEPA etc	The potential for added knowledge, buy in and funding in order to meet shared objectives is lost. Buy in particular important with A&B for design approvals and for an understanding of operational and maintenance needs to be agreed.	3	3	9	Medium	CE/UM	which an effective working relationship will be established. Consultation at regular intervals throughout the design process with A&B to be organised to address any concrns with new or innovative techniques.	2	2	4	Medium	
4.03	Open			General public stop using the street due to lack of engagement or due to safety concerns as a result of the project.	3	3	9	Medium	CE/ERZ/ICA/NWP	Consultation with the general public and community throughout the process.	2	2	4	Medium	
4.04	Open		user groups	Disabled users do not use the street due to a lack of understanding by the project design team as to their needs and concerns such as saftey for various groups	3	3	9	Medium	CE/ERZ/ICA/NWP	Disability groups to be included and engaged in consultation.	2	2	4	Medium	

5.0 REPUTATION														
5.01	Open		Reputational damage to A&B Council as a result of increased collisions or safety concerns as a result of the project	5	2	10	High	CE/UM	Road safety audit to be undertaken at key design stages. Best practice and evidence based design will be implemented to reduce the likelyhood of increased collisons as a result of any changes made by the project.	3	3	9	Medium	
5.02	Open		Reputational damage to A&B Council as a result of the aesthetic and health and safety impact.	4	3	12	High	CE/UM	Maintenance program for all green infrastructure is to be developed and put in place post construction.	2	2	4	Medium	
6.0 SCHEDULE/TIMESCALES														
6.01	Open	TRO's	Agreeing TRO's with A&B Council within the programme timetable.	3	3	9	Medium		Early engagement with A&B Council roads department to be made.	2	2	4	Medium	
6.02	Open	Planning	Agreeing planning within the programme timetable	3	2	6	Medium	CE/UM/A&BC	Early planning is key	2	2	4	Medium	
6.03	Open	Covid 19	Difficulties in appointing contractor and greater projected project completion timescales due to required additional measures on site.	3	3	9	Medium	CE/UM/A&BC	Planning and early contractor consultation is key.	2	2	4	Medium	



Definitions

Owner The person or persons with direct responsibility for managing and therefore control of the risk

Risk Rating The assumed scoring applied to the named hazard based on likelihood and severity before the control measures have been implemented

Control Measure The action or actions taken to reduce the likelihood and severity.

Residual Risk The assumed scoring applied to the named hazard based on likelihood and severity after the control measures have been implemented

Risk Ratings

To assist in the assessment of the level of risk a 5 x 5 calculation is applied to both the risk and the severity, this is shown in the table below:

Likelihood	
Very unlikely to happen	1
Unlikely to happen	2
Likely to happen	3
Very likely to happen	4
Almost certain to happen	5

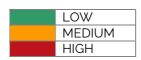
Severity	
No injury or damage	1
Minor injury or damage	2
RIDDOR reportable injury or occurrence	3
Major injury or damage	4
Danger of death or catastrophic damage	5

These scores are then multiplied to give the risk rating.

For example, a falls from height hazard might be scored as likelihood 3 x severity 5 giving a risk rating of 15, however once a control measure of restricting access to the area and installing fixed edge protection in the form of guard rails have been implemented the residual risk might be scored as likelihood 1 x severity 5 giving a risk rating of 5.

To determine if the applied risk rating provides a low, medium or high score the following table is used,

5	10	15	20	25
4	8	12	16	20
3	6	9	12	15
2	4	6	8	10
1	2	3	4	5



All residual risk rating scores above ten will require immediate additional action

The HSE's CDM Red, Amber and Green (RAG) list guide used as a practical aid in determining what to eliminate/avoid, and what to encourage

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Project: 1700-01 RICD Helensburgh to Garelochhead Active Travel Route

					RISK			CURRENT CONT	ROL MEASUF	RES			ADDITIONAL	. CONTRO	LS
					Risk Rating						Residual				
Risk No.	Date Raised	Last Update d	Risk Likelihood 1-5	Risk Severity 1-5	Likelihood x Severity	Risk Description	Risk Owner	Control Measures	Owner	Risk Likel ihoo d 1-5	Risk Severity 1-5	Risk Rating Likelihood X Severity	Additional Control Measure	Owner	Target Date
1.	Sept 21		5	2	10	Traffic management during surveys and construction An accident occurs to either a member of the public and/or the construction team due to inadequate management	Principal Contractor	Risk assessments and method statements to be approved prior to any works taking place and specific to each individual location	Principle Contractor	3	2	6			
2.	Sept 21		4	2	8	Plant interface with traffic and general public Injury to either general public or construction personnel.	Principal Contractor	Pre-construction Plan (PCP) to include sequencing information along length of route. Design team to review RAMS submitted by principal contractor.	Principal Contractor	2	2	4			
3.	Sept 21		3	3	9	Unrecorded services, culverts or other structures. Damage to existing services and risk of injury to construction personnel	Principal Contractor	GPR surveys and targeted trial pits to be carried out in advance of site start if required. Principal contractor to submit RAMS following results for review by design team.	Principal Contractor	2	2	4			
4.	Sept 21		3	2	6	Contaminated ground conditions	Principal Contractor	Site Investigation to include contamination testing where relevant.	Principal Contractor	2	1	2			
5.	Sept 21		5	2	10	Exposure and contracting of Covid 19 during construction Significant health implications for construction workers and associated communities	Principal Contractor	Social distancing to be adhered to on site in line with latest government and construction industry guidance. Guidance and best practice to be reviewed on a regular basis as it is updated.	Principal Contractor	2	1	2			
6.	Sept 21		3	3	9	Poor condition or unanticipated alignment of existing drainage network	Principal Contractor	All existing drainage to which new drainage infrastructure is to be connected must be investigated to ensure that it is fully operational, free of excess debris and silt and all identified faults rectified. If existing gully tails are encountered at a level or location that does facilitate a connection as shown on the site drainage plans the Project Manager must be informed to allow for design layout to be rectified.	Principal Contractor	2	2	4			
7.	Sept 21		3	2	6	Working adjacent to water body	Principle Contractor	Risk assessments and method statements to be approved prior to any works taking place adjacent to any water body. All personnel briefed on contents of risk assessments and method statements with regards to working adjacent to water body.	Principle Contractor	3	2	6			

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Equality Impact Assessment

RICD Helensburgh to Garelochhead

EQIA Screening Form

EQUALITY IMPACT ASSESSMENT (EQIA): SCREENING FORM

Introduction to the EQIA screening process

A successful <u>EQIA screening</u> will look at 5 key areas:

Service Reform or Budget Option to be assessed Identify the Policy, Project, Service Reform or Budget (A clear definition of what is being screened and its aims

Gathering Evidence & Stakeholder Engagement Collect data to evidence the type of barriers people face to accessing services (research, consultations, complaints and/or consult with equality groups)

 $\dot{\omega}$

Assessment & Differential Impacts Reaching an informed decision on whether or not there is a differential impact on equality groups, and at what level

4

Outcomes, Action & Public ReportingDevelop an action plan to make changes where a negative impact has been assessed. Ensure that both the assessment outcomes and the actions taken to address negative impacts are publicly reported

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Service Reform or Budget Option to ensure that you are Monitoring, Evaluation & Review
Stating how you will monitor and evaluate the Policy, Project, continuing to achieve the expected outcomes for all groups.

