

Public Document Pack

Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

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5 March 2024

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, 12 MARCH 2024** 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 12 DECEMBER 2023** (Pages 5 - 12)
4. **PUBLIC QUESTION TIME**
5. **POLICE SCOTLAND UPDATE** (Pages 13 - 18)
Update from Inspector Bart Simonis, Police Scotland
6. **AREA PERFORMANCE REPORT - FQ3 2023/24** (Pages 19 - 64)
Report by Executive Director with responsibility for Customer Support Services
7. **PRIMARY AREA ATTAINMENT REPORT: HELENSBURGH AND LOMOND** (Pages 65 - 78)
Report by Executive Director with responsibility for Education
8. **SUPPORTING COMMUNITIES FUND - MONITORING OF PROJECTS FUNDED** (Pages 79 - 88)
Report by Chief Executive
9. **HOUSING SERVICES ACTIVITY UPDATE - STRATEGIC HOUSING INVESTMENT PLAN (SHIP) - ANNUAL UPDATE** (Pages 89 - 100)
Report by Executive Director with the responsibility for Development and Economic

Growth

10. **ROADS CAPITAL RECONSTRUCTION PROGRAMME 2024/25** (Pages 101 - 106)
Report by Executive Director with responsibility for Roads and Infrastructure Services
 11. **PROPOSED ARGYLL AND BUTE COUNCIL (OFF STREET PARKING PLACES AND CHARGES) (HELENSBURGH) (AMENDMENT) ORDER 202_** (Pages 107 - 122)
Report by Executive Director with responsibility for Roads and Infrastructure Services
 12. **AREA PLANS UPDATE** (Pages 123 - 138)
Presentation by Corporate Support Manager, Argyll and Bute Council
 13. **2023/24 ACTIVE TRAVEL PROGRESS REPORT** (Pages 139 - 154)
Report by Executive Director with the responsibility for Development and Economic Growth
 14. **HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE** (Pages 155 - 170)
Report by Executive Director with Responsibility for Development and Economic Growth
 15. **HELENSBURGH CONSERVATION AREA REGENERATION SCHEME (CARS) RECOMMENDATION OF SHOPFRONT GRANT AWARD** (Pages 171 - 176)
Report by Executive Director with responsibility for Development and Economic Growth
- REPORT FOR NOTING**
16. **HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN** (Pages 177 - 182)

REPORT WITH EXEMPT APPENDICES
 17. **HELENSBURGH WATERFRONT DEVELOPMENT (COMMERCIAL AREA) - UPDATE & SHORTLISTING OF FINAL OFFERS**
 - (a) Report by Executive Director with Responsibility for Commercial Services (Pages 183 - 188)
 - (b) Appendix A (Pages 189 - 280)
 - E1 (c) Appendix B (Pages 281 - 286)
 - E1 (d) Appendix C (Pages 287 - 294)
 - E1 (e) Appendix D (Pages 295 - 304)

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

The appropriate paragraphs are:-

- E1 Paragraph 9** Any terms proposed or to be proposed by or to the authority in the course of negotiations for a contract for the acquisition or disposal of property or the supply of goods or services.

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 Ian MacQuire	Councillor Gary Mulvaney (Vice-Chair)
Councillor Iain Paterson	Councillor Gemma Penfold (Chair)

Contact: Julieann Small, Senior Committee Assistant - 01546 604043

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**MINUTES OF THE MEETING OF THE HELENSBURGH & LOMOND AREA COMMITTEE HELD ON
A HYBRID BASIS BY MICROSOFT TEAMS AND IN THE MARRIAGE SUITE IN THE
HELENSBURGH AND LOMOND CIVIC CENTRE
ON TUESDAY, 12 DECEMBER 2023**

Present: Councillor Gemma Penfold (Chair)

Councillor Math Campbell-Sturgess	Councillor Fiona Howard
Councillor Maurice Corry	Councillor Paul Donald Kennedy
Councillor Graham Hardie	Councillor Gary Mulvaney

Attending: Stuart McLean, Committee Manager
Colin Young, Senior Transportation Delivery Officer
Sally Morris, Estates Surveyor
Sonya Thomas, OD Project Officer
Inspector Bart Simonis, Police Scotland
Seymour Adams, Vice-Chair, CHARTS

Prior to commencement of Business the Chair acknowledged the sad passing of Norman Muir of Helensburgh Community Council. The Chair recognised that the death of Mr Muir was a huge loss to the Helensburgh and Lomond area and that his efforts to make the area a better place for residents and visitors is recognised and appreciated.

1. APOLOGIES

Apologies for absence were intimated on behalf of Councillor Iain Paterson, Councillor Mark Irvine and Councillor Ian MacQuire.

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 12 SEPTEMBER 2023

The Minute of the meeting of the Helensburgh and Lomond Area Committee, held on 12 September 2023 was approved as a correct record.

4. PUBLIC QUESTION TIME

Peter Brown (Present), Helensburgh Community Council

The Skatepark group is on record at the 12 September 2023 area meeting stating it does not wish to be relocated from the waterfront, even if a larger site is available within Helensburgh. Do the councillors agree that spending £80,000 on investigating alternative options is not an appropriate use of precious council resources when cuts are being made elsewhere in the budget?

Councillor Penfold advised that the Helensburgh Pierhead had always been an option for the Skatepark if no alternative option was found as it has more space available. Councillor Penfold further advised that the Estates Team do not envisage using the whole £80,000

for initial investigations and appreciates that people would rather the money was used on the actual Skatepark.

Councillor Penfold advised that this question would be passed onto the Head of Commercial Services for a fuller response.

Sarah Davies (Present), Helensburgh Community Council

1. How will the Levelling Up Fund be allocated in Argyll and Bute and what role will communities play in the allocation?

Councillor Mulvaney advised that Argyll and Bute Council representatives will be holding discussions with The Department for Levelling Up to confirm the criteria that must be used and that the outcome of these discussions will be considered by the Council in due course.

2. Investigations have highlighted that there is nowhere to go for those seeking a warm space from 6pm on weekdays, nowhere after 1pm on a Saturday and nowhere at all on a Sunday. Other Councils have a full page of Warm Spaces but nothing on Argyll and Bute Councils website. How are warm spaces being co-ordinated and advertised across Argyll and Bute? Is there an officer, committee or organisation that Helensburgh Community Council can work with to ensure those who need support get it?

The Committee Manager advised that this issue would be added to the agenda for the next meeting of the Helensburgh and Lomond Community Planning Group, scheduled for February 2024. Mr McLean added that he would raise this issue with colleagues within the Welfare Rights Team and advise Miss Davies on these discussions.

The Committee recognised that there are a number of warm spaces available within the area but not everyone knows about them and that hosting this information on a website is not always the best approach to reach those in need.

Angela Anderson (Present), Plastic Free Helensburgh/Time for Change Argyll and Bute

1. I would like the Committee to acknowledge and welcome the new regional Argyll and Bute Climate Action Network (ABCAN) which is a collaboration between Argyll and the Isles Coast and Countryside Trust, Argyll and Bute TSI and Time for Change Argyll and Bute.
2. I would like the Committee to acknowledge and welcome the collaboration between Scottish Water and Plastic Free Helensburgh.
3. I would like the Committee to acknowledge and act on the issues resulting from the heavy rain and flooding. There are a number of drains which are blocked and have been reported as slow draining. This issue is causing traders located on the South Side of West Princes Street to have to close due to the amount of water being pushed into the shops by passing vehicles. Can these drains be looked at and would the Area Committee support a trusted traders scheme that would allow a selected number of individuals to close roads when incidences of flooding occur?

Councillor Mulvaney advised that the Committee would ask the Network and Standards Manager for an update regarding gulley maintenance and clearing and what the plan is going forward in this regard.

Councillor Hardie advised Miss Anderson to pass the specific details onto him and he would contact the Head of Roads on her behalf.

Councillor Corry advised that there are a number of identified hot spots for all drainage systems in Helensburgh and Lomond and that these are prioritised during periods of flooding.

Lindsey Young (Present), Cyclepath Action Group

I would like to introduce a new community group that formed in October as sub group of Cardross Community Council but has members from Helensburgh to Ardoch.

Our objectives are to:

- Scrutinise progress with the Cyclepath between Helensburgh and Dumbarton
- Provide a voice on behalf of the local community and provide updates to the community
- Undertake action as appropriate to expedite the implementation of the route.

We have had 154 members of the public sign up to receive communications from us thus far and we aim to get an introductory email out shortly to the group. We look forward to supporting the Council with its efforts to make this active travel route a reality.

Polly Jones

The Committee Manager read out the below question submitted by Polly Jones:

In the minutes of the meeting of 12 September 2023 the minutes in section 5 record the following:

‘The Head of Commercial Services advised that he would provide Mrs Jones with a written response by email following the meeting.’

Three months have passed and I have not received any response to the questions I raised at the meeting, given this has been a crucial period for the preparation and submission of bids for the Waterfront Development this is a failure of due process and public scrutiny.

When can I expect a response to my questions from the 12 September?

How will the Councillors ensure public questions are taken seriously and responded to appropriately, Including by officers of the council?

For reference the questions I asked are recorded in the minutes as:

1. Does the Committee believe that it is prejudicial to be asked to agree the following recommendation ‘the waterfront site is not considered to be a suitable long term location for the skatepark as initial marketing of the site has highlighted that the site is not large enough to accommodate a larger scale skatepark which the group are seeking as well as a viable commercial development’ outlined within the associated report before considering the report ‘Helensburgh Waterfront Development

(Commercial Area) – Update & Shortlisting of Offers’, as the location is dependent on what the plans are for the waterfront?

2. Helensburgh Community Council have undertaken a number of consultation exercises, and have had 4,500 people participate, more than the 83 responses mentioned in the associated report. How will the Committee include the views of the 4,500 alongside the plans and responses?
3. There is reference in the summary of the report at item 13, others would welcome a retail or hospitality option, how many people are included in this statement?

The Committee Manager apologised that Ms Jones questions from the previous Area Committee remain unanswered and advised that he would contact the Head of Commercial Services at the conclusion of this meeting and advise him of Miss Jones concerns.

5. POLICE SCOTLAND UPDATE

Consideration was given to an update which included information on the ongoing work of the Service and provided information on fraud prevention and awareness, specifically Sextortion; bereavement support; road safety; the Friday night football which was organised over the summer holidays; the Police Scotland Youth Volunteers visit to His Majesty's Naval Base (HMNB), Clyde and the recruitment of a new Youth Engagement Officer for Helensburgh.

Inspector Bart Simonis was in attendance and updated the Committee with yearly crime statistics for the area.

Decision

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

(Reference: Report by Sergeant Eddie McGunnigal, Police Scotland, submitted)

6. CHARTS (ARGYLL AND THE ISLES)

The Committee gave consideration to a presentation by the Vice-Chair of the Cultural Heritage and Arts Assembly (CHARTS) for Argyll and the Isles. The presentation included information on the impact of partnership working on both regional and local areas and provided highlights of key projects throughout the Helensburgh and Lomond Area. Mr Adams also provided information in relation to funding streams and the benefits of the continued support received from Argyll and Bute Council.

Decision

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

(Reference: Presentation by Vice-Chair, Cultural Heritage and Arts Assembly, submitted)

7. AREA PERFORMANCE REPORT - FQ2 2023/24

Consideration was given to the Area Performance Report for financial quarter 2 of 2023/24 (July to September 2023) which illustrated the agreed performance measures for this period.

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 was 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 1 November 2023, submitted)

8. HELENSBURGH WATERFRONT DEVELOPMENT - SKATEPARK OPTIONS

Consideration was given to a report outlining the skatepark options which had initially been assessed and sought approval to proceed to undertake more detailed investigations on the preferred locations.

Motion

The Helensburgh and Lomond Area Committee:

1. notes that the new equipment for the temporary skatepark is currently being manufactured and would be installed as soon as this was completed;
2. agrees that officers should proceed to investigate further the option of developing a new skatepark at Kidston Park and also consider Hermitage Park as a secondary alternative while noting the challenges / benefits of both locations; and
3. notes that the funding to investigate these options will be taken from the £80,000 committed by the council to support the skatepark group to find a permanent location.

Moved by Councillor Gemma Penfold, seconded by Councillor Gary Mulvaney.

Amendment

The Helensburgh and Lomond Area Committee:

1. notes that the new equipment for the temporary skatepark is currently being manufactured and would be installed as soon as this was completed;

2. agrees that officers should proceed to investigate further the option of developing a new skatepark at Kidston Park scoping out the challenges and benefits of developing a skatepark at this location; and
3. notes that the funding to investigate these options will be taken from the £80,000 committed by the council to support the skatepark group to find a permanent location.

Moved by Councillor Fiona Howard, seconded by Councillor Math Campbell-Sturgess.

As the meeting was being held on a hybrid basis, the vote required to be taken by calling the Roll and Members votes as follows –

Motion

Amendment

Councillor Maurice Corry
Councillor Graham Hardie
Councillor Paul Donald Kennedy
Councillor Gary Mulvaney
Councillor Gemma Penfold

Councillor Math Campbell-Sturgess
Councillor Fiona Howard

Decision

The Motion was carried by 5 votes to 2 and the Helensburgh and Lomond Area Committee resolved accordingly.

(Reference: Report by Executive Director with responsibility for Commercial Services, dated 13 November 2023, submitted)

9. CHARITABLE TRUSTS, BEQUESTS AND TRUST FUNDS

The Committee gave consideration to a report which provided details on proposals relating to the ongoing management and proposed distribution arrangements for Charitable Trusts, Bequests and Trust Funds for which the Helensburgh and Lomond Area Committee are Trustees.

Decision

The Helensburgh and Lomond Area Committee:

1. noted the financial position of the Charitable Trusts, Bequests and Trust Funds as of August 2023;
2. agreed that the 'John Logie Baird Prize Fund' prize be limited to £30;
3. agreed to award all unrestricted funds from the Kidston Park Trust to Roads and Infrastructure for the purposes of the upkeep of Kidston Park and thereafter to place a moratorium on the fund; and
4. agreed that the Miss Anne Dickson Bequest is awarded on the basis outlined in paragraph 5.4 and as defined within appendix 1 of the report.

(Reference: Report by Executive Director with responsibility for Legal and Regulatory Support, dated November 2023, submitted)

10. HEALTH AND SOCIAL CARE PARTNERSHIP PERFORMANCE REPORT- FQ1 2023/24

A report which provided an update on performance against each of the service areas and the 93 supporting Key Performance Indicators; an update from the Heads of Service giving a wider context and identifying risks and mitigations; an update on the National Health and Wellbeing Outcomes and Ministerial Steering Group Integration Indicators and information in relation to delayed discharges was before members for information.

Decision

The Helensburgh and Lomond Area Committee noted:

1. the performance for FQ1 (April - June 2023/24);
2. the summary overview of the Heads of Service Performance update;
3. the performance update on the National Health & Wellbeing Outcomes and Ministerial Steering Group Integration Indicators, as at Appendix 1 of the report;
4. the System Pressure Report for August 2023, as at Appendix 2 of the report; and
5. the Delayed Discharge Sitrep for August 2023, as at Appendix 3 of the report.

(Reference: Report by Senior Performance and Improvement Manager, 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 12 December 2023)

12. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEPATH UPDATE

Consideration was given to a report updating Members on the progress made since the Helensburgh and Lomond Area Committee on 13 September 2023 in relation to the delivery of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.

Members agreed that they wished to discuss the information contained in appendix 2 of the report and agreed to exclude the press and public to allow consideration of this information.

Decision

The Helensburgh and Lomond Area Committee:

1. supported the continued efforts by WSP and Officers to try to engage with landowners;
2. welcomed the planned community engagement to support the identification of a preferred route linking Morrisons Supermarket/Hermitage Academy to Helensburgh Town Centre/Waterfront;
3. considered the feedback received from Scottish Government Civil Servants, directing us to Planning Circular 6/2011: Compulsory Purchase Orders, which provided guidance on the use of CPO powers and the general considerations required; and
4. requested that the report, due for consideration at the next meeting of the Area Committee, include reference to timescales and the anticipated resource required to undertake a number of potential Compulsory Purchase Orders associated with the cycle route linking Helensburgh, Cardross and Dumbarton.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth, dated 24 November 2023, submitted)



Argyll & West Dunbartonshire Division

Helensburgh and Lomond Area Committee

COWAL, BUTE & HELENSBURGH POLICING PRIORITIES 2023-2026

The priorities for your area are decided by data from our strategic assessment which details threats and risks, and also from feedback from local authorities, partners, and residents in the [Local Policing Survey](#)

- Serious organised crime
- Crimes of theft and dishonesty
- Road safety and road crime
- Violent crime
- Public protection.

Serious & Organised Crime

The Helensburgh & Lomond benefits from a dedicated Pro-active Serious and Organised Crime Team (SOCT). These specialist officers are supported by dedicated intelligence officers in tackling serious and organised crime in our communities.