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NOILLO BUDGET OR REFORM SERVICE PROJECT, IDENTIFY THE POLICY,

Service Reform or Budget Option to be screened Name of the Policy, Project,

RICD Helensburgh to Garelochhead

of the N Reason for Change in Policy or Policy Development
This EQIA relates to improvement of the Helensburgh to Garelochhead active travel route for pedestrians and cyclists, the majority route is segregated from vehicular traffic though there may be some stretches where the cycle infrastructure is shared with motor

be implemented with a bettered Argyll and Bute Council are working with Sustrans and Transport Scotland in order to fund the development. The Local Development F (LDP) for Argyll and Bute recognises that Helensburgh and Garelochhead are needing to be better connected – such that by 2024, it is proposed that they will be more accessible with a revitalised Town Centre and Waterfront in Helensburgh. Primarily, the LDP seeks to enhance and protect core and other active travel routes and therefore, is driving this active travel route to be implemented with a bette cycle network through it.

Argyll and Bute Council created a cycle route linking Helensburgh Town Centre, HMNB Clyde and Garelochhead in the early 2000's. the route now requires significant improvement and upgrading to be compliant with current design standards and, as such, this route is no route now requires significant impróvement and upgrading to be compliant with current désign standards and, as such, this r longer considered to be suitable to encourage cycle or pedestrian use for commuting or leisure along this important corridor

Scotland as set out in the National Transport Furthermore, this development aligns with the Scottish Government's Vision for Transport in Scotland as set out in the National Trans Strategy (NTS2) – 'we will have a suitable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.' **EQIA Screening Form**

Service Reform or Budget Option c) List main outcome focus and supporting activities of the Policy, Project,

The improvements to the Helensburgh to Garelochhead active travel route will provide an attractive leisure route between the two settlements that will act as a gateway to the long-distance routes throughout Argyll and Bute as well as providing a high-quality commuting route, particularly but not exclusively, to the Naval Base at Faslane. Opportunities along the route to provide places to stop and rest, to take in the scenery, and to learn about local history will be incorporated where possible.

The improvements include:

- Increased pedestrian / cycle space Plentiful and frequent seats with backs and arm rests
 - Segregated cycle lanes
- Green/Blue Infrastructure (trees and planted rain gardens)
- Reduced street clutter

outcomes include: Key

- To enhance the built environment
- Improve transport links Improve community safety

and

To protect and improve public health, To improve climate change resilience.

outcomes: Other

- To support broader policy ambitions for a low carbon, low emissions transport system. To enhance the amenity of the route as a vibrant and thriving place in which to live, visit and do business. To support broader policy

Supporting activities:

For the purposes of this Equality Impact Assessment, the above outcomes will be considered in terms of impact on those with Protected Characteristics, socio-economic impacts and any impact on human rights. We will look at and highlight where the project has positive impacts on groups, and we will identify where there may be negative impacts and how these have been mitigated.

engagement will include key stakeholders (Rhu Primary School, Royal Northern and Clyde Yacht Club, Rhu and Shandon Church, Blairvadach Outdoor Education Centre, and businesses along the route), the local community, and an engagement group made up of community council members, local interest groups, and young people that will be engaged with throughout the project. Self-led activities encouraging the community to walk the route (or part of) and log their experience will also take place. There will be door to door The route identification is underway with concept design development to follow, an engagement strategy has been drawn up. The

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engagement with residents as well as specific engagement with HMNB Clyde.

The Equality Impact Assessment Screening process identified a number of common criteria which apply to the protected characteristic groups as identified by The Equality Act 2010. These criteria are Safety, Road Safety, Accessibility and Connectivity and will be used throughout the following screening process.

d) Name of person completing assessment (signed and date)

Assessment Verified by (signed and date)

EQIA Screening Form

STAKEHOLDER ENGAGEMENT 2. GATHERING EVIDENCE &

The best approach to find out if a policy, etc is likely to impact positively or negatively on equality groups is to look at existing research, previous consultation studies or consult with representatives of those groups. You should list below any data, consultations (previous relevant or future planned), or any relevant research or analysis that supports the Policy, Project, Service Reform or Budget Option being undertaken.

ain ation e	þ þ
Do you intend to set up your own consultation? If so, please list the main issues that you wish to address if the consultation is planned; or if consultation has been completed, please note the outcome(s) of consultation.	Introduction meeting- Key issues of current route discussed and recorded for further design development. Group established and agreed to be involved with project lifetime. Next meeting scheduled for late July/early August. Meeting 2 - Main discussion surrounding Route Relay Consultation Event and best way
Do you intend to set up your own consultation? If so, please list the issues that you wish to address if consultation is planned; or if conshas been completed, please note outcome(s) of consultation.	Introduction meeting- Key issues of current route discusss and recorded for further design development. Group established and agreed to be involved with project lifetime. Next meeting scheduled for late July/early August. Meeting 2 - Main discussion surrounding Route Relay Consultation Event and best.
u intend ta altation? If s that you altation is p een comp me(s) of c	Introduction meeting- Key issues of current rand recorded for furth development. Group established and involved with project I Next meeting schedul July/early August. Meeting 2 – Main discussion surror Relay Consultation Ev
	Introd Key is and re devel Group involv Next I July/ Meeti Main
Please state if this reference refers to one or more of the protected characteristics:	
Please name any research, data, consultation or studies referred to for this assessment:	An Engagement Group was set up to be engaged with for the entirety of the project Introduction meeting 7/7/21 Meeting 2 18/8/21

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		to organise. Main comments on existing route: concern raised over blind corner at South Gate of HMNB Clyde, pedestrians unaware of path shared by cyclists past the marina, more signage to be installed for clarity along route.
Four online surveys - One open to the public Second exclusively for employees of HMNB Clyde - Third for the parents and children of Garelochhead Primary School - Fourth for parents and children of Hermitage Academy	All	Public: - Challenges acknowledged with Active Travel Route (ATR) were weather conditions, lack of bike racks at bothends of the route, safety of use particularly at Rhu with narrow and busy roads. - 29% said they did not cycle, walk or wheel between two locations. - Main concerns – safety, bike storage, narrow roads at Rhu. School: - Request for Lollipop person to be positioned at school noted. - Concerns: lack of bike facilities at school, lack of access to bikes.
Business Proprietors (face to face sessions)	All	
Yacht/Sailing Clubs	All	
Rhu Primary School,	Young people	
Office for National Statistics Nomis (2019)	All	Argyll and Bute: There are 85,900 people 42,700 Male 43,100 Female 50,800 (59.1%) are 16-64
Mid-2019 population estimate (2020)		85,870 (est.)
National Records of Scotland Estimates 2019 and National Records of Scotland 2011	All	Argyll and Bute data

EQIA Screening Form

Gender: 49.8% male 50.2% female Age: In terms of overall size, the 45 to 64	age group was the largest in 2019, with a population of 25,868. In contrast, the 16 to 24 age group was the smallest, with a population of 8,181.	Ethnicity: 98.6% of the population are white in Helensburgh, Rhu and Shandon, and 99.5% in Garelochhead. The highest non-white ethnicity in Helensburgh is Chinese at 0.4%. In Garelochhead the highest non-white ethnicity is Pakistani at 0.3%.	Households: The most common number of people to reside in the household was two people (44%) followed by single adults (27%) and three people in the household (16%). 14% of respondents lived in a household comprising of four or more people.	Economic activity: The percent of economic active people is 77.5%	passes through vary from central Helensburgh which is within the 20% (2 nd decile) most deprived areas in Scotland through to the area north of Shandon which is one of the least deprived in the country, sitting within the least deprived 10% (10 th decile).
					Scottish Index of Multiple Deprivation 2020

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		All other data zones along the route are in the 6th, 7th and 8th deciles. In terms of geographic access, central Helensburgh scores the highest and that score decreases towards Garelochhead.
Disabilities: Overcoming barriers and identifying opportunities for everyday walking for disabled people Link Living Streets	Disabled	The most common physical barrier to walking identified by the participants was crossing the road. This should not be surprising because crossings connect pedestrian routes, they intersect with vehicular traffic and are the point at which pedestrians are most vulnerable walking.
		Adaptations to make the pedestrian environment more accessible can also be problematic. For example, tactile paving helps blind and partially sighted people to navigate but is a trip-hazard for stroke survivors who have problems lifting their feet. Similarly, the lack of colour contrast in seemingly accessible places can create hazards only a partially sighted person can see. This demonstrates the need to consider the accessibility of pedestrian environment while avoiding a focus on any one disability.
	Age (Older people 60+)	Adequate seating and smooth pavements may influence an older person's decision to go on a journey.
Similar EQIA for public realm or road improvement projects across the UK indicate little adverse impacts on people with protected characteristics. Other road improvement and public realm	All	Reviewing many other EQIAs there were no significant negative equality impacts on protected characteristics. These were outweighed by the positive

EQIA Screening Form

improvement EQIAs looked at include:		impacts on safety, community cohesion, improved air quality and improved
 City Centre Enabling Infrastructure 		perception of the area by the
Integrated Public Realm – Sauchiehall		community.
Street Avenue		
 EQIA South City Way Glasgow 		
 EQIA Final Report: Glasgow City Centre 		
Transport Strategy 2014-24		
 EQIA Tree Planting on Sauchiehall St Link 		
 Orkney Islands Council, Kirkwall 		
Placemaking Proposals Public Realm		
Improvements - Broad Street, Kirkwall,		
2015		
 Cambridge City Council: Environmental 		
Improvement Programme, 2017		
 Stratford on Avon District Council, Site 		
Allocations Plan, 2017		
 Kent County Council, Bullockstone Road 		
Improvements, 2018		
 The Nottinghamshire County Council 		
(Century Road, Grace Road, Ordsall Road,		
Newlands, Ollerton Road, West Hill Road,		
Ordsall, Retford), 2017		
 Haringey County Council, Holcombe Road 		
Public Realm Scheme (Growth on The High		
Road (GoTHR).2015		
Made in Sauchiehall St and Garnethill –	All	
Regeneration Framework <u>Link</u>		
Scottish Government Equality Outcomes: Gender	All	
Evidence Review <u>Link</u>		
Scottish Government Equality Outcomes: Age	All	
Evidence Review <u>Link</u>		
Scottish Government Equality Outcomes:	Disabled	
Disability Evidence Review <u>Link</u>		
Scottish Crime and Justice Survey 2014/15: Main	All	

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EQIA Screening Form

& T Chatterton (2017) <u>Link</u>	susceptibil because o pecause o peca	susceptibility), particularly because of prior high levels of
	respiratory	respiratory illness and smoking.
Scottish Household annual report (2019) Link	All	
Scottish Index of Multiple Deprivation (2020) Link	All	
Transport Scotland - Developing an Active Nation	All	
Link		
The following guidelines were also	All	
considered in this assessment:		
 Scottish Government Designing Street 		
Policy Statement <u>Link</u>		
 Development Plan policies <u>Link</u> 		
 Cycling by Design Link 		
 TfL Streetscape Guidance 2016 <u>Link</u> 		
 London Cycling Design Standards <u>Link</u> 		
 Cycle Infrastructure Design LTN 1/20 		
Link		
 TfL International Cycling Infrastructure 		
Best practice Study <u>Link</u>		

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3. ASSESSMENT & DIFFERENTIAL IMPACTS

Use the table below to provide some **narrative** where you think the **Policy, Project, Service Reform or Budget Option** has either a positive impact (contributes to promoting equality or improving relations within an equality group) or a negative impact (could disadvantage them) and note the reason for the reason for policy development, based on the evidence you have collated.

Protected Sp Characteristic Ch	Specific Characteristics	Positive Impact (it could benefit an equality group)	Negative Impact – (it could disadvantage an equality group)	Socio Economic / Human Rights Impacts
SEX/ GENDER	Women	No discrimination will be made on women. A number of public realm improvements will have the potential to make the area safer for users. Specifically, these include creating a more open environment via extensions of the pavement area, removal of existing street clutter and improved lighting. Scottish Crime and Justice Survey indicate that women feel less safe than men when walking alone after dark. Therefore, a positive impact for women is expected from an improved and safer environment	No impact	Women across Scotland are more likely to use buses than men (by 55% to 45% overall).

EQIA Screening Form

	Young people will benefit from the safer environment.	There is currently no Scottish data on travel issues specific to the transgender community. No change required as impact is considered to be neutral.	No change required as impact is considered to be neutral	Ethnic minority groups across Scotland are less likely to hold a driving licence than white ethnic groups therefore improved pedestrian and cycle access is advantageous.		African heritage community members in Scotland have the lowest level of access to a car of all BME groups
	No impact	No impact	No impact	No impact	No impact	No impact
They will feel safer and less stressful.	Positive impact. Scottish Crime and Justice Survey indicate that men are more likely to be a victim of crime with men in the 16 - 24 age group particularly vulnerable. Therefore, a positive impact for men is expected from an improved and safer environment.	No impact.	No impact	The design aims to create an improved segregated cycle way between Helensburgh and Garelochhead.	The widening of the footway in places will	improve the pedestrian environment. This will impact on residents
	Men	Transgender	White	Mixed or Multiple Ethnic Groups	Asian	African
			RACE*	Further information on the breakdown below each of these headings, as per census, is available	For example Asian	includes Chinese, Pakistani and Indian etc