The work of the SOCT and the continued upturn in detection rates of those involved in the supply of controlled drugs in our communities, is underpinned by the valuable work undertaken by our Local Policing Teams (LPT), providing the local connection to target drug dealing, developing local intelligence and progress concerns identified by members of the community.

We encourage our communities to share concerns and suspicions around drug dealing either by calling 101 or by reporting anonymously via Crimestoppers 0800 555 111

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OFFICIAL: POLICE AND PARTNERS**Acquisitive Crime**

Crime Type	5 Year Average	PYTD	YTD	% Change from previous Year
Common Theft	57.6	56	77	+37.5%
Fraud	24.2	35	42	+20%
Housebreaking (Domestic)	13.4%	9	10	+11.1%
Theft shoplifting	33.4	39	36	-7.7%

To address the increase in domestic housebreakings, officers have shared material from our “After Dark” campaign on social media, this addressed general home security providing advice and guidance. Police Scotland Youth Volunteers (PSYV) handed out over 500 leaflets in our local communities which relate to protecting homes and property. Local and Road Policing Officers have increased vehicle checks and operations to disrupt those involved in vehicle crime.

Call Blockers are being installed at addresses throughout the authority to prevent scam calls, figures show system is now blocking 95% of scam calls through the requirement for genuine callers to press a particular number on their keypad to be connected which the automated scam calls cannot circumvent.

Looking forward, a Helensburgh town centre-based Community Policing Unit is being established to counter the rise in acquisitive crime.

Road Safety & Road Crime

The Road Policing Unit continues to deploy marked and unmarked patrols throughout Argyll and Bute in an effort to improve road user behaviour and deter criminality. One of the effects of this is the increase in detections for driving whilst under the influence of alcohol or drugs, which has increased by 48.5% in comparison with the 5 years average.

Police Scotland’s annual festive drink and drug driving campaign took place from 1 December 2023 to 2 January 2024. The total number of roadside tests carried out by police officers increased by 21 per cent compared to the previous year. There were 3,219 breath tests (2,568 in 2022) and 481 drug wipes (481 in 2022). Scotland-wide, detected offences increased, from 722 in 2022 to 831 in 2023. The Preventions & Partnerships Unit are currently arranging a series of road safety events commencing in Helensburgh. The events will include input and advice from Police Scotland and also the opportunity for drivers to take a drive with a member of the Institute of Advanced Motorists (IAM) sitting alongside who will provide the driver with advice and guidance relating to the driver’s

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driving standards. It is part of the 'I Am Road Smart' campaign which has proved to be very effective across the country.

Violent Crime

Violent crime continues to be closely monitored and reviewed with investigations being resourced across Local Policing Teams and the Criminal Investigation Department. Each crime is subject of daily review and scrutiny and thereafter allocated to the most appropriate department to progress to assist in identification of repeat victims, offenders and locations. Any emerging issues and risks are shared and appropriate actions identified

A series of pro-active patrols were undertaken as part of a joint initiative involving Police Scotland, Local Authority ASB officers and Housing Officers to address an increase in violence related calls within the Helensburgh area. This multi-agency approach proved very successful and resulted in a decrease in such calls which directly had a positive impact on the wider community.

Crime Type	5 Year Average	PYTD	YTD	% Change previous Year
Minor Assault	120.6	139	146	+5%
Attempt Murder	0.2	1	0	-100%
Serious Assault	7.8	8	16	+100%
Murder	0.4	0	0	
Robbery	1.6	0	3	

Public Protection**16 Days Against Gender Based Violence Campaign**

Between 25th November and 10th December, officers supported the 16 Days Against Gender Based Violence Campaign. The theme for 2023 was 'Imagine a Scotland without Gender Based Violence'. During the campaign period Police Scotland as part of the wider Violence Against Women and Girls Partnership in Argyll and Bute heavily promoted support networks for all affected by gender based violence as well as the Disclosure Scheme for Domestic Abuse in Scotland (DSDAS). DSDAS aims to prevent domestic abuse by giving people the right to ask about the background of their partner. It also (anonymously) allows concerned members of the public, such as relatives or friends, the right to ask about someone's partner if they are concerned that person has been abusive in the past. DSDAS enables potential victims to make the choice on whether to remain in a relationship, and working with partners, provide them with support to assist them in their decision. The campaign also involved some local pledges by prominent male roles models in our community showing positive messages about what gender based violence means to them and what they can do to make a positive difference.

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Fraud Prevention

Frauds and scams continue to be a focus as offences are still being reported on a regular basis and we would welcome invites from any community groups or organisations in the Helensburgh and Lomond area after some successful inputs at Grey Matters Active Ageing, Centre 81, Helensburgh and Lomond Carers and Garelochhead Station Trust. Currently, officers are making use of a free call blocker initiative being run by 'Friends Against Scams' who are a National Trading Standards organisation. Any devices requested are being sought through this scheme which means there is no local funding is required at this time. The most updated figures from trueCall who provide these devices is that we now have 262 call blockers installed in Argyll and Bute to protect older and vulnerable people from nuisance and scam phone calls. So far 86,504 calls have been blocked, and trueCall estimate that 141 scams have been prevented. It is estimated that over the 4 year life of these units they will have blocked 207,370 nuisance calls (of which 57,149 will have been scam phone calls), prevented 337 scams, saved vulnerable households £995,357, led to a reduction of £924,550 in NHS, social care & police costs, and an increase in wellbeing & quality of life valued at £1,072,235 - total benefits of £2,992,142. The financial benefits of £1,919,907 are 28 times the project costs of £67,858.

Out and About

Partnership and Prevention officers provided personal safety inputs to Lomond and Argyll Advocacy Service (LAAS) staff as well as information on county lines drug dealing methods and risks. Officers also attended the Welcome Day for Ukrainian resettlers in Helensburgh to ensure barriers were broken down between police and new members of our community and that personal safety advice as well as Scottish legislation was passed over. Retail premises are also being offered free crime prevention security surveys following recent reports of shoplifting. 3 of these crime prevention surveys have taken place in the Helensburgh area.

Divisional Recognition Awards 2023

The Argyll and West Dunbartonshire Divisional Awards 2023 took place in Oban this year to recognise the outstanding work that our officers, staff and partners do in the communities. The awards included Probationer of the Year, Special Recognition, Partnership, Outstanding Bravery, Unsung Hero, Commander's Award, Above and Beyond and Team of the Year. The Partnership Award was presented to Jim Bowles, National Observer for the Institute of Advanced Motorists. Jim acts as a volunteer in his role to promote road safety and was vital in his role during the Helensburgh Road Safety event earlier this year. The runner up for the Partnership Award was Sheena McLean from Argyll and Bute Council. Sheena was nominated for her unmatched knowledge of Anti-Social Behaviour legislation.

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Useful Links/Contacts

- **Argyll and Bute Community Directory** - <https://abcd.scot/> including warm spaces information
- **Crimestoppers** – [Crimestoppers in Scotland | Crimestoppers \(crimestoppers-uk.org\)](https://www.crimestoppers-uk.org/)
[0800 555 111](https://www.crimestoppers-uk.org/)
- **Scottish Partnership Against Rural Crime** – www.scottishparc.co.uk
- **Women's Aid** - [Home - Women's Aid \(womensaid.org.uk\)](https://www.womensaid.org.uk/)
- **Citizens Advice** – 0808 164 6000
- **Argyll and Bute Council Trading Standards** – 01546 605 519
- **Argyll and Bute Council** – <https://www.argyll-bute.gov.uk/my-council/how-contact-us>
- **Transport Scotland** – road related incidents and road closures - <https://www.traffic.gov.scot/traffic-information/incidents>
- **Scottish Water** - <https://www.scottishwater.co.uk/Help-and-Resources/Contact-Us>
[0800 0778 778](https://www.scottishwater.co.uk/Help-and-Resources/Contact-Us)
- **NHS24 (including mental health support)** – 111 or <https://www.nhsinform.scot/>

Follow us on Social Media and help share local appeals and education messages

- Facebook - Police Scotland Argyll and West Dunbartonshire
- X (formerly Twitter) – PSOSArgyllBute and PSOS ArgWestDunb

Sign up to Neighbourhood Watch to receive local alerts and bulletins for your community area - <https://neighbourhoodwatchscotland.co.uk/#0>

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Have your say on your local policing priorities - <https://consult.scotland.police.uk/strategy-insight-and-innovation/your-police-2023-2024/>

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ARGYLL AND BUTE COUNCIL**HELENSBURGH AND
LOMOND AREA COMMITTEE****CUSTOMER SUPPORT SERVICES****12 MARCH 2024**

AREA PERFORMANCE REPORT – FQ3 2023/24

1.0 BACKGROUND

- 1.1 This paper presents the Area Performance Report for Financial Quarter 3 2023/24 (October to December 2023) and illustrates the agreed performance measures.
- 1.2 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.
 - 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 four previous financial quarters.
 - 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.
 - Where appropriate a Performance Trend Line has been added.
 - The name of the Responsible Officer.
 - Where possible performance is presented at both Area and Council level.
- 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.
- 1.5 As part of our improvements to performance reporting and making best use of the digital technology available to us, officers have developed new, online scorecards for members to view performance data. If support is required to navigate the online scorecards please contact - lorna.gillies@argyll-bute.gov.uk or sonya.thomas@argyll-bute.gov.uk

2.0 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 All of the indicators in this report are based on agreed Council policy.
- 3.2 Financial All indicators with financial implications are actively managed through agreed budget monitoring processes.
- 3.3 Legal All appropriate legal implications are complied with.
- 3.4 HR All HR implications are actively managed through agreed Wellbeing and Management monitoring processes.
- 3.5 Fairer Scotland Duty See below.
- 3.5.1 Equalities All activities comply with Equal Opportunities/Fairer Scotland Duty policies and obligations.
- 3.5.2 Socio-economic Duty All activities comply with the council's socio-economic duty.
- 3.5.3 Islands Duty All activities comply with the council's islands duty.
- 3.6 Climate Change The Council is committed to working towards net zero.
- 3.7 Risk Without this information Elected Members are less informed of activities within their area.
- 3.8 Customer Service All activities with customer feedback or insight are rigorously monitored for improvement.
- 3.9 The Rights of the Child (UNCRC): This report highlights examples of how the Council is committed to, and working towards reducing child poverty and improving outcomes for every child.

Kirsty Flanagan, Executive Director with responsibility for Customer Support Services

Jane Fowler

Head of Customer Support Services
7 February 2024

For further information, please contact:

Sonya Thomas

Organisation Development Project Officer - Customer Support Services

01546 604454

Appendix 1: FQ3 2023/24 H&L Performance Report

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All Areas

FQ3 2023/24 Overall Performance Summary

The information presented is a summary of the agreed measures.

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.

Where appropriate a Trend Line has been added to illustrate movement in 'Actual' over the reporting period.

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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 2022/23	95.3%	129.2%	Green
FQ4 2022/23	95.3%	144.0%	Green
FQ1 2023/24	95.3%	112.9%	Green
FQ2 2023/24	95.3%	134.3%	Green
FQ3 2023/24	95.3%	138.2%	Green

Performance in FQ3 has exceeded the target and actual has increased since the last reporting period.

FQ3 Comment

Projected spend for the programme for 2023/24 is £670,000. A paper will be issued to Policy & Resources in February outlining the issue around the level of spend and also asking for support in lobbying the Scottish Government for more programme funding for future years.

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 2022/23	100%	100%	Green
FQ4 2022/23	100%	95%	Red
FQ1 2023/24	100%	100%	Green
FQ2 2023/24	100%	100%	Green
FQ3 2023/24	100%	100%	Green

This indicator for FQ3 has met the target with no change in performance since the last reporting period.

FQ3 Comment

This is a voluntary survey with no obligation for clients to respond either in full or in part. It is also common for incomplete returns to be received. In FQ3 2023/24, 11 survey forms were distributed to clients. 6 were returned. Of these 6 returns, 5 responded to the question relating to being better able to deal with their financial problems. Of these 5 respondees, 5 responded positively, whilst 0 responded negatively. Accordingly, 100% of clients that responded were positive about their experience i.e. no negative comments or responses were reported.

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	Trend of 'Actual' over the period
FQ3 2022/23	No target	779	No target	
FQ4 2022/23	No target	490	No target	
FQ1 2023/24	No target	973	No target	
FQ2 2023/24	No target	452	No target	
FQ3 2023/24	No target	413	No target	

The indicator for FQ3 shows the number of parking penalty notices has decreased since the last reporting period.

FQ3 Comment

Free parking two weeks prior to Christmas. Amenity Wardens off-work between 24 Dec to 3 Jan (non-essential staff). Helensburgh Restricted Parking Zone (RPZ) lining/signing deteriorating. A full review of the RPZ has been carried out by the local Traffic Development Officer which identifies the lining / signing issues.

Responsible person: Hugh O'Neill

Number of parking penalty notices issued – Argyll and Bute

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	1,343	No target	
FQ4 2022/23	No target	1,332	No target	
FQ1 2023/24	No target	1,816	No target	
FQ2 2023/24	No target	1,172	No target	
FQ3 2023/24	No target	1,015	No target	

This indicator for FQ3 shows the number of parking penalty notices has decreased since the last reporting period.

FQ3 Comment

Free Parking around Christmas Period, amount depending on location. Lining issues continue. Amenity Wardens (as non-essential staff) not operating at Christmas break. Lining/signing continuing to deteriorate, which means wardens are unable to enforce. Operations have been made aware and are looking to get the lining redone when lining teams are available and weather permitting.

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	Target (Cumulative)	Actual (Cumulative)	Status
FQ3 2022/23	£136,755	£194,664	Green
FQ4 2022/23	£167,212	£215,279	Green
FQ1 2023/24	£31,127	£69,073	Green
FQ2 2023/24	£77,693	£114,849	Green
FQ3 2023/24	£106,037	£178,233	Green

This indicator for FQ3 is shows the cumulative amount of income collected has significantly exceeded the cumulative target. There is no performance trend as this data is cumulative.

FQ3 Comment

There were delays in processing income from G4S which has seen parts of the income placed into the wrong cost codes. Officers have worked with Finance to identify this and the extra income has been pulled through into this quarter. We have also seen Luss and Arrochar Car Parks being busier which may have increased income for the off street car parks.

Going forward the Committee are asked to note the following factors that will affect car parking income in the H&L area:

- Glen Loin 2 has (incomplete) electric charger installs (from June), which is affecting 2 bays.

Responsible person: Hugh O’Neill

Actual quarterly income collected in Helensburgh and Lomond during FQ2 and FQ3.

Car Park Location	FQ2 Actual	FQ3 Actual
Arrochar	£10,638	£21,526
Luss, Lomond	£32,972	£38,887
Sinclair Street, Helensburgh	£699	£1,258
Maitland Street, Helensburgh	£6	£10
Pier, Helensburgh	£1,462	£1,703
H&L (parking permits)	£0	£0
Total	£45,777	£63,384

Car parking income to date – Argyll and Bute

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

Reporting Period	Target (Cumulative)	Actual (Cumulative)	Status
FQ3 2022/23	£812,919	£709,585	Red
FQ4 2022/23	£993,968	£817,788	Red
FQ1 2023/24	£234,056	£253,705	Green
FQ2 2023/24	£584,204	£486,151	Red
FQ3 2023/24	£797,331	£807,348	Green

This indicator for FQ3 is shows the cumulative amount of income collected is slightly higher than the cumulative target. There is no performance trend as this data is cumulative.

FQ3 Comment

There were delays in processing income from G4S which has seen parts of the income placed into the wrong cost codes. Officers have worked with Finance to identify this and the extra income has been pulled through into this quarter. We have also fitted new parking machines which are easier to use. This may well have increased usage and subsequently income.

Going forward the Committee are asked to note the following factors that will affect car parking income:

B&C: No issues.

H&L: Glen Loin 2 has (incomplete) electric charger installs (from June), which is affecting 2 bays.

MAKI: No issues.

OLI: North Pier car park closures for cruise ship visits (FQ1 onwards).

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	Trend of 'Actual' over the period
FQ3 2022/23	No target	7	No target	
FQ4 2022/23	No target	8	No target	
FQ1 2023/24	No target	11	No target	
FQ2 2023/24	No target	8	No target	
FQ3 2023/24	No target	4	No target	

This indicator for FQ3 shows the number of dog fouling complaints has decreased since the last reporting period.

FQ3 Comment

The number of dog fouling complaints received for the Helensburgh/Lomond area has dropped this quarter with only 4 received. This is very good.

Responsible person: Tom Murphy

Dog fouling – total number of complaints – Argyll and Bute

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	47	No target	
FQ4 2022/23	No target	77	No target	
FQ1 2023/24	No target	60	No target	
FQ2 2023/24	No target	51	No target	
FQ3 2023/24	No target	46	No target	

This indicator for FQ3 shows the number of dog fouling complaints has decreased since the last reporting period.

FQ3 Comment

The number of dog fouling complaints this quarter has reduced from 51 to 46. In order to reduce this further the Warden Service will continue to monitor and patrol. Islay was the only area this quarter to issue a dog fouling fine.

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 2022/23	100%	100%	Green
FQ4 2022/23	100%	100%	Green
FQ1 2023/24	100%	100%	Green
FQ2 2023/24	100%	100%	Green
FQ3 2023/24	100%	100%	Green

This indicator for FQ3 is has met the target with no change in performance since the last reporting period.

FQ3 Comment

Each care experienced child and young person enrolled in an authority school has tracking and monitoring plans in place via our SEEMIS database. Data collated includes attendance, exclusion, progress and attainment and wellbeing information.

Our systems continue to be refined to ensure data is relevant and supports early intervention. A bespoke tracking and monitoring system is in development. Improvements to date include: programme of data driven dialogue between Designated Managers and the Virtual Head Teacher, discreet identification of CECYP for class teachers and appropriate data sharing with partner agencies. Raising the profile of our CECYP has led to an increased awareness of this cohort, positively impacting on personalised support, including at transition points.

Responsible person: Louise Chisholm

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 2022/23	+/-5.00%	6.09%	Red
FQ4 2022/23	+/-5.00%	-2.56%	Green
FQ1 2023/24	+/-5.00%	5.00%	Green
FQ2 2023/24	+/-5.00%	-7.07%	Red
FQ3 2023/24	+/-5.00%	4.12%	Green

This indicator for FQ3 is within the +/-5.00% target variance and performance has improved since the last reporting period.

FQ3 Comment

The overall food cost percentage for the authority was 4.12%. We will continue to monitor areas and individual schools that have a variance out with the +/-5% target.

B&C 0.54%
 H&L -0.52%
 MAKI -2.82%
 OLI 6.92%

Responsible person: Christine Boyle

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	Trend of 'Actual' over the period
FQ3 2022/23	94.00%	93.76%	Red	
FQ4 2022/23	94.00%	92.40%	Red	
FQ1 2023/24	94.00%	92.54%	Red	
FQ2 2023/24	94.00%	94.49%	Green	
FQ3 2023/24	94.00%	92.58%	Red	

This indicator for FQ3 is below target and performance has decreased since the last reporting period.

FQ3 Comment

As of 1st December 2023, the Participation figure (16-19 year-olds in employment, training or education) in Helensburgh and Lomond was 1073 young people, which equates to 92.58%. This is 1.42% below target and 3.02% below the annual Argyll and Bute Participation figure of 95.60%, which was released by Skills Development Scotland at the end of August 2023. The Participation figure of 92.58% for FQ3 of 2023/24 is a decrease of 1.91% on the Participation figure for FQ2 2023/24.

Responsible person: Jennifer Crocket

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	Trend of 'Actual' over the period
FQ3 2022/23	94.00%	93.90%	Red	
FQ4 2022/23	94.00%	93.62%	Red	
FQ1 2023/24	94.00%	93.75%	Red	
FQ2 2023/24	94.00%	95.94%	Green	
FQ3 2023/24	94.00%	94.37%	Green	

This indicator for FQ3 is above target however performance has decreased since the last reporting period.

FQ3 Comment

As of 1st December 2023, the Participation figure (16-19 year-olds in employment, training or education) for the whole of Argyll and Bute was 3909 young people, which equates to 94.37%. This is 0.37% above target and 1.23% below the annual Argyll and Bute Participation figure of 95.60%, which was released by Skills Development Scotland at the end of August 2023. The Participation figure of 94.37% for FQ3 of 2023/24 is a decrease of 1.57% on the Participation figure for FQ2 2023/24.

Responsible person: Jennifer Crocket

Corporate Outcome No.5 – Our economy is diverse and thriving

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

Reporting Period	Target	Actual	Status
FQ3 2022/23	0	0	Green
FQ4 2022/23	36	36	Green
FQ1 2023/24	0	0	Green
FQ2 2023/24	0	0	Green
FQ3 2023/24	0	0	Green

This indicator for FQ3 shows the number of completions has met the target for the reporting period.

FQ3 Comment

No social sector new builds were due for completion in this period.

Responsible person: Kelly Ferns

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

Reporting Period	Target	Actual	Status
FQ3 2022/23	37	37	Green
FQ4 2022/23	67	67	Green
FQ1 2023/24	26	26	Green
FQ2 2023/24	40	40	Green
FQ3 2023/24	4	4	Green

This indicator for FQ3 shows the number of completions has met the target for the reporting period.

FQ3 Comment

In FQ3 - 4 x particular needs units completed by ACHA in Dunoon 1x2bed, 1x3bed, 2x4bed.

B&C 4
 H&L 0
 MAKI 0
 OLI 0

Responsible person: Kelly Ferns

Corporate Outcome No.5 – Our economy is diverse and thriving

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

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	75.0%	45.5%	Red	
FQ4 2022/23	75.0%	40.0%	Red	
FQ1 2023/24	75.0%	34.6%	Red	
FQ2 2023/24	75.0%	25.0%	Red	
FQ3 2023/24	75.0%	35.7%	Red	

This indicator for FQ3 is below target however, performance has increased since the last reporting period.

FQ3 Comment

Performance across the Development Management Service continues to be impacted as it works through a backlog of casework that has accumulated through the Covid pandemic and which has been exacerbated by extended periods of operating with reduced staffing levels due to issues with recruitment to vacant posts, and the introduction of National Planning Framework 4. Whilst vacancies across the service have now largely been filled the focus of officer remains geared toward the resolution of statutory casework with the handling of pre-application enquiries afforded lower priority in caseload management. To assist with the management of reduced customer expectations the target for responding to pre-app enquiries has been temporarily extended to 6 weeks. During FQ3 14 pre-apps were responded to within H&L. 50% were issued within 6 weeks.

Responsible person: Peter Bain

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

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	75.0%	52.5%	Red	
FQ4 2022/23	75.0%	55.4%	Red	
FQ1 2023/24	75.0%	47.5%	Red	
FQ2 2023/24	75.0%	49.1%	Red	
FQ3 2023/24	75.0%	55.0%	Red	

This indicator for FQ3 is below target however, performance has increased since the last reporting period.

FQ3 Comment

Performance across the Development Management Service continues to be impacted as it works through a backlog of casework that has accumulated through the Covid pandemic and which has been exacerbated by extended periods of operating with reduced staffing levels due to issues with recruitment to vacant posts, and the introduction of National Planning Framework 4. Whilst vacancies across the service have now largely been filled the focus of officer remains geared toward the resolution of statutory casework with the handling of pre-application enquiries afforded lower priority in caseload management. To assist with the management of reduced customer expectations the target for responding to pre-app enquiries has been temporarily extended to 6 weeks. During FQ3 120 pre-apps were responded to across ABC. 62.5% were issued within 6 weeks.

Responsible person: Peter Bain

Corporate Outcome No.5 – Our economy is diverse and thriving

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

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	8.0 weeks	12.7 weeks	Red	
FQ4 2022/23	8.0 weeks	20.6 weeks	Red	
FQ1 2023/24	8.0 weeks	25.1 weeks	Red	
FQ2 2023/24	8.0 weeks	17.9 weeks	Red	
FQ3 2023/24	8.0 weeks	15.7 weeks	Red	

This indicator for FQ3 is above target (lower is best) and performance has improved since the last reporting period.

FQ3 Comment

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

Performance across the Development Management Service continues to be impacted as it works through a backlog of casework that has accumulated through the Covid pandemic and which has been exacerbated by extended periods of operating with reduced staffing levels due to issues with recruitment to vacant posts, and the introduction of National Planning Framework 4. Improving resource availability has allowed the focus of the DM Service to shift from the prioritisation of the most significant applications to addressing the accrued backlog of older applications. The determination of a higher-than-normal volume of older cases has a significant impact on "average time taken" performance measures as a relatively small number of older cases can skew the outcome. It is also noted that these performance measures are based on "raw data" and as such have not been adjusted to take into account delays to determination out with the control of the planning authority. FQ3 has seen the determination of 3 'legacy' applications and an increasing volume of newer case work. This has resulted in a significant improvement with the average time period for determination of householder applications reducing by 3 weeks from FQ2. 87% of applications determined in FQ3 were less than 6 months old; these items were determined in an average time of 12.0 weeks.

Responsible person: Peter Bain

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

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	8.0 weeks	12.0 weeks	Red	
FQ4 2022/23	8.0 weeks	17.3 weeks	Red	
FQ1 2023/24	8.0 weeks	21.6 weeks	Red	
FQ2 2023/24	8.0 weeks	18.1 weeks	Red	
FQ3 2023/24	8.0 weeks	16.8 weeks	Red	

This indicator for FQ3 is above target (lower is best) and performance has improved since the last reporting period.

FQ3 Comment

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

Performance across the Development Management Service continues to be impacted as it works through a backlog of casework that has accumulated through the Covid pandemic and which has been exacerbated by extended periods of operating with reduced staffing levels due to issues with recruitment to vacant posts, and the introduction of National Planning Framework 4. Improving resource availability has allowed the focus of the DM Service to shift from the prioritisation of the most significant applications to addressing the accrued backlog of older applications. The determination of a higher-than-normal volume of older cases has a significant impact on "average time taken" performance measures as a relatively small number of older cases can skew the outcome. It is also noted that these performance measures are based on "raw data" and as such have not been adjusted to take into account delays to determination out with the control of the planning authority. FQ3 has seen the determination of 3 'legacy' applications and an increasing volume of newer case work. This has resulted in a significant improvement with the average time period for determination of householder applications reducing by 3 weeks from FQ2. 87% of applications determined in FQ3 were less than 6 months old; these items were determined in an average time of 12.0 weeks.

Responsible person: Peter Bain

Corporate Outcome No.5 – Our economy is diverse and thriving

COI – 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	Trend of 'Actual' over the period
FQ3 2022/23	No target	41	No target	
FQ4 2022/23	No target	30	No target	
FQ1 2023/24	No target	32	No target	
FQ2 2023/24	No target	36	No target	
FQ3 2023/24	No target	26	No target	

This indicator for FQ3 shows the number of applicants has decreased since the last reporting period.

FQ3 Comment

During FQ3, the housing service provided temporary accommodation for 26 new homeless households. B&C: 16 households (4 x Registered Social Landlord Property, 1 x Private Sector Property, 8 x Serviced Accommodation, 3 x Bed & Breakfast). H&L: 1 household (1 x Private Sector Property). MAKI: 3 households (3 x Private Sector Properties). OLI: 6 households (3 x Private Sector Properties, 3 x Supported Accommodation).

Please note:

- The Registered Social Landlord and Private Rented Sector properties are leased by the Council and sub-let to homeless households as temporary accommodation.
- Serviced Accommodation is available in Cowal and Helensburgh and is for single people providing an en-suite bedroom and shared kitchen facilities.
- Supported accommodation is provided in Lorn by Blue Triangle Housing Association.

B&C: 16

H&L: 1

MAKI: 3

OLI: 6

Responsible person: Morven Macintyre

Corporate Outcome No.5 – Our economy is diverse and thriving

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	Trend of 'Actual' over the period
FQ3 2022/23	20.0%	19.4%	Red	
FQ4 2022/23	20.0%	22.5%	Green	
FQ1 2023/24	20.0%	10.8%	Red	
FQ2 2023/24	20.0%	26.5%	Green	
FQ3 2023/24	20.0%	27.8%	Green	

This indicator for FQ3 is above target and performance has increased since the last reporting period.

FQ3 Comment

FQ3 has shown a further increase. From the 18 contracts awarded, 7 local suppliers submitted a bid, 5 of which were successful. The Procurement, Commercial and Contract Management Team will continue to support local suppliers by providing useful information on the Council's website.

Responsible person: Anne MacColl-Smith

Corporate Outcome No.5 – Our economy is diverse and thriving

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 2022/23	No target	-	No target
FQ4 2022/23	No target	43	No target
FQ1 2023/24	No target	-	No target
FQ2 2023/24	No target	37	No target
FQ2 2023/24	No target	-	No target

This indicator is reported in FQ2 and FQ4.

This indicator for FQ3 shows the number of community benefits has increased since the last reporting period.

FQ3 Comment

Reported on a six monthly basis.

FQ3 and FQ4 will be reported in April 2024.

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	Trend of 'Actual' over the period
FQ3 2022/23	75%	15%	Red	
FQ4 2022/23	75%	24%	Red	
FQ1 2023/24	75%	39%	Red	
FQ2 2023/24	75%	29%	Red	
FQ3 2023/24	75%	46%	Red	

This indicator for FQ3 is below target however performance has increased significantly since the last reporting period.

FQ3 Comment

Overall Argyll and Bute performance figure of 46% during a period where annual leave and sickness absence have been prevalent in the small lighting team. This has had a negative impact on our performance this quarter. Lomond figures have improved at 46%. The Number of cable faults is still high in this area.

Responsible person: Tom Murphy

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

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	75%	30%	Red	
FQ4 2022/23	75%	32%	Red	
FQ1 2023/24	75%	37%	Red	
FQ2 2023/24	75%	43%	Red	
FQ3 2023/24	75%	46%	Red	

This indicator for FQ3 is below target however performance has increased slightly since the last reporting period.

FQ3 Comment

We maintain 14,442 street lights throughout Argyll and Bute, including the islands. Some street lighting faults cannot be fixed by the Street Lighting Team and we require assistance from power suppliers (SSE or Scottish Power) or our Roads colleagues/external contractors to repair underground cable faults and power supply issues. These type faults are often reported as single dark lamps but following attendance/investigation they can be identified as more serious problems that will take longer to repair. On average throughout the year approximately 98.8% of our street lights are operating/functioning as designed. Our Maintenance Team comprises 3x Street Lighting Electricians, 1x Clerk of Works/Inspector and 1x Trainee Team Leader. At present around 95% of assets have been upgraded to Energy Efficient and more reliable LED Luminaires. Works are continuing to convert/upgrade the rest of our inventor.

Responsible person: Tom Murphy

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	Trend of 'Actual' over the period
FQ3 2022/23	No target	23	No target	
FQ4 2022/23	No target	23	No target	
FQ1 2023/24	No target	43	No target	
FQ2 2023/24	No target	30	No target	
FQ3 2023/24	No target	9	No target	

This indicator for FQ3 shows the number of waste collection complaints has decreased significantly since the last reporting period.

FQ3 Comment

There were 9 waste collection complaints received this quarter for the Helensburgh/Lomond area, given the number of bins serviced, domestic, commercial, recycling and glass, this is very good.

Responsible person: Tom Murphy

Total number of complaints regarding waste collection – Argyll and Bute

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	35	No target	
FQ4 2022/23	No target	53	No target	
FQ1 2023/24	No target	67	No target	
FQ2 2023/24	No target	101	No target	
FQ3 2023/24	No target	18	No target	

This indicator for FQ3 shows the number of waste collection complaints has decreased significantly since the last reporting period.

FQ3 Comment

For the months of October, November and December only 18 waste collection complaints were received. Given the number of bins serviced, domestic, commercial, recycling, glass and food this is a very 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	Trend of 'Actual' over the period
FQ3 2022/23	45.0%	56.7%	Green	
FQ4 2022/23	45.0%	52.0%	Green	
FQ1 2023/24	45.0%	47.6%	Green	
FQ2 2023/24	45.0%	59.8%	Green	
FQ3 2023/24	45.0%	49.0%	Green	

This indicator for FQ3 is above target however performance has decreased since the last reporting period.

FQ3 Comment

49.0% recycling, composting and recovery (36.1% recycling/composting plus 12.9% recovery). Renewi sent some general waste to an energy from waste plant as part of a trial during December 23, which has improved recovery figures and reduced landfill during the quarter. Year to date figures are 53.3% recycling, composting and recovery (44.1% recycling/composting plus 9.2% recovery).

Responsible person: John Blake

Renewi (formerly Shanks) – Percentage of waste recycled, composted and recovered

Performance is presented by Council-wide service provision.

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	67.4%	No target	
FQ4 2022/23	No target	61.9%	No target	
FQ1 2023/24	No target	53.0%	No target	
FQ2 2023/24	No target	68.7%	No target	
FQ3 2023/24	No target	55.3%	No target	

This indicator for FQ3 shows the percentage of waste recycled has decreased since the last reporting period.

FQ3 Comment

55.3% recycling, composting and recovery (33.9% recycling/composting plus 21.4% recovery). Renewi sent some general waste to and energy from waste plant as part of a trial during December 23 which has improved recovery figures and reduced landfill during the quarter. Year to date figures are 60.9% recycling, composting and recovery (46.5% recycling/composting plus 14.4% 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	Trend of 'Actual' over the period
FQ3 2022/23	No target	43.5%	No target	
FQ4 2022/23	No target	35.9%	No target	
FQ1 2023/24	No target	39.2%	No target	
FQ2 2023/24	No target	35.6%	No target	
FQ3 2023/24	No target	34.2%	No target	

This indicator for FQ3 shows the percentage of waste recycled has decreased since the last reporting period.