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		within the local area and aid social		therefore improved access will be beneficial to them.
	Caribbean or Black	cohesion.	No impact	
	Other Ethnic Group		No impact	
		The design of the route	Design considerations	More visits by disabled people to the
		impacts on poorlive	The lack to let be be will	water II of it with Defield Social inclusion
		disabilities. By	impairment may conflict with	and integration.
		separating pedestrians	the needs of people with	The design should incorporate
		from cyclists and cars	other types of impairment.	coloured tactile paving parallel to
		and making the street	Tactile paving, for example, is	crossing points, in tandem with a
		more accessible with	known to cause discomfort	change in asphalt colour. Additionally,
		larger sections of	for those with arthritis. The	tactile paving strips will be located
		dropped kerbs and	raised blisters on steps and at	across the cycle way entering and
		wider areas of paving,	crossings can potentially	exiting junctions. This will alert cyclists
		and by reducing the	cause trips and falls (for	to the possibility of people crossing,
		speed of other road	stroke victims) too, but their	as well as provide visual/ sensory/
		users, the proposals	need is accepted for visually	audible cues to pedestrians. Corduroy
DISABII ITV	Dhycical disability	should provide a safer	impaired.	strips should be specified to align with
	riiyəlcat disabitity	environment,	The route will require road	kerb detail across side street
		particularly along the	crossings, either of the main	junctions, ensuring that there is a
		sections of the route	road or side roads, and these	consistent sensory and visual cue for
		that are within the	introduce conflict points that	users to differentiate between
		populated areas such	may create barriers for	footway and carriageway.
		as Rhu, Helensburgh	certain users.	Crossings on the main road that are
		and Garelochhead.		signal controlled will benefit users,
		- (the chosen route should aim to
		Scottish Crime and		minimise the number of main road
		Justice Survey indicate		crossings.
		feel less safe than non-		
		disabled people when		
		walking alone after		
		dark No distinction		

EQIA Screening Form

	Through consultation, the potential for some issues for blind, deaf and autistic road users will be identified and is something that we will continue to engage and work with the disability groups on. These matters have been carefully examined in the preparation of the proposed design solution.	No impact - Additional consultation with disability support groups would suggest that there are no apparent limitations or issues faced by those with mental health issues that either impact upon their use of the cycling infrastructure or would need to be addressed to facilitate their uptake of this.
between types of disability is available. Therefore, a positive impact is expected for disabled people from an improved and safer environment.	The design of the route could potentially have positive impacts on people with disabilities. By making the area more accessible with larger sections of dropped kerbs and wider areas of paving, and by reducing the speed of other road users, the proposals should provide a safer environment. And colour contrast could make it easier to detect uneven surfaces.	Active travel (including cycling) has been shown to have a significant benefit to those with mental health issues, and it may encourage greater levels of activity in the general public and improve health.
	Sensory Impairment (sight, hearing,)	Mental Health
	A definition of disability under the Equality Act 2010 is available <u>here.</u>	

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	Learning Disability	No impact. No discrimination will be made on the basis of people with learning disabilities. No measures have been taken to directly address learning disability issues for people with a learning disability in the proposals	No impact	
LGBT	Lesbians	Fear of safety being in non-LGB&T social	No impact.	There is currently no Scottish data on travel issues specific to the LGBT
	Gay Men	environments. The improved lighting will	No impact.	community, 35% of transgender people have had a negative
	Bisexual	mean safer streets.	No impact.	experience when using parks and open spaces which they felt was related to their gender identity. (Links to behavioural changes among public)
				No change required as impact is considered to be neutral.
AGE	Older People (60 +)	Improving infrastructure will help older people participate actively. Scottish Government research indicates that being a victim of crime reduces with age; however, older people have a greater fear of crime. Therefore, a positive impact is	The need to cross the cycle path may have more of an impact on older people particularly those experiencing reduced mobility and using mobility aids. Concerns relating to collision with cyclists and pedestrians could potentially impact more on older people, particularly those with mobility issues. There will be	Elderly people can be victims of "hate crime" just as much as those of different races and religions. Recent reports have highlighted older people are often seen as an easy target by street muggers. Although the proportion of adults who feel unsafe being alone at home at night or walking alone is the local area after dark also fell.

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	expected for older people from an improved and safer environment.	marked crossing areas and improved behaviour is needed and expected of all road users.	than other to feel unsafe. (Equalities Impact Assessment)
	Seats installed.		
	Older people can experience reduced mobility and be more		
	likely to rely on mobility aids such as		
	and walking aids as		
	they age. Therefore, a positive impact is		
	expected for older		
	people from		
	accessibility		
	Easier road crossing		
	older neonle		
	People will be	No impact.	28% of children in Scotland are
	encouraged to engage		overweight or obese.
	III active travet.		
	Scottish Government		
-	research indicates that		
Younger People	young people aged 16		
(16-25)	- 22 were twice as		
	as a whole to be		
	injured on the roads.		
	Therefore, a positive		
	impact is expected for		
	younger people from		

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		improved access and road safety.		
		If the route has to mix on streets with traffic it is the intention to have a 20mph limit. Reduced traffic flow and more greenery so	No impact.	Improved health due to reduced emissions.
	Children (0-16)	children who are at higher risk from traffic related poor air quality than other groups (as they are closer to the ground where pollution gathers) will		
MARRIAGE & CIVII		No impact. No discrimination will be	No impact.	No change required as impact is
PARTNERSHIP		made on the basis of a		
		marriage or a civil		
		partnership. No		
	Women	measures have been taken to directly		
		address equalities		
		issues for married		
		civil partnership in the		
		proposals	1	
	Men	No impact.	No impact.	
	Lesbians	No impact.	No impact.	
	Gay Men	No impact.	No impact.	

EQIA Screening Form

	ants such as impact. Sosed in this sort with the design as the propert on shing prams with larger dropped wider areas bublic talso have or parking ay be an one women vin the later regnancy. The design areas ship prams with larger areas bublic talso have or parking ay be an one women vin the later regnancy. The design areas ship is a positive a positive and road	No impact. No impact. considered to be neutral.
Women	Women	See note

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r racial identities Consider the different faith groups of brevity race is not an exhaustive list, and therefore please feel free to augment the list above where appropriate; to reflect the complexity of other "There are too many faith groups to provide a list, therefore, please input the faith group e.g. Muslims, Buddhists, Jews, Christians, Hindus, etc. (individually when considering positive or negative impacts. A list of religions used in the census is available here.