FQ3 Comment

34.2% recycling, composting and recovery. Year to date figures are 36.4% recycling, composting and recovery (36.4% recycling/composting and 0% 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	Trend of 'Actual' over the period
FQ3 2022/23	No target	37.5%	No target	
FQ4 2022/23	No target	34.5%	No target	
FQ1 2023/24	No target	40.1%	No target	
FQ2 2023/24	No target	41.6%	No target	
FQ3 2023/24	No target	41.5%	No target	

This indicator for FQ3 shows the percentage of waste recycled has decreased slightly since the last reporting period.

FQ3 Comment

41.5% recycling, composting and recovery (40.8% recycling/composting plus 0.7% recovery). Year to date figures are 41.0% recycling, composting and recovery (40.8% recycling/composting and 0.2% 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	Trend of 'Actual' over the period
FQ3 2022/23	5,100	3,882	Green	
FQ4 2022/23	5,000	4,610	Green	
FQ1 2023/24	5,850	5,075	Green	
FQ2 2023/24	5,550	5,510	Green	
FQ3 2023/24	5,100	4,253	Green	

This indicator for FQ3 is below target (lowest is best).

FQ3 Comment

Within target. Landfill reduction of biodegradable waste tonnes to landfill is partly due to Renewi sending some general waste to an energy from waste plant as part of a trial during December 23. This has helped reduce landfill during the quarter.

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	Trend of 'Actual' over the period
FQ3 2022/23	73	88	Green	
FQ4 2022/23	73	88	Green	
FQ1 2023/24	73	89	Green	
FQ2 2023/24	73	87	Green	
FQ3 2023/24	73	89	Green	

This indicator for FQ3 is above target and performance has increased slightly since the last reporting period.

FQ3 Comment

Helensburgh's street cleanliness is showing a high score of 89 this quarter, this is broken down as October 88, November 90 and December 90, this is very good

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	Trend of 'Actual' over the period
FQ3 2022/23	73	83	Green	
FQ4 2022/23	73	83	Green	
FQ1 2023/24	73	84	Green	
FQ2 2023/24	73	83	Green	
FQ3 2023/24	73	85	Green	

This indicator for FQ3 is above target and performance has increased slightly since the last reporting period.

FQ3 Comment

The overall level of street cleanliness this quarter is very good indeed with a score of 85. LEAMS was originally designed to gain a measure of street cleanliness and effectiveness of service provision, to keep land free from litter and refuse, keep roads clean, this includes weeds, graffiti, staining, flyposting and vandalism.

Responsible person: Tom Murphy

Making It Happen

Teacher sickness absence – Helensburgh and Lomond

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	1.14 days	No target	
FQ4 2022/23	No target	1.56 days	No target	
FQ1 2023/24	No target	1.55 days	No target	
FQ2 2023/24	No target	1.43 days	No target	
FQ3 2023/24	No target	2.26 days	No target	

This indicator for FQ3 shows the number of sickness absence days has increased since the last reporting period.

FQ3 Comment

The commentary provided for sickness absence compares the data against the same period in the previous year to allow for seasonal fluctuations.

H&L Teacher absence has risen by 1.12 day per FTE on the same quarter last year. The top reasons are mental health, infections and stomach/kidney/digestion issues. The top reasons are consistent with the overall top 3 reasons. Quarter 2 absence is traditionally low for Teachers as this is the summer holiday period and an increase against this quarter is traditionally seen.

Responsible person: Wendy Brownlie

Teacher sickness absence – Argyll and Bute

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	1.70 days	No target	
FQ4 2022/23	No target	2.48 days	No target	
FQ1 2023/24	No target	2.15 days	No target	
FQ2 2023/24	No target	1.25 days	No target	
FQ3 2023/24	No target	2.82 days	No target	

This indicator for FQ3 shows the number of sickness absence days has increased since the last reporting period.

FQ3 Comment

The commentary provided for sickness absence compares the data against the same period in the previous year to allow for seasonal fluctuations.

Overall Teacher absence has risen by 1.12 day per FTE on the same quarter last year. The top 3 reasons are mental health, infections and stomach/kidney/digestive reasons. Infections and Stomach issues are characterised by short term absence types such as Covid, flu, cold, upset stomach, vomiting and gastroenteritis. The top 3 reasons are consistent with the same quarter last year albeit in higher numbers of days lost. On the last quarter (Q2) there has been an increase of 1.5 days. Traditionally quarter 2 has low absence rates due to the summer holiday period.

Responsible person: Jennifer Crocket (B&C and MAKI) and Wendy Brownlie (H&L and OLI)

Making It Happen

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

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	3.89 days	No target	
FQ4 2022/23	No target	3.88 days	No target	
FQ1 2023/24	No target	3.63 days	No target	
FQ2 2023/24	No target	3.11 days	No target	
FQ3 2023/24	No target	3.24 days	No target	

This indicator for FQ3 shows the number of sickness absence days has increased since the last reporting period.

FQ3 Comment

The commentary provided for sickness absence compares the data against the same period in the previous year to allow for seasonal fluctuations.

H&L LGE absence has decreased by 0.65 day per FTE on the same quarter last year. The top reasons for absence are mental health, infections and other musculoskeletal issues. There has been a very small increase in absence on the last quarter which follows the traditional pattern as Q2 is the summer holiday period.

Responsible person: Carolyn Cairns

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

Reporting Period	Target	Actual	Status	Trend of 'Actual' over the period
FQ3 2022/23	No target	3.65 days	No target	
FQ4 2022/23	No target	4.04 days	No target	
FQ1 2023/24	No target	3.53 days	No target	
FQ2 2023/24	No target	3.18 days	No target	
FQ3 2023/24	No target	3.73 days	No target	

This indicator for FQ3 shows the number of sickness absence days has increased since the last reporting period.

FQ3 Comment

The commentary provided for sickness absence compares the data against the same period in the previous year to allow for seasonal fluctuations.

Overall absence has stayed almost the same as the same quarter last year. It has increased slightly on FQ2 but traditionally we see this pattern with FQ2 being the summer holiday period. The top three reasons for absence were mental health, infections and other Musculoskeletal/back and neck problems.

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	Trend of 'Actual' over the period
FQ3 2022/23	70.0%	72.5%	Green	
FQ4 2022/23	70.0%	72.2%	Green	
FQ1 2023/24	70.0%	80.7%	Green	
FQ2 2023/24	70.0%	72.1%	Green	
FQ3 2023/24	70.0%	72.7%	Green	

This indicator for FQ3 is above target and performance has increased since the last reporting period.

FQ3 Comment

In FQ3 there was 34,254 transactions dealt with by Customer Service Agents (27.3%) and 91,264 automated or self-service transactions (72.7%) so the 70.0% target was exceeded.

Responsible person: Robert Miller

Argyll and Bute Council 2023 - 2024



'Our Children, Their Future'



Education Service

**Primary Area Attainment Report:
Helensburgh and Lomond (HALCO)
March 2024**

Introduction

Within the Helensburgh and Lomond area there are 12 Primary Schools, with nursery provision provided within several of these schools. There is secondary school provision in Hermitage Academy for the Helensburgh and Lomond area. Our primary school rolls for the area vary considerably ranging from 11 pupils at Luss Primary School to 374 at Hermitage Primary School.

This report provides a range of key information about school provision from June 2023 to January 2024 and reports the National collection of attainment and achievement data from June 2023.

Additional and more detailed information about each school can be found in the schools' Standards and Quality Reports. In addition, each school's Improvement Plan outlines their main priorities for improvement. Most schools have an active website where these documents can be accessed and further links or information can be obtained from the Head Teacher.

Helensburgh and Lomond School Profile 2022-2023

Cluster Primary Schools	19/20	20/21	21/22	22/23	23/24	% change in Roll over 5 years ¹
Arrochar Primary School	65	60	54	49	39	-40%
Cardross Primary School	163	162	174	173	166	2%
Colgrain Primary School	314	302	273	257	256	-18%
Garelochhead Primary School	123	112	121	107	106	-14%
Hermitage Primary School	385	374	370	371	374	-3%
John Logie Baird Primary School	135	116	108	103	92	-32%
Kilcreggan Primary School	82	81	86	85	81	-1%
Luss Primary School	9	10	12	11	11	22%
Parklands School (P1-P7)	10	12	19	23	30	200%
Rhu Primary School	212	200	190	171	169	-20%
Rosneath Primary School	87	81	80	80	83	-5%
St Joseph's Primary School	163	161	147	136	141	-13%
Total Roll for cluster	1748	1671	1634	1566	1548	-4%

* Data for rolls provided at Census each year

¹ Please note the % change in Roll over 5 years shows the percentage change in roll figures from 2019/20 to 2023/24 and is not an average.

SIMD Profile

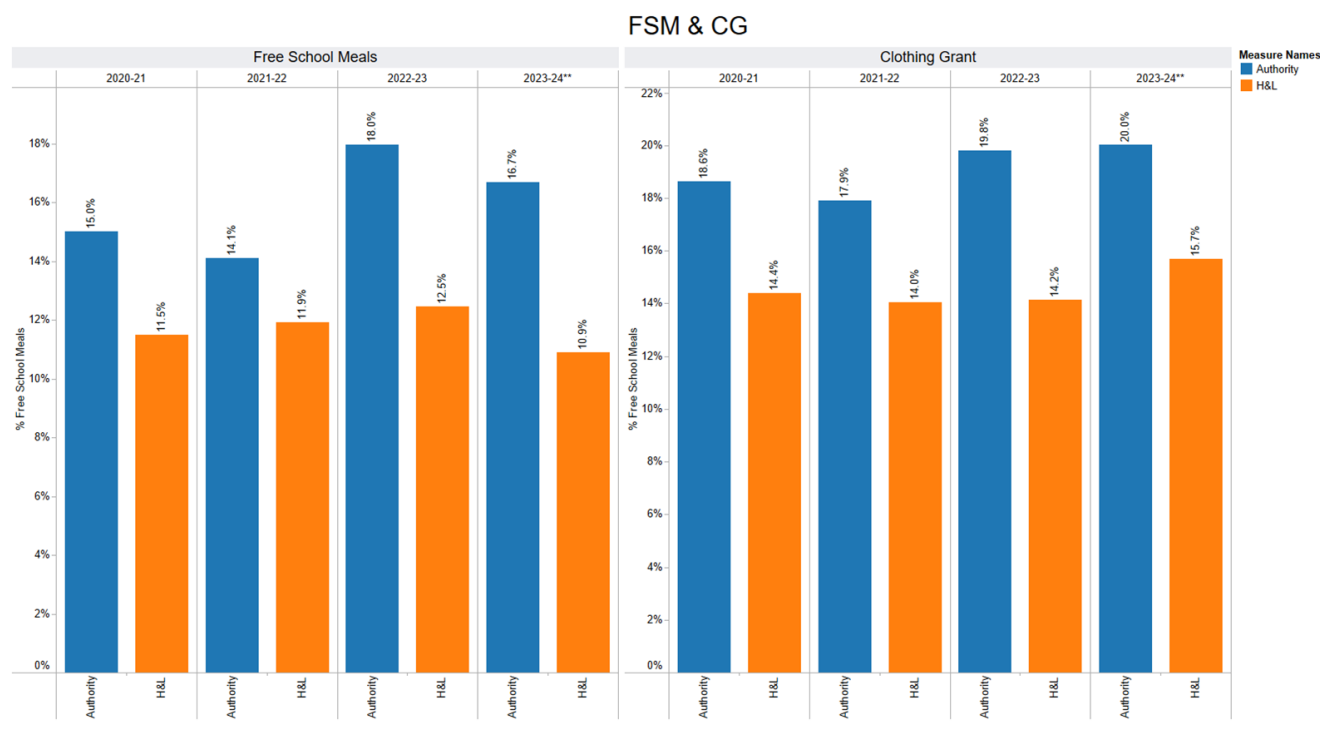
SIMD is the Scottish Government's standard approach to identify areas of multiple deprivation in Scotland, with SIMD 1 indicating areas of highest deprivation and SIMD 10 indicating the least deprived. It can help improve understanding about the outcomes and circumstances of people living in the most deprived areas in Scotland. It can also allow effective targeting of policies and funding where the aim is to wholly or partly tackle or take account of area concentrations of multiple deprivation.

Table shows percentages of pupils residing in each decile of the SIMD in each area of Argyll and Bute.

Area	1	2	3	4	5	6	7	8	9	10	Unknown
B&C	16.6%	12.9%	18.7%	8.9%	21.4%	16.0%	2.3%	0.0%	1.5%	0.0%	1.7%
HALCO	2.6%	6.3%	6.0%	3.2%	7.5%	13.6%	16.7%	21.9%	11.0%	8.7%	2.3%
MAKI	0.0%	6.8%	8.3%	10.4%	9.2%	42.3%	22.6%	0.0%	0.0%	0.0%	0.4%
OLI	1.3%	0.0%	0.2%	10.5%	25.9%	17.8%	27.0%	7.9%	0.0%	0.0%	9.4%

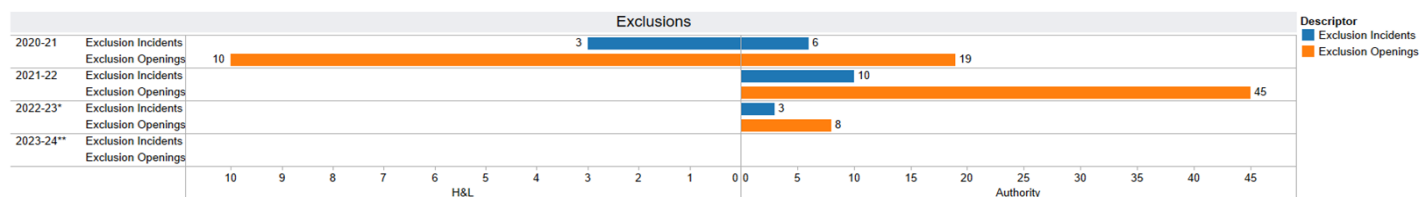
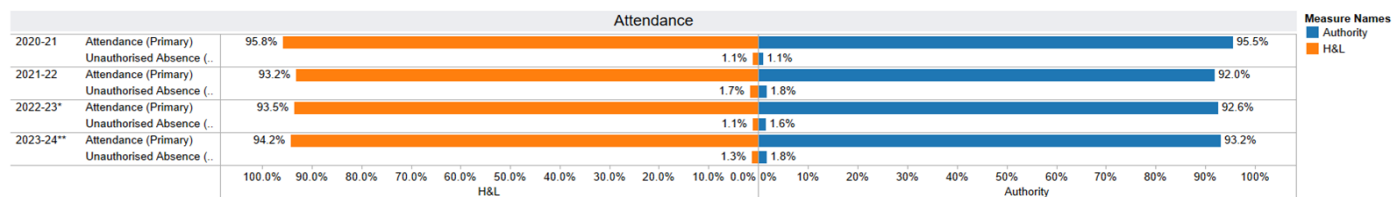
* SIMD data from September 2023

Footwear and Clothing Grant and Free School Meal Information for AREA



- Clothing and Footwear Grant (CFG) is not shown as a National Average as each authority set their own criteria and therefore cannot be compared accurately. Please note that 2023-2024 data for CFG and Free School Meals (FSM) is to date (end December 2023) and therefore may change as the year progresses.
- In January 2022, the Scottish Government launched the extension of free school meal universal eligibility to include all children in primary 1-5. The above figures only show those pupils in P6 and P7.
- In August 2021 the Scottish Government introduced a School clothing grant minimum for all authorities set at £120 for Primary pupils and £150 for Secondary pupils.
- During session 2020/21 the Scottish Government introduced 'Bridging' payments of £130 per pupil in receipt of FSM under the National criteria (this excludes anyone eligible who receive FSM in P1 to P6 who do not qualify financially). These payments are made 4 times per year (Easter, Summer, October and Christmas). Further information can be found at [Scottish Child Payment Bridging Payments - mygov.scot](https://www.mygov.scot/scottish-child-payment-bridging-payments). In addition to this anyone eligible for these payments have been paid a FSM payment during the school holiday period. Further information [School meals - mygov.scot](https://www.mygov.scot/school-meals)

Exclusion and Attendance Information for AREA



*2022-23 data taken from previous AC report up to Feb 2023 - Session 2022-23 under embargo by SG

**2023-24 Data up to end December 2023

- Authorised absence includes bereavement, short – term exceptional domestic situations, religious observance, weddings of immediate family. Unauthorised absence includes truancy, unexplained absence and most family holidays during term time. Attendance and absence is outlined in recently updated [Management Circular 3.03](#)
- During 2020/21 there were additional attendance codes added for COVID. These codes can count as attendance, authorised absence or unauthorised absence depending on the circumstance.
- There have been no exclusions in primary schools in the area from August –December 2023 nor during the previous 2 school sessions.
- Please note that attendance & exclusion data for 2022/23 is up to 28 February and not a complete year Due to SG Embargo.
- Please note that attendance & exclusion data for 2023/24 is up to end December and not a complete year. It is therefore subject to change.
- Pupil attendance has been highlighted nationally as a concern. Significant work at authority level has been undertaken to maximise pupil attendance. This includes the formation of a strategic group and working party, refreshed policy and guidance, staff training, a media campaign highlighting the impact of non-attendance and individual school attendance targets. All of these aspects are working together to ensure a sharpened focus and emphasis on pupil attendance.