EQIA Screening Form

Characteristics Most Impacted of Protected Summary 3.1

The evidence suggests that an improved physical layout, improved surfaces and visual amenity of the Helensburgh to Garelochhead active travel route will have a positive outcome for Protected Characteristics groups. The implementation of the improved route has the potential to be positive for all users travelling between the two settlements and for access within them and the others along the route, particularly for the disabled and elderly, but also for all racial and religious groups and sexual orientations, all ages and all genders. The route will increase accessibility and usability of the area. It will improve the visual amenity. The project will increase the vibrancy of the immediate locality. The project will address the negatives of the current route by creating greater visibility. This will make the route safer for all sections of the community to use. It will decrease the incidence of crime particularly for young men 16-25 who are often most involved in incidents and improve the perception of crime (especially for women through improved lighting).

initiatives. report in this I similar identified The proposals apply street design methods which have been adopted elsewhere in the design and implementation of s Therefore, there is good evidence that they are effective and that any potential negative impacts (such as those identifican be addressed at the detailed design and construction stages.)

Socio-Economic Impacts Of Summary 3.2

meets ᆂ Framework. The Helensburgh to Garelochhead project fits with the purpose of the Scottish Government National Performance national outcomes of helping people:

• Live in communities that are inclusive, empowered, resilient and safe

- enjoy, protect, and enhance their environment, and value,

And the project fits with the Local Policy with the aim of providing a better connected and accessible place in both Helensburgh and Garelochhead. It helps meet the Local Development Plan aims by striving to improve accessibility to key services and facilities through better integration of land use and transport infrastructure, including active travel routes such as the core path network.

The project will increase access to the main employment opportunities in the area for those in walking and cycling distance. It will create high-quality leisure route for locals, commuters, and tourists. The completed project will encourage more visits along the route and positively impact on the settlements like Rhu, bringing economic benefits to local business, in turn increasing the opportunities for

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employment in the area

рe The project supports the promotion of active travel uptake which in turn will have positive benefits to all sections of the public who will more likely to walk or cycle for commuting or for leisure. It will bring social benefits by improving peoples' perception of the area and the quality of life of people within the area. This will increase the public satisfaction of their communities. Reduced carbon emissions and more green space will bring benefits to all protected characteristics

The project will increase access to the main employment opportunities in the area, improve the active travel links from the north into Helensburgh.

The completed project will encourage more trips along the route, so bringing economic benefits to local business along the route.

Younger people will be The completed project will bring cultural benefits to the wider community as the improved, safer public space and environmental improvements will encourage use by more people for various community-based events and individual pursuits. Younger people more inclined to visit a more pleasant, safer environment.

There will be temporary upheaval during the construction phase, although this will be planned and phased to minimise disruption.

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Summary of Human Rights Impacts

We considered what extent the project impacted on absolute rights: limited rights and qualified rights. We considered the FAIR approach (Facts, Analyse, Identify and Review) shown in the flowchart (Scottish Human Rights Commission) and are satisfied that no rights are being infringed. On balance, feedback from engaged local people is that this project will have a positive impact. Taking a human rights-based approach is about making sure that people's rights are put at the centre of policies and practices, the PANEL principles are one way of breaking down what this means in practice (Participation, Accountability, Non-discrimination, Empowerment and Legality). Having a means, after implementation, of monitoring the benefits to people and responding to any issues from the community will ensure that there is continued accountability

There is no restriction of qualified rights and removing barriers to active travel will improve health to all residents. Action to improve air quality will protect the fundamental human right to good health.

The United Nations Sustainable Development Goals are the blueprint to achieve a better and more sustainable future for all. This project positively impacts on Sustainable Development Goals 3 (Good Health and Wellbeing) and Goal 11 (Sustainable Cities and Communities).

EQIA Screening Form

4. OUTCOMES, ACTION & PUBLIC REPORTING

Screening Outcome	Yes /No Or / Not at This Stage
Was a significant level of negative impact arising from the project, policy or strategy identified?	O Z
Does the project, policy or strategy require to be amended to have a positive impact?	O _N
Does a Full Impact Assessment need to be undertaken?	ON V

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	Actic (i.e. is there a strategic	Actions: Next Steps (i.e. is there a strategic group that can monitor any future actions)
Further Action Required/ Action to Be Undertaken	Lead Officer and/or Lead Strategic Group	Timescale for Resolution of Negative Impact (s) / Delivery of Positive Impact (s)
The project steering group will contact Protected Characteristics groups to specifically ensure that all concerns if any can be addressed. These include: • LGBTIQ groups • Women's Groups Age UK	Design Team	 Assess delivery of project against protected characteristics within the first 6 months of opening Assess programming of activities / collaboration work with groups from protected characteristic categories. Gauge reaction and develop further programming with and for these groups. Assess 1 year after opening.
EQIA monitoring to become an agenda item		
Project to nominate an EQIA champion.		

REVIEW **EVALUATION &** OUTCOMES, MONITORING 5

The Equalities Impact Assessment (EQIA) screening is not an end in itself but the start of a continuous monitoring and review process. The relevant Strategic, Policy, or Operational Group responsible for the delivery of the Policy, Project, Service Reform or Budget Option, is also responsible for monitoring and reviewing the EQIA Screening and any actions that may have been taken to mitigate impacts.

services are responsible for conducting the impact assessment for their area, staff from **Corporate** will be available to provide support and guidance. Individual s **Planning** w

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ARGYLL AND BUTE COUNCIL HELENSBURGH AND LOMOND AREA

COMMITTEE

LEGAL & REGULATORY SUPPORT 13 December 2022

CHARITABLE TRUSTS, BEQUESTS AND TRUST FUNDS

1.0 EXECUTIVE SUMMARY

- 1.1 The Helensburgh and Lomond Area Committee are Trustees for a number of Charitable Trusts, Bequests and Trust Funds. Historically a report has been brought to the Area Committee on an annual basis with recommendations for distribution.
- 1.2 Officers continually seek to simplify and update processes where possible to ensure ongoing compliance with the original terms of the bequests and to reduce the administrative burden of the management and distribution. There remains a number of challenges with a single charitable fund that was established many years ago, and as a consequence of changes in society over time the intended beneficiaries of the bequests are no longer easily identified.
- 1.3 This report provides details of a number of the Trusts and Bequests that remain active in the Helensburgh and Lomond Area and seeks agreement from Members on proposed distribution methods.

2.0 RECOMMENDATIONS

- 2.1 The Helensburgh and Lomond Area Committee are asked to:
 - 1. note the financial position of the Charitable Trusts, Bequests and Trust Funds as of August 2022,
 - 2. agree that the 'John Logie Baird Prize Fund' prize be limited to £30,
 - 3. agree all other charities and trust funds are awarded on the basis outlined in paragraph 5.5 and defined within appendix 1, and
 - 4. note that officers are in ongoing dialogue with representatives from the Lord Advocates office to establish appropriate methods of distributing funds from the Clydesdale Air Raid Distress Fund.

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HELENSBURGH AND LOMOND AREA

COMMITTEE

LEGAL & REGULATORY SUPPORT 13 December 2022

CHARITABLE TRUSTS, BEQUESTS AND TRUST FUNDS

3.0 INTRODUCTION

3.1 The Helensburgh and Lomond Area Committee are Trustees of a number of Charitable Trusts, Bequests and Trust Funds. This report provides information on proposals in relation to the ongoing management of these funds and seeks agreement on distribution proposals.

4.0 RECOMMENDATIONS

- **4.1** The Helensburgh and Lomond Area Committee are asked to:
 - 1. note the financial position of the Charitable Trusts, Bequests and Trust Funds as of August 2022,
 - 2. agree that the 'John Logie Baird Prize Fund' prize be limited to £30,
 - 3. agree all other charities and trust funds are awarded on the basis outlined in paragraph 5.5 and defined within appendix 1, and
 - 4. note that officers are in ongoing dialogue with representatives from the Lord Advocates office to establish appropriate methods of distributing funds from the Clydesdale Air Raid Distress Fund.

5.0 BACKGROUND & DISTRIBUTION ARRANGEMENTS

- 5.1 Historically reports are prepared and submitted to Area Committees outlining the status of each of the funds, proposed distribution method(s) and the amounts available.
- 5.2 Of the 8 funds for which the Area Committee are trustees many have historically been awarded to Council Departments and allied partners (for example Roads and Amenity Services).
- 5.3 In September 2020 the Area Committee agreed that those funds that hold less than £1k in unrestricted reserves (i.e. monies the charity has available to spend without drawing on capital or restricted reserves) be made available, in their totality, during the financial year (2021/22).

- 5.4 In December 2021 the Area Committee agreed to place a moratorium on the distribution of monies from 4 of the 7 funds that had historically been awarded to Council Departments and allied partners. This approach has served to lessen the administrative burden and will allow interest to accumulate to ensure maximum community benefit at a later date.
- In order to give a level of consistency to the process for those which are transferred to Council Departments or allied partners it is proposed that those funds that hold more than £1k will be allocated on a basis of the interest from the previous financial year plus 1/20th of the unrestricted funds.
- 5.6 The exemption to this rule is the fund which relate to a school prize, 'John Logie Baird Prize Fund'. It is suggested the level this prize be £30 this is in line with those awarded in other areas. This will be paid by Finance in receipt of confirmation of the recipient from the school.
- 5.9 Should the Area Committee approve this approach around £200.00 will be available to council departments and allied partners this financial year
- 5.10 Due to a number of factors including, changes in society over time and changes to personnel and corporate structures the intended beneficiaries of a single fund are no longer easily identified. However, officers are in ongoing dialogue with representatives from the Lord Advocates office to establish appropriate methods of distributing those funds that have no established arrangements. A proposals for this remaining fund will be brought to a future meeting of the Area Committee.

6.0 CONCLUSION

6.1 This report has outlined the current position in terms of financial and distribution arrangements of the funds/bequests held in trust by the Area Committees. On approving the recommendations they will provide a clear community benefit while meeting our obligation of ensuring transparent and effective governance.

7.0 IMPLICATIONS

- **7.1** Policy None.
- **7.2** Financial None.
- **7.3 Legal** Area Committees, as Trustees, must ensure that the distribution arrangements comply with the terms of the funds/bequests, failure to do so would result in the Council being liable.
- **7.4 HR** To proceed with reorganisation, in terms of section 10 or 11 of the Law Reform (Miscellaneous Provisions) (Scotland) Act 1990 would require the allocation of Officer time.
- 7.5 Fairer Scotland Duty None
- 7.5.1 Equalities protected characteristics None

- **7.5.2** Socio-Economic Duty None
- 7.5.3 Islands None
- **7.6** Climate Change None
- **7.7 Risk** None
- 7.8 Customer Service None

Douglas Hendry Executive Director with responsibility for Legal & Regulatory Support November 2022

Policy Lead - Councillor Alastair Redman

Appendix 1 - Distribution Arrangements for Trust Funds and Bequests.

For further information contact: Stuart McLean, Committee Manager, 01436 658717, stuart.mclean@argyll-bute.gov.uk

TRUST NAME	CHARITABLE PURPOSE	DISTRIBUTION PROPOSAL	Capital (Restricted Funds)	Income during 2021-22	Accumulated Funds for Distribution	1/20th of unrestricted	Maximum proposed award - September 2022		
Historically awarded to Council Departments and Allied Partners.									
KIDSTON PARK	For upkeep of Kidston Park Helensburgh	Transfer to Roads and Amenity Services annually.	1,000.00	1.00	2,598.00	130.00	131.00		
MISS ANNIE DICKSON BEQUEST	For poor of Helensburgh	Transfer to Social Work annually for allocation.	2,948.00	0.00	1,253.00	63.00	63.00		
JOHN LOGIE BAIRD PRIZE FUND	Annual prize to pupil at Hermitage Academy, Helensburgh	Paid to the Hermitage Academy school funds.	200.00	0.00	1,715.00	86.00	30.00		
Officers are in ongoing dialog	gue with representatives fro	om the Lord Advocates office to establish appropri	ate methods of distr	ibuting funds from	this charity.				
CLYDESDALE AIR RAID DISTRESS FUND		Officers are in ongoing dialogue with representatives from the Lord Advocates office to establish appropriate methods of distributing funds from this charity.	2,703.00	0.00	832.00	42.00	42.00		
Moratorium in situ - Historic	ally awarded to Council Dep	partments and Allied Partners							
HELENSBURGH & FASLANE CEMETERIES FUND	Upkeep of tombstones etc in District cemeteries	Transfer to Roads and Amenity Services annually when it is confirmed that the cemetery is being maintained. If no work is being undertaken do not make the transfer until such time as work is to be carried out.	8,351.00	0.00	0.00	n/a	n/a		
BALLYHENNAN CHURCHYARD	Upkeep of churchyard	Transfer to Roads and Amenity Services annually when it is confirmed that the cemetery is being maintained. If no work is being undertaken do not make the transfer until such time as work is to be carried out.	378.00	0.00	0.00	n/a	n/a		
CARDROSS WAR MEMORIAL	Upkeep of war memorial	The war memorial is being maintained by Roads and Amenity Services through their Central Repairs budget and on this basis the funds should be transferred to the Service the next time maintenance work is being undrtaken.	689.00	26.00	26.00	n/a	n/a		
SUNDRY BEQUESTS - FORMER DUMBARTON CEMETERIES	Upkeep of tombstones etc in District cemeteries	Transfer to Roads and Amenity Services annually when it is confirmed that the cemetery is being maintained. If no work is being undertaken do not make the transfer until such time as work is to be carried out.	2,119.00	86.00	86.00	n/a	n/a		