Additional Support Needs

Table below indicates the numbers of pupils identified as having Additional Support needs across the Helensburgh and Lomond area at each stage of primary schools.

Student Needs	P1	P2	P3	P4	P5	P6	P7	Total
Autistic spectrum disorder	22	22	28	18	12	20	34	156
Bereavement			1		2	4	2	9
Communication Support Needs	6	14	9	6	2	5	11	53
Dyslexia				9	10	13	37	69
English as an additional language	1	7	4	10	3	2	6	33
Family Issues	9	4	5	1	28	12	18	77
Hearing impairment	4	8		1	3	4	15	35
Interrupted learning						3		3
Language or speech disorder	16	17	12	21	11	5	26	108
Learning disability	8	6	9	5	10	2	10	50
Looked after	7	8	5		11	4	11	46
Mental health problem			4	3			7	14
More able pupil				1				1
Other	8	37	46	41	65	52	39	288
Other moderate learning difficulty	6		10	8	9	10	23	66
Other specific learning difficulty (eg numeric)		4	5	7		19	7	42
Physical health problem	3	5	7	1	17	17	11	61
Physical or motor impairment	7	3	5	6	9	5	21	56
Social, emotional and behavioural difficulty	16	9	23	23	44	37	43	195
Substance Misuse							4	4
Visual impairment	1	10	1	2	1	1	2	18
Young Carer	5	12	11	19	36	48	63	194

Care Experienced Children and Young People

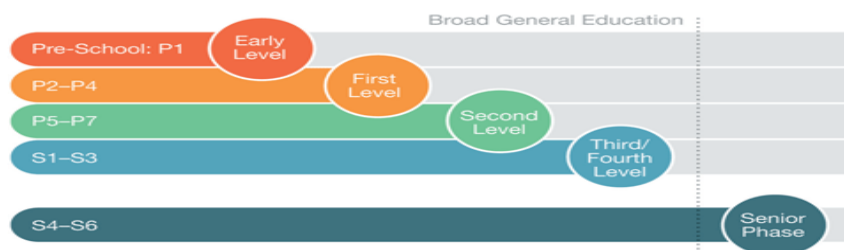
A Virtual Head Teacher took up post in April 2023. The core purpose of the role of the Virtual Head Teacher is to be relentless in driving improvements in the educational progress and attainment/achievement of an identified group of young people, including Care Experienced, across Argyll and Bute. The core function of the Virtual Head Teacher in terms of planning is to ensure that all children have access to appropriate and timely support achieved by collaborating with relevant professionals to ensure plans are of a high quality, with impact and outcomes followed up.

The table below shows the numbers of care experienced children in our primary schools across each area of the Council.

Area	Previously looked after	Looked after at home	Looked after away from home	Total
B&C	20	12	25	57
H&L	12	4	9	25
MAKI	18	7	4	29
OLI	13	4	9	26

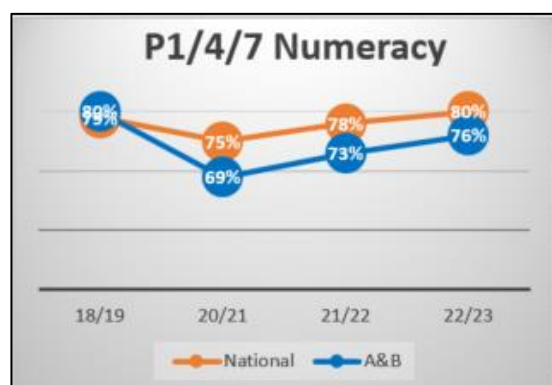
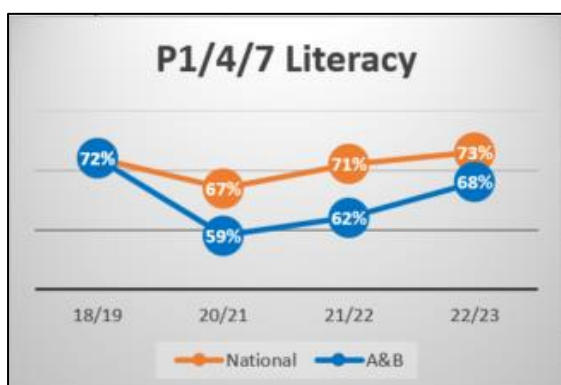
Attainment of Curriculum for Excellence Levels over time

Curriculum levels are national levels to describe different stages of learning and progress. For most children the expectation is:

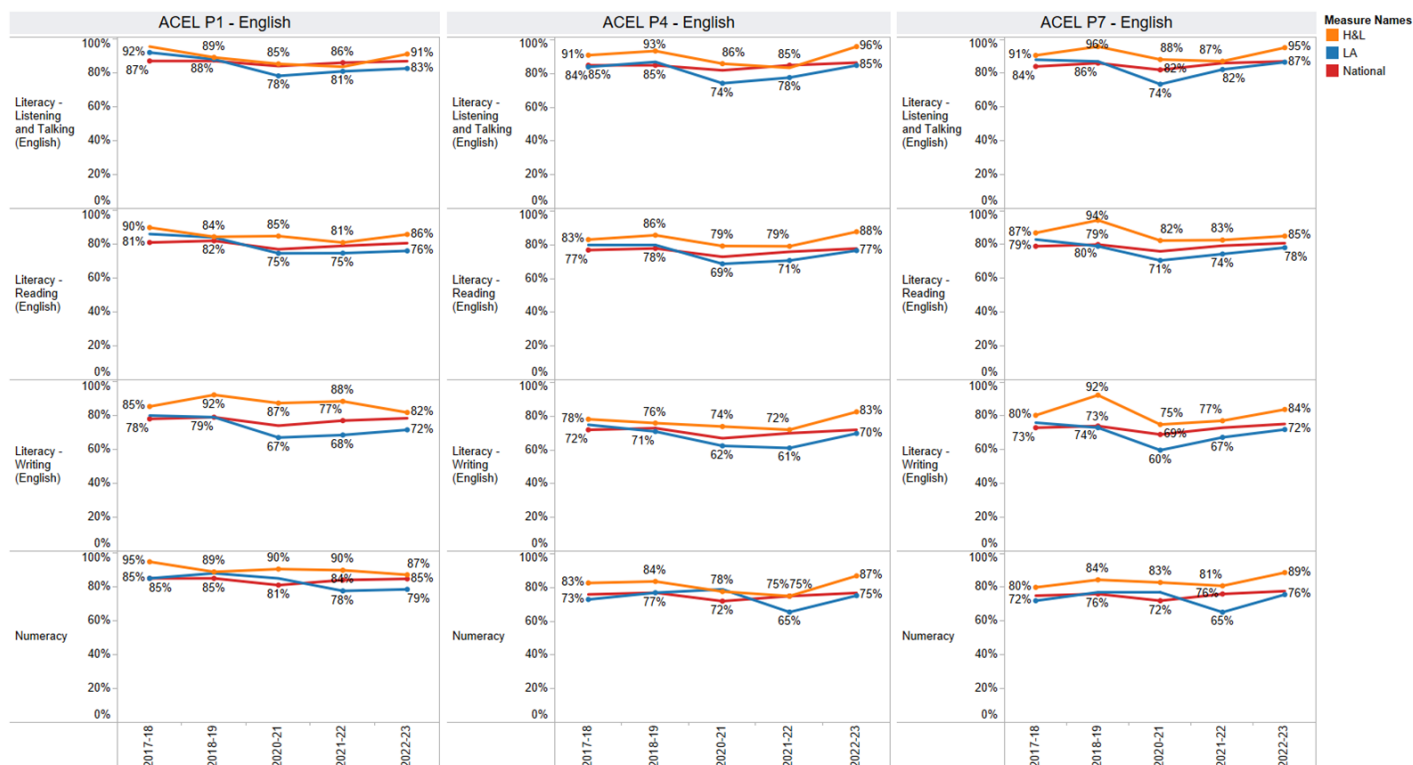


Throughout the Broad General Education, children and young people are assessed and professional judgements are made by teachers about when a child or young person has achieved learning at a particular level. This means that they have broadly covered the experiences and achieved the expected outcomes for that level. In making this decision, the teacher takes into account the evidence mentioned above, and considers *the benchmarks* produced by Education Scotland for each level as well as diagnostic feedback from the National Standardised Assessments (NSAs). Attainment of Curriculum for Excellence Levels (ACEL) data is collected annually each June by the Scottish Government. The data collection collects information on pupil performance in four areas, known as organisers. Organisers consist of Numeracy and the three literacy components; Reading, Writing and Listening and Talking. A combined literacy measure is also produced based on the three literacy organisers: reading, writing and listening and talking. The data is collected for pupils at the key stages of P1, P4, P7 and S3.

As an authority, we have made significant progress in raising attainment and closing the poverty related attainment gap. Authority level data for literacy and numeracy demonstrating increased attainment is displayed below. Further detail on progress towards closing the attainment gap between those residing in Quintile 1 and those in Quintile 5 can be found on pages 9 and 10.



Achievement of Curriculum for Excellence Levels across HALCO schools: June 2018-June 2023



NOTES:

ER English reading, EW English writing, ELT English Listening and talking N Numeracy

There was no ACEL collection during session 2019/20 due to COVID

Collectively, the HALCO area is consistently performing above the Local Authority and National averages.

By June 2022:

- ◆ In reading, 86% of P1 pupils in the HALCO area achieved early level, this is compared with 76% at authority level and 81% nationally
- ◆ In writing, 82% of P1 pupils in the HALCO area achieved early level, this is compared with 72% at authority level and 78% nationally
- ◆ In talking and listening, 91% of P1 pupils in the HALCO area achieved early level, this is compared with 83% at authority level and 87% nationally.
- ◆ In numeracy, 87% of P1 pupils in the HALCO area achieved early level, this is compared with 78% at authority level and 85% nationally.
- ◆ In reading, 88% of P4 pupils in the HALCO area achieved first level, this is compared with 77% at authority level and 78% nationally
- ◆ In writing, 83% of P4 pupils in the HALCO area achieved first level, this is compared with 70% at authority level and 72% nationally
- ◆ In talking and listening, 96% of P4 pupils in the HALCO area achieved first level, this is compared with 85% at authority level and 87% nationally.
- ◆ In numeracy, 87% of P4 pupils in the HALCO area achieved first level, this is compared with 75% at authority level and 77% nationally.
- ◆ In reading, 85% of P7 pupils in the HALCO area achieved second level, this is compared with 77% at authority level and 80% nationally
- ◆ In writing, 84% of P7 pupils in the HALCO area achieved second level, this is compared with 72% at authority level and 75% nationally

- ◆ In talking and listening, 95% of P7 pupils in the HALCO area achieved second level, this is compared with 87% at authority level and 87% nationally.
- ◆ In numeracy, 89% of P7 pupils in the HALCO area achieved second level, this is compared with 76% at authority level and 78% nationally.

Argyll and Bute Stretch Aims Session 2023-24 and onwards to 2026 (Authority Level)

The Scottish Attainment Challenge (SAC) is about achieving equity in educational outcomes, with a particular focus on closing the poverty-related attainment gap. SAC funding is provided to all of Scotland's local authorities to help tackle the attainment gap and support education recovery and improve outcomes for children and young people most impacted by poverty. The Scottish Attainment Challenge aims to raise the attainment of children and young people living in deprived areas, in order to close the equity gap. Attainment Advisors within Education Scotland's regional improvement teams work with authorities to identify core attainment measures and specific aims (Stretch Aims) which, informed by local evidence and data, are identified as local priority areas for improvement. The stretch aims are intended to be both ambitious and achievable within local contexts and targets are specific to individual authorities. Progress towards achieving the current stretch aims will be reported on later in 2024.

The Stretch Aims are intended to support recovery from the pandemic and accelerate progress in closing the attainment gap and include:

- Achievement of Curriculum for Excellence Levels (**literacy P1/4/7 combined and numeracy P1/4/7 combined**)

The stretch aims for literacy and numeracy identify the percentage of young people who achieve their expected Curriculum for Excellence (CfE) level:

- An overall attainment target, which includes all young people
- An attainment target for young people who live in the most deprived areas (SIMD quintile 1)
- An attainment target for young people who live in the least deprived areas (SIMD quintile 5)
- A target to reduce the attainment gap between the most and least deprived young people

The Argyll & Bute literacy and numeracy tables illustrate data from the most recent ACEL collection in 2023 (published December 2023), against the stretch aims for 2022-23 and also indicate the stretch aim targets in place for 2024-2026.

The year-on-year trend in ACEL data has been positive; in the two-year period between 2022 and 2023 the overall proportions of primary school pupils achieving the expected levels in literacy had increased by 6 percentage points, while in numeracy there had been an increase of 3 percentage points.

The percentage of Quintile 1 (most deprived) young people who achieved their expected CfE level has increased by 15pp in literacy and 8pp in numeracy between 2022 and 2023.

Scottish Attainment Challenge - Stretch Aims 2023-26: Literacy

In literacy, the attainment gap between young people from the most and least deprived areas of Argyll & Bute was 33 percentage points in 2021, by 2022 this narrowed to 27 percentage points and narrowed further to 13 percentage points by June 2023, therefore achieving our stretch aim by 8.5 percentage points. This is 7 percentage points below the national gap of 20pp. Argyll & Bute's target is to reduce the attainment gap further to 11 percentage points by June 2024 and to 10 percentage points by June 2026.

Literacy (P 1/4/7 Combined) Stretch Aim				
	Overall	SIMD Q1	SIMD Q5	GAP (Q1-Q5)
Stretch aim 22/23	68.4%	60%	81.5%	21.5pp
Confirmed Dec 23	68%	68%	81%	13pp
Interim Stretch Aim 2023/24	71%	70%	81%	11pp
Interim Stretch Aim 2024/25	73.5%	72.5%	83%	10.5pp
Final Stretch Aim 2025-26	76%	75%	85%	10pp

Scottish Attainment Challenge - Stretch Aims 2023-24: Numeracy

In numeracy, the attainment gap between young people from the most and least deprived areas of Argyll & Bute was 29 percentage points in 2021, by 2022 this narrowed to 18 percentage points and narrowed further to 14 percentage points by June 2023. This was 3 percentage points below the national gap of 17pp. Argyll & Bute's target is to reduce the attainment gap to 13.5 percentage points by 2024 and to 13 percentage points by June 2026.

Numeracy (P 1/4/7 Combined) Stretch Aim				
	Overall	SIMD Q1	SIMD Q5	GAP (Q1-Q5)
Stretch aim 22/23	69%	58%	87%	29pp
Confirmed Dec 2023	76.19%	76%	90%	14pp
Interim Stretch Aim 2023/24	78%	76.5%	90.5%	13.50pp
Interim Stretch Aim 2024/25	81%	77.75%	91%	13.25pp
Final Stretch Aim 2025-26	83%	78.5%	91.5%	13pp

The table below outlines the National expectations of when most children and young people may achieve each level:

CfE Level	Stage
Early	The final two years of early learning and childcare before a child goes to school and P1, or later for some.
First	To the end of P4, but earlier or later for some.

Second	To the end of P7, but earlier or later for some.
Third and fourth	S1-S3, but earlier or later for some.

Further information:

National Improvement Framework for Scottish Education –

<https://www.gov.scot/policies/schools/national-improvement-framework/>

Initiatives to raise attainment and achievement

In response to data and evidence gathered in the areas of literacy, numeracy and health and wellbeing, a range of work has been undertaken in order to drive forward improvement and raise attainment and achievement across the authority.

Literacy

Quality Improvement Approach to writing

7 new schools have taken part in the training and implementation of this approach, impacting on 11 classes. 3 practitioners from 2 schools previously involved have also been trained, implementing the approach in a further 3 classes. 100% of participants believe or strongly believe that the approach will have a positive impact on their pupils. Data on impact to be gathered following the conclusion of the training in February.

9 of the 10 schools involved in the initial stages of the programme are currently implementing some degree of school spread with the approach to reach other stages, led by internal leads and supported in some cases by the Education Support Officer (ESO). Evaluation of process and support with reflection of impact is currently underway.

Talk for Writing

Since August, 2 schools have been implementing the Talk for Writing approach across the whole school, the approach aims to improve children's ability to articulate their ideas for writing and support them to ensure that they can then transfer these ideas onto paper. An additional school is implementing this at early level with a clear plan for whole school implementation in August 2024. Clear aims have been set for each class, the achievement of which will be measured following the next tracking and monitoring period.

Progression Frameworks

Working groups have been set up for early, 1st and 2nd level to create our own Argyll and Bute progression frameworks to support all staff with planning and monitoring progress. Listening and Talking has been completed, with Reading and Writing still ongoing. These will ensure a consistency of approach across schools and the authority and enable schools to further refine approaches to tracking progress of learners through and across levels.

School Support

The Education Support Officer (ESO) continues to support schools on an individual basis. This includes: discussion of current curricular approaches, delivery of training sessions for staff, teaching of model lessons and discussion of data. The aim of this support is to improved experiences for learners, increase staff confidence and knowledge and ultimately lead to raised attainment.

Numeracy

From August 2023- January 2024 the following work has been undertaken in order to raise attainment in mathematics and numeracy. These include but are not limited to:

- Creation of a mathematics improvement plan, setting measurable goals and benchmarks to track progress over time.

- Work is underway to produce a mathematics framework to support mathematics and numeracy teaching in Argyll and Bute schools.
- Collaboration with colleagues to design and implement a customised professional learning programme focussed on the latest pedagogical approaches, research and best practices in mathematics education.
- Collaboration with members of the central team to analyse assessment data and develop strategies for improving attainment and achievement in mathematics and numeracy, focussing on 2 schools as an initial test of change.
- Observations in targeted schools with focussed dialogue with practitioners and senior leaders on strengths and next steps. Follow up support is then identified within a given timescale and is coordinated by the numeracy lead.

Wellbeing , Rights and Relationships

- The Glasgow Motivation and Wellbeing Profiling Tool has been introduced to schools as a way of measuring pupil wellbeing. Many schools have begun to use this, helping them to establish a sound understanding of the environment created for learning.
- A focus on play pedagogy and outdoor learning alongside developments in the health and wellbeing curriculum have also continued to be an important focus within school improvement plans to help support wellbeing.
- Through the UNICEF accredited Rights Respecting School journey, 36 schools have achieved Bronze, 12 Silver, 6 Gold awards. We will continue to provide support to schools to engage in this award. In taking a rights based approach to education, schools have been developing or embedding pupil voice structures within their setting.
- Food for Thought grants have been secured by two of our primary schools. This is allowing schools to develop enterprising and sustainable approaches to food with learners. Both schools have developed projects that involve a skills based approach to learning and connect our pupils to their local community
- Equality and diversity was a key feature of the Head Teacher conference in November. Head Teachers had the opportunity to engage in professional learning with Women's Aid as part of Argyll & Bute's work to reduce violence against women and girls. Education staff in a variety of roles have also taken up the offer to participate in the Safe and Together training.
- Time for Inclusive Education (TIE) have also delivered a session to Head Teachers to develop a stronger understanding of what inclusive education is and raise awareness of the national professional learning that all teaching staff have access to relating to LGBTQ+ issues.
- A large number of our schools are continuing on their journey to becoming a 'Nurturing School' supported by our Educational Psychology service through the 'Our Children, their Nurturing Education' programme. 22 schools have now achieved bronze accreditation, 6 have achieved silver and 1 school has achieved gold.

School Contacts

SCHOOL	HEAD	ADDRESS	WEBSITE
Arrochar Primary School	Lynn Wells	Arrochar Primary, Tarbet, Arrochar, G83 7DG 01301 702261	http://www.arrochar.argyll-bute.sch.uk
Cardross Primary School	Kelly Girling	Cardross Primary, Kirkton Road, Cardross, G82 5PN 01389 841433	http://www.cardross.argyll-bute.sch.uk
Colgrain Primary School	Pauline Walsh	Colgrain Primary, Redgauntlet Road, Helensburgh, G84 7TZ 01436 673557	http://www.colgrain.argyll-bute.sch.uk
Garelochhead Primary School	Maria McArthur	Garelochhead Primary Garelochhead, G84 0DG 01436 810322	http://www.garelochhead.argyll-bute.sch.uk
Hermitage Primary School	Marianne Docherty (Acting)	Hermitage Primary, Argyle Street East, Helensburgh, G84 7EW 01436 672949	http://www.hermitage.argyll-bute.sch.uk
John Logie Baird Primary School	Carolyn Randall	John Logie Baird Primary Winston Road, Helensburgh, G84 01436 674001	http://www.johnlogiebaird.argyll-bute.sch.uk
Kilcreggan Primary School	Allison Smith	Kilcreggan Primary, School Road, Kilcreggan, G84 0HT 01436 842109	http://www.kilcreggan.argyll-bute.sch.uk
Luss Primary School	Gemma Houston (Acting)	Luss Primary, Luss, By Alexandria, G83 8NY 01436 860244	http://www.luss.argyll-bute.sch.uk
Parklands School	Gwen Gilmour	Parklands, 27 Charlotte Street, Helensburgh, G84 7EZ 01436 673714	http://www.parklands.argyll-bute.sch.uk
Rhu Primary School	Linda MacBeath	Rhu Primary School Road, Rhu, G84 8RS 01436 820316	http://www.rhu.argyll-bute.sch.uk

Rosneath Primary School	Adele Flynn	Rosneath Primary, Rosneath, G84 0RJ 01436 831354	http://www.rosneath.argyll-bute.gov.uk
St Joseph's Primary School	Pauline Walsh	St Joseph's Primary, Old Luss Road, Helensburgh, G84 7LR 01436 671748	http://www.st-josephs.argyll-bute.sch.uk

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA COMMITTEE

COMMUNITY PLANNING AND COMMUNITY DEVELOPMENT

12th MARCH 2024

SUPPORTING COMMUNITIES FUND - Monitoring of Projects Funded

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to provide monitoring information on the funding given to community projects from the council's Supporting Communities Fund.
- 1.2 12 constituted, not-for-profit community organisations were awarded funding in the 2022/23 round of funding. Organisations were required to spend their funding within 18 months and to submit an End of Project Monitoring Report outlining the project's projected costs, actual costs incurred and beneficiaries.
- 1.3 Members are asked to consider the content of the report showing a summary of the information supplied by organisations in their End of Project Monitoring Reports.

Members are asked to note the return of unspent funds of £1675.50 and agree for this to be made available to fund projects in Helensburgh and Lomond within the 2024/25 Supporting Communities Fund.

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA COMMITTEE

COMMUNITY PLANNING AND COMMUNITY DEVELOPMENT

12th MARCH 2024

SUPPORTING COMMUNITIES FUND - Monitoring of Projects Funded

2.0 INTRODUCTION

- 2.1 This report highlights the positive outcomes for communities in Helensburgh and Lomond through the allocation of the Council's Supporting Communities Fund (SCF) in the 2022/23.
- 2.2 A total of £23,326.48 was awarded to 12 organisations in 2022/23. Organisations have up to two months from the end of the project to complete and return a project monitoring report.
- 2.3 A total of £1,675.50 in unspent funds has been returned.

3.0 RECOMMENDATIONS

It is recommended that the Helensburgh and Lomond Area Committee:

- 3.1 Note and consider the positive contribution of the Supporting Communities Fund detailed in section 4 and the attached table.
- 3.2 Note that a total of £1,675.50 in total has been returned, and agree this be included in the distribution of the SCF for 2024/25.

4.0 DETAIL

4.1 The funded projects supported over 650 people to participate in a variety of activities including outdoor, sports, music and activities supporting positive mental health. Highlights include:

- The maintenance and upkeep of 12 defibrillators in the Garlochhead area and Rosneath peninsula – providing access to vital equipment and peace of mind for residents.
- 40 community arts workshops in Helensburgh – increasing access to art, and addressing mental health and wellbeing by offering targeted group activities across the community.
- Litter bins and support of community initiatives to address litter on Loch Lomond side. This involved community groups working in partnership with the national park and council.
- Small repairs and maintenance to a local youth club.

4.2 The attached table summarises information received from each project.

4.3 12 grant recipients have submitted an End of Project Monitoring Report.

4.4 £1675.50 of unspent funds has been returned. The return of funds is a combination of projects under budget or funds unable to be spent.

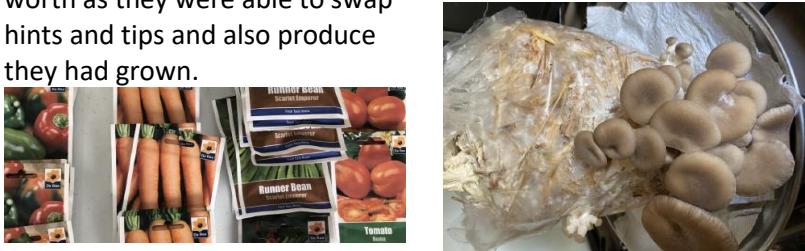
2022/23 SCF Round of Funding

No	Organisation	Project Funded	Award	End of Project Achievements	No. of people in communities benefitting
1	Argyll & Bute Befrienders	34 sessions of therapeutic and personal development activities for young people	£614.00	We met the aims of the project in that we provided opportunities for disadvantaged children and young people to experience a range of recreational and therapeutic activities with the support of their befriender. The main activities undertaken were various sports including climbing, swimming, cycling and minigolf, arts and crafts activities such as pottery painting and felting and several of our young people benefited from horse-riding in small groups to build their confidence and help them learn to regulate their emotions.	19 (A&B wide)
2	Cove & Kilcreggan Youth Café	Repairs to youth café.	£664.09	<p>The CKYC with the partial award of £664.09 undertook some repairs to the former tennis pavilion from which they run the youth café.</p> <p>This included repairs to decking, re-glazing a broken window, simple re-wiring, and installation of two new heaters for the centre. The work was carried out as an in kind donation from a local qualified handyman with the award covering material cost for the repairs.</p>	25 young people per session
3	Friends of Loch Lomond & The Trossachs	support to assist with weekly/bi-weekly collection and recycling of litter from 20 bins and bin signage and poster campaign	£2,500.00	<p>The siting and emptying of 20 litter bins alongside the A82 between Arden and Tarbet have made a huge difference to the litter situation. 25 tonnes of litter was collected (equivalent of 6,000 bin bags) over the course of a year.</p> <p>Supplementary litter picks by the Council's Community Services Team, National Park staff and volunteers participating in special 'Make a Difference Days' and community led litter picking initiatives have also contributed to the transformation along the</p>	Difficult to estimate

2022/23 SCF Round of Funding

				busy A82 tourist corridor. A great collaboration between public sector agencies, local communities, businesses and volunteers and making a major positive impact	
4	Fun First	staff costs and venue hire for the provision of a six week programme of art and mindfulness workshops	£2,500.00	This funding provided a partnership opportunity with Albatross Arts who planned and delivered a creative programme. Our service in Garelochhead has also continued to successfully operate. We have continually assessed our service provision during the period of funding to ensure we are reaching those in need, but ensuring best value in terms of the increasing cost to deliver the service. We managed to extend the service to Rosneath for a short period of time.	36
5	Garelochhead & Rosneath Peninsula Community First Responders	replacement pads and batteries for 16 defibrillators	£2,500.00	Batteries and pads ensured that 12 defibrillators were upgraded and in full working order and 6 batteries ensured that 6 defibrillators had full extended life and were in full working order. These defibrillators are scattered across the Rosneath Peninsula and Garelochhead area and are based in primary schools, bowling clubs, village centres, and small pockets of housing.	Difficult to estimate
6	Garelochhead Station Trust	Provision of a monthly film club, room and equipment hire, licence to show films, hire of films and hospitality	£1,539.30	Unfortunately, due to the age of the equipment we were unable to start the film group. However, we have been successful in hosting social events that have had a positive impact on the mental wellbeing of the members. The feedback from these events has been the learning of new skills and the establishment of new friendships and support groups.	96
7	Grey Matters Active Ageing	2 Gardening workshops, bulbs and seed packs, coco potting compost, biodegradable pots, gardening gloves and mini trowels.	£2,345.00	We met the aims of the project and more.	154

2022/23 SCF Round of Funding

				<p>Members were brought together through a shared interest, new friends and connections were made. Loneliness and isolation was greatly reduced. It increased people’s wellbeing and improved mental health. It increased awareness about the environment. It provided members with a hobby and interest that got them out of the Covid Rut they were experiencing. It gave people a sense of worth as they were able to swap hints and tips and also produce they had grown.</p> 	
8	Helensburgh Art Hub	40 community and creativity workshops	£2,500.00	<p>The Art Hub provided 63 workshops between April 2022 and September 2023. 50 with adults of which 11 workshops were free to attend, 21 workshops for children including 2 free to attend workshops for children with disabilities and additional support needs. The workshops were run in a range of places to make them more accessible to a larger range of people as well as creating links and benefitting and supporting organisations and businesses eg Hermitage Park Pavilion, Helensburgh Community Hub and Jigsaw Cornerstone as well as our Front Room Gallery.</p>	190
9	Helensburgh Tree Conservation Trust	supply & planting of 50 trees, as part of the Platinum Jubilee (project change approved – original project unable to proceed)	£664.09	<p>The original location suggested proved impossible, therefore we planted a new avenue of 20 Golden Birch trees along East Lennox Drive. These handsome trees provide colour and stature and help HTCT to increase the range of trees within the town for bio resilience.</p> <p>The project has made a great improvement to the street and provides a good exemplar for avenue trees other than Cherries</p>	Residents of the street and all people walking, cycling and driving along it.

2022/23 SCF Round of Funding

				that form 75% of our street trees. We have taken expert advice, encouraging us to diversify the species mix and this street is a good example of this. The street trees help to promote a sense of well-being through their beauty, seasonal change and aesthetic qualities.	
10	Enable Scotland - Jean's Bothy	development of a play from initial script by members, to include 10 workshops, 4 development sessions with professional actors and 5 rehearsals	£2,500.00	Jean's Bothy delivered 10 workshops where members were able to explore script writing, creation of characters, exploring different issues relating to disabilities, the education system, friendships and the power of campaigning. These workshops were delivered in a safe space style anonymising any input from participants in creating the drama. This was delivered in Helensburgh and with additional external funding was taken on a short tour in Argyll, Beacon Arts in Greenock, and Glasgow.	176
11	Males Tales Helensburgh CIC	Wellbeing Day	£2,500.00	The wellbeing day allowed members of our community to find out a variety of support options available to them in our community. It also provided a fantastic platform for networking between third sector organisations, and permitted them to grow their local signposting network in the community.	200
12	Project 81 Youth and Community Enterprise Ltd	restart café n play sessions, support for coordinator and training time and costs	£2,500.00	We exceeded the number of planned sessions and provided free lunches throughout. Along with increasing confidence, positive mental health, sense of inclusion and improving parent-child learning skills/growth. In addition there was a reduction in social isolation and loneliness. We were fortunate to be able to create a strong volunteer team (including retired teachers who had invaluable experience) and also to be able to incorporate people from other programmes within Centre 81.	154

5.0 CONCLUSION

- 5.1 The project monitoring form has a section asking for comments on the grant process. Not all applicants have completed this section but of those received, the comments have largely been very positive.

6.0 IMPLICATIONS

- 6.1 Policy: None
- 6.2 Financial: The report sets out the expenditure from the Helensburgh & Lomond area 2022/23 budget for the allocation of Supporting Communities Fund
- 6.3 Legal: None
- 6.4 HR: None
- 6.5 Fairer Scotland Duty:
- 6.5.1 Equalities - protected characteristics - compliant with policy
 - 6.5.2 Socio-economic Duty - compliant with policy
 - 6.5.3 Islands – None (No island Communities in Admin. area)
- 6.6 Climate Change: None
- 6.7 Risk: None
- 6.8 Customer Service: None
- 6.9 The Rights of the Child (UNCRC): None

Chief Executive Pippa Milne

Communities and Partnership Manager – Rona Gold

Policy Lead Cllr Alastair Redman

9th February 2024

For further information contact: Community Development Officer David Hagerty on 01700 801088 / david.hagerty@argyll-bute.gov.uk

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ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND
AREA COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

12th MARCH 2024

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

1.0 EXECUTIVE SUMMARY

1.1 The main purpose of this report is to update Members of Housing Services activity and the delivery of the Local Housing Strategy within the Helensburgh & Lomond area. This report will detail the following housing activity:-

- Declaration of a Housing Emergency
- Argyll and Bute Housing Housing Summit
- Housing Need and Demand
- Homelessness
- Affordable Housing Supply - Strategic Housing Investment Programme (SHIP)
- Empty Homes
- Private Sector Housing Grant Adaptations
- Private Sector Housing Grant Repairs and Improvements
- Energy Efficiency - Energy Efficiency Scotland: Area Based Scheme(EES:ABS)
- Local Housing Strategy

2.0 RECOMMENDATIONS

2.1 Members are asked to consider the content of the report.

ARGYLL AND BUTE COUNCIL

**HELENSBURGH AND LOMOND
AREA COMMITTEE**

**DEVELOPMENT AND ECONOMIC
GROWTH**

12th MARCH 2024

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

3.0 INTRODUCTION

3.1 The main purpose of this report is to update Members of Housing Services activity and the delivery of the Local Housing Strategy within the Helensburgh & Lomond area.