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Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
13th Decemb	per 2022			<u>'</u>	
13 th December 2022	Quarterly Performance Scorecard FQ2 22/23	Jane Fowler/Sonya Thomas Performance and Improvement	Quarterly Report		
13 th December 2022	HSCP Bi-Annual Update Report	Charlotte Craig/Fiona Davies Argyll and Bute Health and Social Care Partnership	Bi-Annual Report		
13 th December 2022	Charities and Trust Funds	Shona Barton Legal and Regulatory Support	Annual Report		
13 th December 2022	Roads and Infrastructure Services Update	Jim Smith Roads and Infrastructure Services	Quarterly Report		
13 th December 2022	Police Scotland Update	Inspector Andrew Barron Police Scotland	Quarterly Report		
13 th December 2022	Helensburgh, Cardross and Dumbarton Cyclepath Update	Colin Young Development and Economic Growth	Quarterly Report		
13 th December 2022	Local Housing Strategy	Douglas Whyte Development and Economic Growth	Annual Update		
13 th December 2022	Performance Reports	Stuart Green Chief Executive Unit			
14 th March 2	2023				

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
14 th March 2023	Supporting Communities Fund Applications	Kirsty Moyes/Becky Hothersall Chief Executive	Annual Report		
14 th March 2023	Quarterly Performance Scorecard FQ3 22/23	Jane Fowler/Sonya Thomas Performance and Improvement	Quarterly Report		
14 th March 2023	Roads and Infrastructure Services Update	Jim Smith Roads and Infrastructure Services	Regular Report		To include Roads Capital Plan, Roads and Amenities Revenue Work Plan (Programmed), Grass Cutting Schedule and Post Winter Update
14 th March 2023	Strategic Housing investment plan (SHIP)	Douglas Whyte Development and Economic Growth	Annual Report		
14 th March 2023	Police Scotland Update	Inspector Andrew Barron Police Scotland	Quarterly Report		
14 th March 2023	Commercial Services Property Update	David Allan Development and Economic Growth	Quarterly Report		

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
14 th March 2023	Helensburgh, Cardross and Dumbarton Cyclepath Update	Colin Young Development and Economic Growth	Quarterly Report		
14 th March 2023	Major Projects Update		Bi-Annual Update		
14 th March 2023	Hermitage Academy Report	Douglas Morgan Acting Head Teacher	Annual Report		
13 June 2023	3				
13 th June 2023	Supporting Communities Fund – End of Project Monitoring Report 2021/22	Kirsty Moyes/Rona Gold Chief Executive	Regular Report		
13 th June 2023	Quarterly Performance Scorecard FQ4 21/22	Jane Fowler/Sonya Thomas Performance and Improvement	Quarterly Report		
13 th June 2023	Roads and Infrastructure Services Update	Jim Smith Roads and Infrastructure Services	Quarterly Report		

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
13 th June 2023	Primary School Report	Simon Easton/Simone McAdam Education	Annual Report		
13 th June 2023	HSCP Bi-Annual Update Report	Charlotte Craig/Fiona Davies Argyll and Bute Health and Social Care Partnership	Bi-Annual Report		
13 th June 2023	Police Scotland Update	Inspector Andrew Barron Police Scotland	Quarterly Report		
13 th June 2023	Commercial Services Property Update	David Allan Development and Economic Growth	Quarterly Report		
13 th June 2023	Helensburgh, Cardross and Dumbarton Cyclepath Update	Colin Young Development and Economic Growth	Quarterly Report		
September 2	2023				
September 2023	Area Performance Report – FQ1 2023/24				
September 2023	Roads and Infrastructure Services Update	Jim Smith Roads and Infrastructure Services	Quarterly Report		

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
September 2023	Annual Recycling Performance Report	Jim Smith Roads and Infrastructure Services	Annual Report		
September 2023	Police Scotland Update	Inspector Andrew Barron Police Scotland	Quarterly Report		
September 2023	Helensburgh, Cardross and Dumbarton Cyclepath Update	Colin Young Development and Economic Growth	Quarterly Report		
September 2023	Major Projects Update		Bi-Annual Update		
September 2023	Commercial Services Property Update	David Allan Development and Economic Growth	Quarterly Report		
Future Meet	ings				
	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	Andrew Collins/John Gordon	Updates on Progress		

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Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Waterfront Development	Commercial Services			
	Helensburgh Conservation Area Regeneration Scheme (CARS)	Dianne Richardson Development and Economic Growth	Updates on Progress		

ARGYLL AND BUTE COUNCIL

Helensburgh and Lomond Area Committee

DEVELOPMENT AND ECONOMIC GROWTH

13 December 2022

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 20 September 2022 in relation to the delivery of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 1.2. Officers have agreed with WSP that their work package will be finished no later than 31 March 2023. This provides a confirmed date by which WSP will complete contracted work and helps to clarify the timescale to progress this important project. At time of writing, Officers are working to agree an updated work plan and programme with WSP to enable their work to be completed by the end of the financial year.
- 1.3. Subsequent to WSP's work, some further elements will require to be undertaken during summer 2023 to complete the design package required for construction. This includes ecology surveys which can only be undertaken during summer months and a quality review of the design work undertaken by WSP.

RECOMMENDATIONS

- 1.4. It is recommended that the Helensburgh and Lomond members:
 - 1.4.1. Welcome the agreement with WSP that their work package will be completed no later than 31 March 2023.
 - 1.4.2. Note that some elements of work will require to be completed separately during summer 2023 to finalise the full package required for construction.

ARGYLL AND BUTE COUNCIL

Helensburgh and Lomond Area Committee

DEVELOPMENT AND ECONOMIC GROWTH

13 December 2022

Helensburgh, Cardross and Dumbarton Cyclepath Update

2.0 INTRODUCTION

- 2.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 20 September 2022 in relation to the delivery of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 2.2. Full details of the project, including previous progress is available in the project update reports previously presented to this Committee.

3.0 RECOMMENDATIONS

- 3.1. It is recommended that the Helensburgh and Lomond members:
 - 3.1.1. Welcome the agreement with WSP that their work package will be completed no later than 31 March 2023.
 - 3.1.2. Note that some elements of work will require to be completed separately during summer 2023 to finalise the full package required for construction.

4.0 DETAIL

Finances

- 4.1. **Design (Phase 1 Colgrain to Cardross & Phase 2 Cardross to Dumbarton).**Funding for the design development has been secured from the Transport Scotland Places for Everyone programme, administered by Sustrans. The Places for Everyone programme, funded by the Scottish Government, 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.
- 4.2. **Design (Phase 3 Helensburgh Town).** Funding has been secured from Transport Scotland's highly competitive challenge fund Places for Everyone programme, which administered by Sustrans. This funding will be used to engage an external design consultant to lead on community engagement, preferred route identification and concept design. The Places for Everyone programme, funded by the Scottish Government/Transport Scotland, 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.
- 4.3. Construction (Cardross Rail Station to Geilston Burn). Costs for the final works in Cardross Park to complete the section linking Cardross Rail Station to the Geilston Burn have been paid to the Council's Roads and Infrastructure Service. These costs were secured from Strathclyde Partnership for Transport (SPT) Capital Programme and the Scottish Government's Cycling, Walking and Safer Routes fund.
- 4.4. The Council's Active Travel Team (2 FTE) is part of the Strategic Transport Team within the Development and Economic Growth Service. No Council funding is currently received by the Active Travel Team. All project costs, including internal staff costs, have to be funded via successfully securing highly competitive external challenge funds.