This report will detail the following housing activity:-

- Declaration of a Housing Emergency
- Argyll and Bute Housing Summit 2023
- Housing Need and Demand
- Homelessness
- Affordable Housing Supply - Strategic Housing Investment Programme
- Empty Homes
- Private Sector Housing Grant Adaptations
- Private Sector Housing Grant Repairs and Improvements
- Energy Efficiency – Energy Efficiency Programme: Area Based Scheme
- Local Housing Strategy

4.0 RECOMMENDATIONS

4.1.1 Members are asked to consider the content of this report.

5.0 DETAIL

5.1 As the Strategic Housing Authority, the Council has a series of important statutory housing functions to fulfil. A Housing Need and Demand Assessment (HNDA) is carried out every 5 years which enables Scottish Government funding to be brought into Argyll and Bute primarily to deliver affordable housing. A comprehensive revision of the local HNDA was approved as “robust and credible” by the Scottish Government’s Centre for Housing Market Analysis in December 2021. The Council also produces a Local Housing Strategy (LHS) every 5 years. Full Council approved the LHS 2022-27 in December 2021. It is subject to annual updates, which are published on the Housing Strategy pages of the Council

website.

The LHS has been developed in accordance with Scottish Government guidance and local priorities as identified in the HNDA. This sets out the vision for Argyll and Bute: ***“Everyone in Argyll & Bute has access to a suitable, high quality home which is affordable and located within a vibrant, sustainable and connected community.”*** This report details the housing activity taking place in the Helensburgh & Lomond area.

5.2 DECLARATION OF A HOUSING EMERGENCY

In June 2023, following a report to the Environment, Development and Infrastructure Committee, Argyll and Bute Council became the first local authority to declare a housing emergency. A number of key statistics informed the emergency:

- In 2023 there were just under 3,300 people on social rented housing waiting lists, representing an increase of 8% since the previous year.
- The average housing price in 2022 was £206,000 which is 7 times the average income level in Argyll and Bute.
- 11% of all homes are ineffective stock, with 6% second homes and 4% empty.
- 42% of the property sales are made to people living out with the Argyll and Bute area.
- There were 131 private house completions in the last 5 years representing only 17% of the expected rate.
- Construction costs have seen a 22% increase in 2022 with island construction costs significantly higher. This trend is continuing currently.
- 92% of residents responding to the Housing Emergency survey said that housing shortage was having an impact on their community
- Of employers who responded to the workforce housing survey, 75% said a shortage of housing was a barrier to recruiting or retaining staff

5.3 ARGYLL AND BUTE HOUSING EMERGENCY SUMMIT

An action within the committee report was to hold an Argyll and Bute Housing Emergency Summit in response to the housing emergency, and this took place on the 27th November 2023 at the SAMS campus in Oban. The purpose of the Summit was to bring partners together to forge commitments aimed at tackling housing shortage by maximising resources, pursuing innovation, coordinating planning and targeting delivery capacity.

An Action Plan is currently being developed and it is anticipated that this will be refined and presented to members in the next few months.

5.4 HOUSING NEED AND DEMAND

HOMEArgyll WAITING LIST November 2023 – Active Applicants (excluding those with 0 points/no defined need)					
	Minimum Bedroom Size Required				TOTAL
	0/1beds	2beds	3beds	4+beds	
Helensburgh and Lomond	255	116	94	29	494

In addition there were 207 applicants for Helensburgh & Lomond who received nil points according to the Common Allocation Policy and therefore would be deemed to have no housing need.

For Helensburgh and Lomond as a whole the majority of applicants (52%) require one bedroom and 23% require 2 bedrooms. 19% require 3 bedrooms and just 6% need 4 or more.

However, to establish actual need, the available supply must be factored into this, based on the available lets within the RSL stock during a year.

Applicants per available RSL Let (Pressure Ratios)

	HOMEArgyll Applicants	RSL Lets 2022/23 (All Landlords)	Pressure Ratio
Helensburgh and Lomond	494	94	5:1

While the pressure ratios are only one factor in determining need and demand, they are useful indicators of areas where further research and analysis may be required.

The fully revised Argyll & Bute HNSA 2021 takes account of a wide range of factors to determine existing need and future demand for new build housing, and demographic projections have a critical role in this assessment. Although the default population projections suggest a significant and continuous decline across Argyll and Bute, and consequently minimal or zero requirement for new build housing, the council has developed ambitious Housing Supply Targets based on an alternative, positive growth scenario for all areas. In this instance, 22% of the Argyll & Bute Housing requirement would be apportioned to Helensburgh & Lomond; and over the next 5 years this could amount to at least 320 new builds across all tenures for the HMA as a whole.

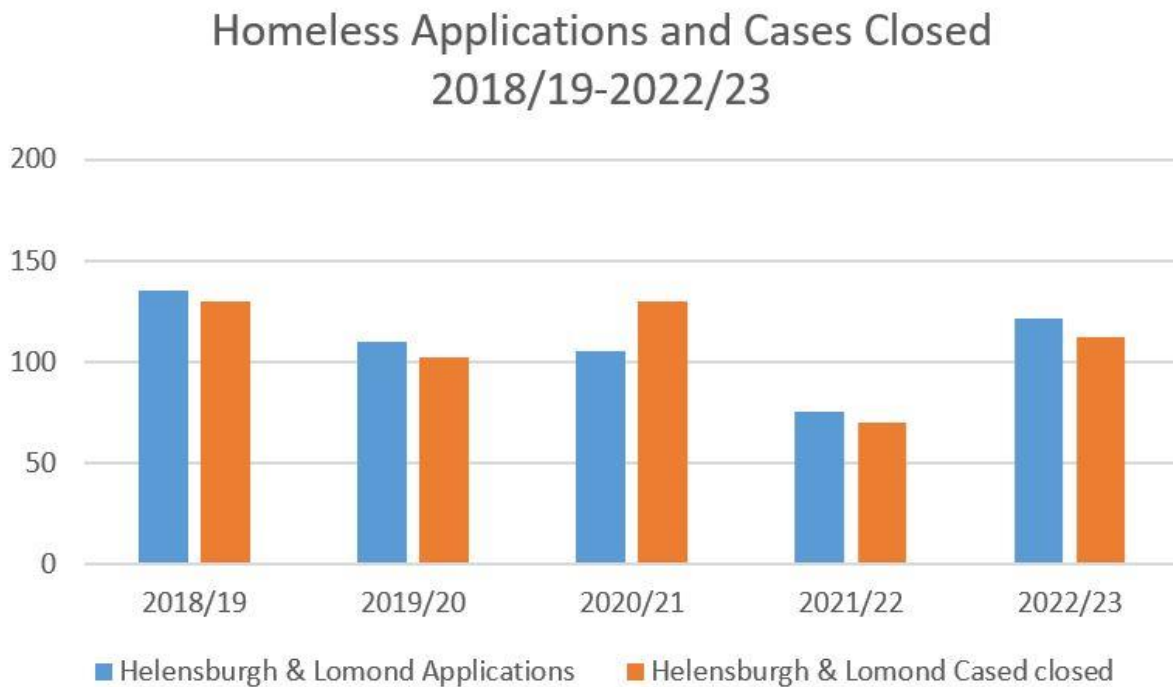
5.5 HOMELESSNESS

The incidence of homelessness increased in the Helensburgh and Lomond area in 2022/23. There has been an increase in homeless presentation of 60%.

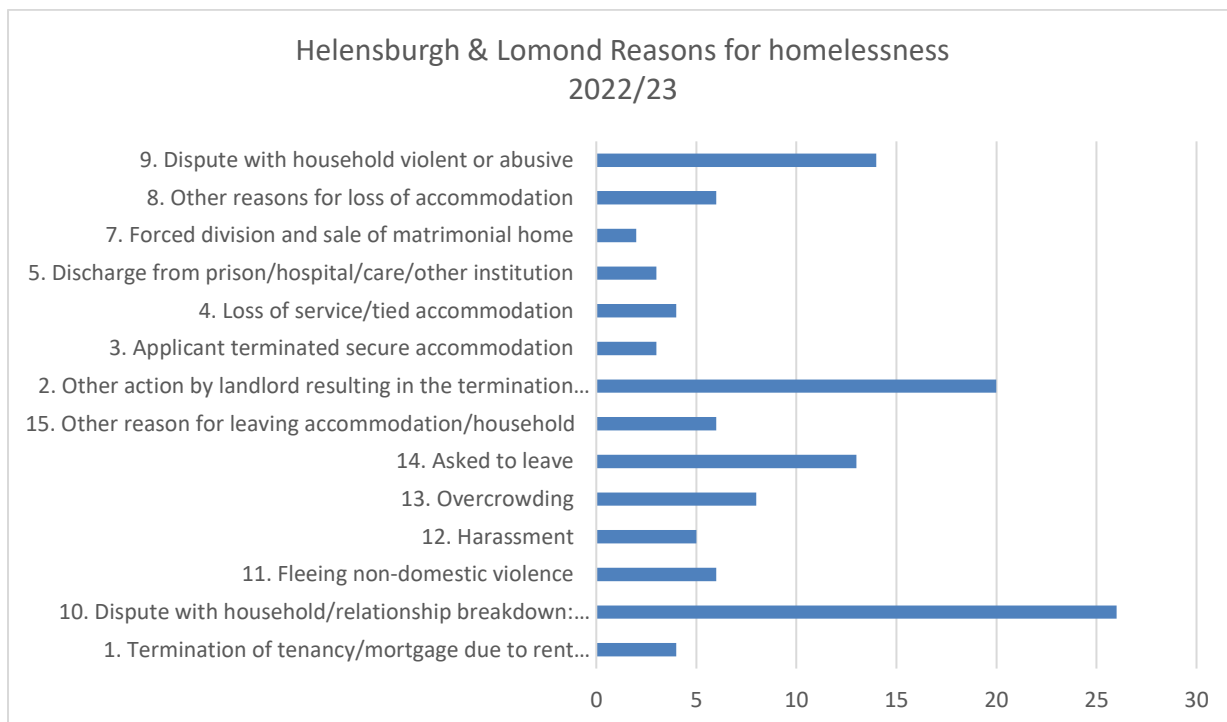
During 2022/23, there were 112 homeless cases closed in the Helensburgh and

Lomond area. This is an increase of 60% on the previous year.

The figures below illustrate the number of homeless applications and cases closed for the period from 2018/19 to 2022/23.



The main reasons for presenting as Homeless last year were “Asked to Leave”, “Dispute with household/relationship breakdown non-violent or abusive”; and “Other action by landlord resulting in the termination of the tenancy”. There were also a number of cases involving “violent or abusive disputes”.



Rough Sleeping

Helensburgh and Lomond experienced slight decrease in the incidence of rough sleeping over the same period last year, with 7 cases (+2) in total across the area reporting that they slept rough the night preceding their presentation and 2 (-4) reporting that they had slept rough in the 3 months preceding their homeless application.

AREA	Number of Rough Sleepers in 2022/23	
	Night Before Application	3 Months Prior to Application
Helensburgh and Lomond	7	2
Argyll & Bute	26	36

5.6 AFFORDABLE HOUSING SUPPLY

This continues to be a very challenging period for the construction sector and there is ongoing slippage in the new build programme due to disruption and shortages with materials and staffing. The Strategic Housing Investment Plan (SHIP) delivered 36 new affordable homes in Helensburgh & Lomond in 2021/22.

RSL	PROJECT	Units	Funding
Loretto	Sawmill Field, Helensburgh	36	£4,582,512

In addition, further sites/projects in the Helensburgh and Lomond area which are progressing onsite or in early stages of development and will be programmed in the SHIP for completion in future years include:

Dunbritton	Helensburgh Golf Club (Main Site) – 62 units; 2028/29 Helensburgh Golf Club (18 th Tee) – 16 units; 2025/26 Helensburgh, Jeanie Deans site, East King Street –12 units; 2024/25 Cardross – 25 units; 2026/27 Succoth phase 2 – 12 units; 2028/29
ACHA	East Clyde Street – 14 units; 2025/26 Kilcreggan – 10 units; 2026/27
LINK	Rosneath - 49 units; 2025/26

5.7 EMPTY HOMES

In 2022/23 there were **10** private empty homes brought back into use in H&L, amounting to **24%** all the empty homes brought back into use across Argyll and Bute last year with assistance of the Empty Homes Officer (41).

Council Tax Information on Empty Homes

The following table breaks down the numbers of empty homes including those subject to premium Council Tax charge across the H&L area. The table does not include properties which are empty and exempt from Council Tax. The numbers of recorded empty homes can vary from day to day due to natural changes and reported numbers are snapshot from November reports.

Helensburgh & Lomond Council tax data as at 01.11.23	Number of properties on Council Tax register	Empty Homes	Properties subject to 200% council tax levy	Total EMPTY
Helensburgh & Lomond	12,417	110	129	239

Council Tax Exemptions

There are also a number of empty properties which are on the Council Tax register which are exempt from paying council tax. In Helensburgh & Lomond there are **223** properties which are empty and exempt from Council Tax. The categories for empty properties include:

- Class 2A = Unoccupied dwelling – under renovation (**8**)
- Class 4A = Properties recently occupied but now empty and unfurnished (**87**)
- Class 5A = Living or Detained elsewhere – e.g care home, hospital or prison (**15**)
- Class 6A = Deceased owners – where estate has not been settled (**102**)
- Class 7A = Dwellings Empty Under Statute – Closing or Demolition Order (**5**)
- Class 13A= Repossessed dwelling (**1**)
- Class 19A= Difficult to let separately (**5**)

Second Homes

As at November 2023 there were **199** registered Second Homes in Helensburgh and Lomond. This figure represents **7%** of the total number of Second Homes in Argyll and Bute (3,052).

Self-Catering Properties

As at March 2023 there were there were **196** self-catering lets on the Rates register in the Helensburgh & Lomond area **8%** of the Argyll and Bute total (2,341).

5.8 PRIVATE SECTOR HOUSING GRANT – ADAPTATIONS

In 2022/23, there was a total of 13 individual adaptations installed in Helensburgh & Lomond with PSHG aid.

PSHG ADAPTATION COMPLETIONS 2022-23									
HMA	Grant Value	Works Value	ADAPTATION INSTALLED						
			Ramp	Stairlift	Access	Bathroom Adaptation	Wash & Dry unit	External Drainage Connection	Hoist
Helensburgh & Lomond	£ 63,311.16	£ 73,770.96	0	3	1	8	1	0	0
TOTALS	£ 63,311.16	£ 73,770.96	0	3	1	8	1	0	0

5.9 PRIVATE SECTOR HOUSING GRANT – REPAIRS AND IMPROVEMENTS

In 2022/23, there were a total of 18 PSHG repair and improvement grants completed in Helensburgh & Lomond, (across Argyll and Bute, the total was 57). Total cost of the works was £218,962 of which PSHG covered £85,825.

5.10 ENERGY EFFICIENCY (ENERGY EFFICIENT SCOTLAND: AREA BASED SCHEME (EES:ABS))

There were 53 energy efficiency measures installed across Helensburgh & Lomond in 2022/23 via the EES: ABS programme.

In total, 38 properties were improved across the area, at a total cost of £234,296. Grant aid in support of this work amounted to £216,538.

Current estimates of Fuel Poverty are based on Home Analytics data (Scottish figure sourced from The Scottish Fuel Poverty Advisory Panel)

Area	Likelihood of Households in	
	Fuel Poverty	Extreme Fuel Poverty
Helensburgh & Lomond	32%	29%
Argyll and Bute	30%	25%
Scotland (SHCS Figure)	34%	23%

5.11 Local Housing Strategy (LHS) 2022-2027

As the strategic housing authority for Argyll and Bute, the Council has a statutory duty to develop, implement and monitor a Local Housing Strategy over

a five-year planning cycle, based on a robust and credible Housing Need and Demand Assessment (HNDA) for the area. Following completion of the previous Argyll and Bute LHS (2016-2021) last year, a comprehensive revision and update of the strategy has been approved by the council and is due to be formally launched in March 2022. The planning process was based on a robust process of consultation and stakeholder engagement, which has been acknowledged as an exemplar model for other local authorities by the Scottish Government, the CHMA, and the Scottish Housing Network LHS Forum.

The revised HNDA was approved as “robust and credible” by the Scottish Government’s CHMA in 2021, and this has informed the revised Housing Supply Targets set out in the new LHS. These targets are based on a positive demographic and economic growth scenario for Argyll & Bute and include ambitious and challenging Housing Supply Targets for the Helensburgh & Lomond HMA over the next 5 years and beyond. Progress with these targets and the new LHS Action Plan will be reported on an annual basis to this area committee.

The Local Housing Strategy is subject to annual updates and the 2023 update can be found in the Housing Strategy pages of the Council website (<https://www.argyll-bute.gov.uk/sites/default/files/2023LHSupdate>)

6.0 CONCLUSION

- 6.1 This report provides the detail of the Council Housing Services team activity and an overview of the progress achieved with the Local Housing Strategy Action Plan in the Helensburgh & Lomond housing market area. There are a variety of housing issues within the area which are being tackled by Housing Services and partner agencies with the aim of delivering a functioning housing system which meets the needs of the communities we serve. The scale of the challenge is shown in statistical evidence and the declaration of the Housing Emergency and the subsequent Housing Emergency Summit has shown that many concerns are common across agencies and communities.