Design

- 4.5. 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.
- 4.6. **Phase 1 & 2 Developed design** (stage 3) work for the outstanding section of the route linking Colgrain to Geilston Burn, Cardross and Ferry Road, Cardross to Dumbarton is due to be recommenced by WSP. A programme for completion of the design stage is awaited from WSP, which will plan for their work to be completed by 31 March 2023.
- 4.7. Phase 1 & 2 Technical Design (stage 4) engineering investigation and design finalization is planned to be progressed following completion of the develop design stage. Officers are working with WSP to confirm a programme to complete their work on the technical design by 31 March 2023. Subsequent to completion of WSPs work, some further elements will require to be undertaken during summer 2023 to complete the design package required for construction. This includes ecology surveys which can only be undertaken during summer months and a quality review of the design work undertaken by WSP.
- 4.8. **Phase 3 (Helensburgh Town) Concept Design** (stage 0 2) will commence on completion of the procurement exercise required to appoint a design consultant. This is for the initial design stages and will include community engagement, identification of a preferred route and concept design.

Construction (stage 5): Cardross Station to Geilston Burn

4.9. The section of route linking Cardross Station to Cardross Park opened in December 2021 and is being well used by the community.

4.10. The Council's Roads Operations team are working to complete the work in the Cardross Park including fencing, bollards and signage by end-November, dependent on supply of materials. This will complete work on the Cardross Park side of the Geilston Burn. To protect the public, the bridge over the Geilston Burn will be fenced off until access is agreed to further land on the west side of the Burn to construct the path through to an accessible destination.

Programme

- 4.11. **Appendix 1** provides the current programme of the key stages and forecast timescales for each section of the Phase 1: Helensburgh to Cardross section of the Cyclepath; Phase 2: Cardross to Dumbarton; and, Phase 3: Helensburgh: Hermitage Academy to Town Centre.
- 4.12. **Appendix 2** provides an update on commercial discussions with the design contractor and the current position on land negotiations. **[EXEMPT]**

5.0 CONCLUSION

- 5.1. Completion of the Helensburgh, Cardross and Dumbarton Cyclepath will provide a dedicated, high quality, accessible walking and cycle route linking Helensburgh, Cardross and Dumbarton. This route will provide opportunities for all in the Helensburgh Cardross Dumbarton corridor to travel more sustainably and actively by walking and cycling. This will provide a safe alternative to having to use a private car to travel between these communities and help lower Argyll and Bute's carbon footprint. Funding for these works has been secured from our key active travel partners with further bids being developed to enable the construction of further sections of the cycleway following detailed design work and as and when land purchases have been concluded.
- 5.2. The delivery of the Helensburgh Cardross Dumbarton Cyclepath is dependent on securing highly competitive challenge funding, committing appropriate match funding and securing access to private land for the route.

6.0 IMPLICATIONS

6.1. Policy

Completion of this project will support the Council's SOA outcomes 2: We have infrastructure that supports sustainable growth and 5: People live active, healthier and independent lives. The project also supports achievement of the Scottish Government's objectives set out in the Cycling Action Plan for Scotland (CAPS) and Let's Get Scotland Walking - The National Walking Strategy.

6.2. Financial

The design, construction and land purchase will be funded by external grant funding applications. The Council has 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 or HSCP although the value of this would be difficult to quantify.

6.3. Legal Continued input will be required from Legal Services to

support contractual agreements and land purchase including a CPO should this be deemed necessary.

6.4. HR None.

6.5. Fairer Scotland Duty:

6.5.1 Equalities Completion of this project will provide opportunities for

all in the Helensburgh – Cardross – Dumbarton corridor to travel more sustainably and actively by

walking, wheeling and cycling.

6.5.2 Socio- The route has been designed to be DDA compliant economic Duty and will provide a safe and accessible route for those

with mobility aids including wheelchairs and parents/guardians with a child's pram or buggy.

6.5.3 Islands There are no adverse impacts.

6.6. Climate Change Active Travel is the least carbon intensive mode of

travel. Providing the opportunity for residents and visitors to consider an alternative to having to use a private car to travel between these communities will

help lower Argyll and Bute's carbon footprint.

6.7. Risk There is a reputational risk to the Council if the project

is not completed within a reasonable timeframe.

6.8. Customer None.

Services

Executive Director with the responsibility for Development and Economic

Growth: Kirsty Flanagan

Policy Lead: Cllr Andrew Kain

09 November 2022

For further information contact: Colin Young

Strategic Transportation Delivery Officer

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

Appendix 1: Helensburgh, Cardross & Dumbarton Cyclepath Programme

		2019/20			2020/21					2021/22			2022/23				202	23/24			202	24/25	2025/26				2026/27					2027	//28			
Activity	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q3	Q4	Q1	Q2	Q3	Q4	Q	1 Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Funding Applications																																				
Phase 1: Helensburghto Cardross																																				
Route Design: Helensburgh to Cardross					,,,,,,,																				,,,,,,			1	,,,,,,							
Land Purchase Negotiations: Helensburgh to Cardross																																				
CPO Process (if required):																																				-
- Provide CPO recommendation to H&L Area Committee																											1									
- Develop CPO																																				
- Gain Full Council approval for CPO																																				
- Advertise CPO																																				
- Lodge CPO with Scottish Government																																				
- CPO Process																1																				
Construction: Helensburgh to Cardross																1																				
Construction of Helensburgh to Cardross Phase 1 (Cardross Station to Geilston Burn)																																				
Construction of Helensburgh to Cardross Phase 2 (assuming negotiated acquisition) Construction of Helensburgh to Cardross Phase 3					_							<u> </u>																							\longrightarrow	
(assuming Compulsory Purchase Order required) Construction of Helensburgh to Cardross Phase 4 (assuming Compulsory Purchase Order required)																					-															
Phase 2: Cardross to Dumbarton																																				
Route Design: Cardross to Dumbarton																								2///////												
Land Purchase Negotiations: Cardrossto Dumbarton																																				
CPO Process (if required):																																				
- Provide CPO recommendation to H&L Area Committee																				<u> </u>	0 1111					9/////								\rightarrow		
- Develop CPO																1																				
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Construction: Cardross to Dumbarton																																		\dashv	\rightarrow	_
Construction of Cardross to Dumbarton Phase 1 (assuming negotiated acquisition)																																			+	_
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Construction of Cardross to Dumbarton Phase 3 (assuming Compulsory Purchase Order required) Construction of Cardross to Dumbarton Phase 4																																				
(assuming Compulsory Purchase Order required)																																				
Helensburgh: Hermitage Academy to Town Centre																																				
Community Consultation & Route Identification																																				
Route Design																																				
Land Access Negotiations																																				
Construction of route from Hermitage Academy to Helensburgh Town Centre Phase 1																																				
Construction of route from Hermitage Academy to Helensburgh Tow n Centre Phase 2																																				

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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