7.0 IMPLICATIONS

- 7.1 Policy - Complies with approved SHIP and Local Housing Strategy.
- 7.2 Financial - none arising from this report.
- 7.3 Legal - we have a statutory duty to deliver statutory housing functions
- 7.4 HR – none.
- 7.5 Fairer Scotland Duty: positive in terms of delivering affordable housing.
- 7.5.1 Equalities - protected characteristics - none
- 7.5.2 Socio-economic Duty - positive in terms of delivering affordable

- housing.
- 7.5.3 Islands – positive in terms of delivering affordable housing on the islands
- 7.6 Climate Change – the strategy and housing service deliver positive impacts for energy efficiency and climate change.
- 7.7 Risk – none.
- 7.8 Customer Service – none.
- 7.9 The Rights of the Child (UNCRC) – the housing activity described in the report will deliver affordable housing for families with children

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

**Councillor Robin Currie
Police Lead for Strategic Development**

January 2024

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APPENDICES

Appendix 1 – Extract from LHS 2022 - 2027 (data as of 2020) Helensburgh & Lomond

**APPENDIX 1 – EXTRACT FROM LHS 2022 - 2027 (DATA AS OF 2020)
HELENSBURGH & LOMOND**



Helensburgh & Lomond

Population	25,670
Households	11,189
Dwellings	12,171
Ineffective Stock (%)	5%
RSL Stock	1,538
Waiting List Applicants	524
RSL Lets (2019/20)	122
Pressure Ratio	4:1
Lower Quartile House Price	£92,938
Lower Quartile Income	£19,508
LQ Affordability Ratio	4.8

Helensburgh & Lomond combines the largest urban settlement in the authority with a more rural hinterland, and has close links with the Glasgow-Clyde-central belt region. The hinterland of Lomond falls within the Loch Lomond & Trossachs National Park planning area and this impacts on the operation of the local housing market. Over a quarter of house sales (27%) are to purchasers from elsewhere in Scotland. The area has consistently exhibited high average house prices however it also has one of the highest average household incomes of the HMAs in Argyll & Bute, and consequently affordability is actually relatively better than many areas, albeit still unaffordable to many local residents in absolute terms. This area has a quarter of the total housing stock within the whole authority area, unsurprisingly; however it has seen only modest growth, compared to the rest of Argyll and Bute, with only 4% increase in the number of dwellings between 2015 and 2020. It also has the lowest proportion of second/holiday homes and vacant properties in the authority (5% of the total, albeit this is still above national levels; and levels may be higher in the National Park area of Lomond, which is seen as a significant concern for the Park Plan). There were 1,538 RSL homes in 2020, almost 18% of the Argyll & Bute total, and around 4 applicants for every available let. Over 25% of all homeless cases present here and around 21% of the HOMEArgyll waiting list are seeking to be rehoused in this area. The committed growth of the population serving the MOD naval base at Faslane, and the potential impact of ancillary family over time, is also a significant factor here that will impact on need and demand in the wider housing system.

Key issues for Helensburgh & Lomond HMA:

Increasing the supply of affordable housing remains a priority for this area. Sustaining the strategic partnership with HMNB Clyde also continues to be essential to address accommodation needs.

Delivering Housing Options services, providing Tenancy Support and pro-actively preventing homelessness remain primary goals.

Ensuring appropriate specialist provision is available to meet the requirements of those with particular needs will also be important.

ARGYLL AND BUTE COUNCIL**HELENSBURGH AND LOMOND
AREA COMMITTEE****ROADS AND INFRASTRUCTURE
SERVICES****12 MARCH 2024**

ROADS CAPITAL RECONSTRUCTION PROGRAMME 2024/25

1.0 EXECUTIVE SUMMARY

- 1.1 Attached to this report is a draft programme for roads reconstruction schemes for 2024/25 in the Helensburgh and Lomond area. This programme has been designed using the current Road Condition Index (RCI) which is produced by the national road condition survey data. In addition to the RCI data, information such as road traffic collisions, known development, activities such as timber harvesting and skid condition (of the carriageways surface) which is measured by a separate survey are also considered together with information brought forward from Elected Members during agreed Area Business Days with officers from Roads and Infrastructure Service. This information is considered at officer level when appropriate engineering judgement is also applied to ensure that maximum benefit can be derived from the available investment.
- 1.2 The Roads Reconstruction Programme has been structured in line with the Roads Asset Management and Maintenance Strategy. The focus has been to arrest the rate of decline and provide an overall improvement in condition as has been demonstrated in the Annual Status and Options Report. In previous years this has been achieved through the delivery of a mix of carriageway resurfacing, edge strengthening, patching/surface dressing and in-situ road surface recycling. These treatments have been designed to seal the road to stop the ingress of water, improve ride quality and reduce the number of reactive repairs. This has resulted in an overall improvement in road conditions. Without this investment and works there would have been a significant deterioration in condition and a detriment to the travelling public, economic opportunity and tourism.
- 1.3 Following the Council's Budget Meeting, which took place on 22nd February 2024, £8M has been confirmed for the Capital Roads Reconstruction budget.
- 1.4 As per previous years any post winter deterioration may result in some adjustment to the programme to ensure that the best rates of return in terms of whole life costs can be achieved.

2.0 RECOMMENDATION

2.1 It is recommended that the Helensburgh and Lomond Area Committee:

- Provide comments on the draft programme that is contained in Appendix 1 of this report.
- Note that the programme will go forward to the Environment, Development and Infrastructure Committee on 21 March 2024 for endorsement.

3.0 DETAIL

3.1 The focus of the roads reconstruction programme has been to recover the network through the delivery of a mix of carriageway resurfacing schemes, patching/surface dressing and in-situ road surface recycling, which follow the principles set out within the Roads Asset Management Plan.

3.2 This Council has approximately £122M of backlog maintenance (based on figures produced by SCOTS) across the road network. This means that over £122M would need to be invested to bring the road network up to an 'A1' standard. Most councils are in a very similar position. During these challenging financial times, it is very unlikely we will benefit from the level of investment required to bring the road network up to an 'A1' condition.

3.3 As in previous years, the proposed schemes have been selected using the Councils Roads Asset database WDM Payment Management System (PMS) using the information collected from the SCANNER Survey carried out in summer months, other information mentioned above and engineering judgement. The SCANNER surveys are carried out by a single contract for all 32 councils in Argyll and Bute. Unfortunately, this year a small number of councils, including Argyll and Bute, have not received a full network survey. In Argyll and Bute, the majority of the islands have not been surveyed and this means that previous year's data has been used and qualified from safety inspection intelligence. Whilst this is not ideal, Members should note that full network surveys are not carried out on an annual basis, the frequency of surveys is detailed below:

100% of the A Class roads are surveyed (in one direction)
50% of the B Class roads
25% of the C Class roads
10% of the Unclassified road network

3.4 The survey data will categorise roads from red to green, with red being in worst condition and green not requiring attention. In-line with industry best practice, investment is not necessarily concentrated on all the red roads but instead has been aligned to focus on a combination of red and amber roads to arrest deterioration. This effectively provides a stitch in time approach and ensures that we get the best rate of return from the investment available. Red roads are roads requiring attention currently, amber roads are roads which will require attention in the not too distant future and green roads are roads which require no attention.

By progressing schemes which will provide the best rate of return, taking consideration of the survey results and associated data, the Council is able to deliver a programme of schemes which maximises the benefits to the travelling public from the available investment. There is also a consideration applied that reflects route classification and hierarchy together with the Road Condition Index.

- 3.5 Surface dressing schemes are selected on the basis that, either the skid resistance of the road surface is poor, or the road surface requires sealing before it fails. Surface dressing can range from a standard binder with 6mm chippings through to polymer modified binders with more than one layer of chippings.
- 3.6 Following a presentation to Members in January 2023 and reports to Environment, Development and Infrastructure Committee in June 2023, officers carried out Members Business Days in October/November 2023 to enable an opportunity for Members to bring forward priorities for consideration in the 2024/25 Capital Roads Programme.
- 3.7 As in previous years, the roads reconstruction programme will be delivered by a mixed economy model with the Councils in-house team delivering carriageway reconstruction and patching works. The surface dressing element of the programme will be delivered by an external contractor. This enables the maximum surface area to be covered which will help to seal carriageway cracks, prevent the ingress of water and reduce the amount of reactive maintenance for potholes.
- 3.8 The table below details the total of the 2024/25 allocation following the 2023 February Budget meeting. The capital budget allocation for 2024/25 has been split in line with the pre-agreed percentage formula which is based on road area and population. There are a number of schemes being carried forward for various reasons including ferry availability to transport materials. These have been shown at the bottom of the area programmes and are in addition to the £8M funding for 2024-25.

Area	Area Total
OLI (35%)	£2,800,000
MAKI (31%)	£2,480,000
B&C (20%)	£1,600,000
H&L (14%)	£1,120,000
Total	£8,000,000

- 3.9 In 2023/24 there was also a grant from the Strategic Timber Transport Scheme (STTS) totaling £387k. This grant was significantly less than in previous years and officers expect this to continue in the current frugal economic climate. This funding was used to match fund existing schemes on the council network where timber extraction was programmed to be carried out. It is officers' intention to make

further bids to the STTS for 2024/25 which, if successful, will provide additional investment for the road network.

- 3.10 The capital programme presented is based on carriageway condition late autumn/early winter. With the effect of winter this programme may need to be adjusted to ensure that any investment takes into consideration any winter deterioration.
- 3.11 The programme for each of the administrative areas will be forwarded to Area Committee Members and updates to Area Committees as the programme progresses. The programme will also be available on the Council website with key scheme status and dates.

4.0 CONCLUSION

- 4.1 This report provides details of the proposed roads reconstruction programme for 2024/25 and seeks comments from Elected Members on the draft programme.

5.0 IMPLICATIONS

- 5.1 Policy - works assessed and carried out under the current Roads Asset Management Plan.
- 5.2 Financial - programme will be based on capital allocation for year 2024/25.
- 5.3 Legal – None known.
- 5.4 HR - reconstruction works delivered by a combination of in-house roads operations team and sub-contractors.
- 5.5 Fairer Scotland Duty: None known.
 - 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 – due regard will be given to climate change with a view to minimising any climate change impact and these will be considered as and when they arise.
- 5.7 Risk - completed works will reduce requirement to repair roads and will arrest the carriageway/footway deterioration.
- 5.8 Customer Service - overall improvement in road surfaces and the quality of driven journeys.

5.9 The Rights of the Child (UNCRC) – the investment to improve our road network will contribute to a safer environment for young people to thrive in.

Executive Director with responsibility for Roads and Infrastructure: Kirsty Flanagan

Policy Lead for Roads and Transportation: Councillor Andrew Kain

February 2024

For further information contact:

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APPENDICES

Appendix 1 – H&L Proposed Roads Reconstruction Programme 2024/25

**APPENDIX 1 – HELENSBURGH AND LOMOND PROPOSED ROADS
RECONSTRUCTION PROGRAMME 2024/25**

HELENSBURGH AND LOMOND SHARE OF £8M Budget		£ 1,120,000.00
2024/25 draft schemes based on the historic % split of the current £8M budget		
HELENSBURGH AND LOMOND		
Scheme Location, Road number/Name	Works Type	Estimated Cost
C 69 Glen Douglas hairpin bends to A82	Overlay	£ 30,000.00
B832 Muirlands - Cross Keys - A82	Overlay	£ 100,000.00
U71 Colquhoun St - W Argyle St - W King St	inlay	£ 30,000.00
U262 Shore Road - Helensburgh	inlay	£ 100,000.00
B872 Whistlefield Road - Garelochhead	inlay	£ 105,000.00
U62 Church Road - Rhu	inlay	£ 25,000.00
U101 East King - Charlotte St to Grant St	inlay	£ 35,000.00
U13 Ardencaple Quadrant	inlay	£ 80,000.00
U177 Kirk Brae - Shandon	inlay	£ 30,000.00
U105 East Princes St - Henry Bell St - George St	inlay	£ 150,000.00
A814 Whistlefield Roundabout	kerb & surface	£ 30,000.00
U 306 Victoria Road - Helensburgh	inlay	£ 60,000.00
U133 Forestry Houses - Succoth	inlay	£ 50,000.00
U72 Columba St - Helensburgh	inlay	£ 25,000.00
2024 Pre -SD A814 - sites below	Pre-SD 2024	£ 80,000.00
A814 - Whistlefield to Finnart	Laying 2024	£ 80,000.00
A814 - South of Glen Douglas	Laying 2024	£ 60,000.00
2025 Pre-SD	Pre-SD 2025	£ 50,000.00
	District Total	£ 1,120,000.00
2023/24 schemes re-scheduled for delivery in 2024/25		
Scheme Location, Road number/Name	Works Type	2023/24 allocated budget C/F
A814 Haul Rd (A817) Middle roundabout	Kerbing and surface	£37,000

ARGYLL AND BUTE COUNCIL**HELENSBURGH & LOMOND AREA
COMMITTEE****ROAD & INFRASTRUCTURE SERVICES****12 MARCH 2024**

**PROPOSED ARGYLL AND BUTE COUNCIL (OFF STREET PARKING PLACES
AND CHARGES) (HELENSBURGH) (AMENDMENT) ORDER 202_**

1.0 EXECUTIVE SUMMARY

- 1.1 The report provides an update on the proposed Traffic Regulation Order “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” (hereafter, the “TRO”) and provides detail of the single objection to the draft TRO.
- 1.2 Only one objection was submitted to the proposed TRO. Officers engaged with the objector but no solution was agreed upon and the objection remains extant.
- 1.3 To allow the Service to manage the off-street car park asset effectively and safely, it is the view of Officers that the Order should be made, with one amendment.

RECOMMENDATIONS

That the Committee agree that the draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” TRO can be made with the amendment detailed below:

- that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.

ARGYLL AND BUTE COUNCIL

HELENSBURGH & LOMOND AREA
COMMITTEE

ROAD & INFRASTRUCTURE SERVICES

12 MARCH 2024

**PROPOSED ARGYLL AND BUTE COUNCIL (OFF STREET PARKING PLACES
AND CHARGES) (HELENSBURGH) (AMENDMENT) ORDER 202_**

2.0 INTRODUCTION

2.1 This report provides an update on the proposed Traffic Regulation Order “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” (hereafter, the “TRO”) and provides detail of the single objection to the draft TRO.

3.0 RECOMMENDATIONS

3.1 That the Committee agree that the draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” TRO can be made with the following amendment:

- that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.

4.0 DETAIL

4.1 The proposed TRO seeks to amend the existing Order to reflect the changes in the layout following the Helensburgh Waterfront Development upgrade and the Councils, at its meeting held on Thursday 29 September 2022, decision to amend the Pier Car Park restrictions as below:

- i. that the Helensburgh Waterfront car park be amended to provide free parking for the first 2 hours and charged thereafter; and
- ii. that officers progress a Traffic Regulation Order (TRO) covering the new car park with the flexibility to enable free parking for the first 2 hours, with any representations received during the TRO process being reported back to the Helensburgh and Lomond Area Committee.

- 4.2 The proposed TRO, if made, will provide powers in regard to the effective management and enforcement of the off-street asset in-line with the above. Appendix 1 contains the draft TRO as published.
- 4.3 Consultation 1 and 2 were carried out as a combined stage. This phase closed on the 9 December 2022 with no comments made submitted by the consultees.
- 4.4 Consultation 3 is the stage where the proposals are published and any individual, organisation or group may submit formal objections to the draft TRO. This stage commenced on 13 January 2023 and closed on 10 February 2023.
- 4.5 Only a single objection was submitted to the proposed amendment. Officers engaged with the objector but no solution was agreed upon and the objection remains extant.
- 4.6 The objection and the Councils response are summarised in the table below:

Objection	<ul style="list-style-type: none"> • That the two hour free limit is not sufficiently long. • Parking charges will dissuade people from using the HWD facilities.
ABC Response	<p>It is intended that the proposed amendment to the Order will:</p> <ul style="list-style-type: none"> • Manage the available provision of parking places. • Reduce instances of inappropriate or inconsiderate parking • Help patrons of the Waterfront Development to use the facilities. • Improve road safety.

- 4.7 While there is no right for anonymity for maintained objections, it is standard practice to withhold the names and addresses of the objectors.
- 4.8 The Order, as drafted, does not permit coaches to wait in the drop-off area. Officers propose that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.
- 4.9 Members should note that a non-material amendment has been made to the schedule which corrects an error. The change pertains to a start time which previously started at 0800hrs to 0900hrs. There is no detriment to car park users with this change as it reduces the charging period.
- 4.10 To allow the Service to manage the off-street car park asset effectively and safely, it is the view of Officers that the Order should be made.

5.0 CONCLUSION

5.1 This report provides detail of the objections to the draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_” TRO and recommends that the TRO be made with the following amendment:

- that the Order is amended to designate this area for coaches and limit the stay to 20 minutes maximum.

5.2 The implementation of the TRO will incur costs in relation to the installation of signs and road markings. This is deliverable within existing budgets.

6.0 IMPLICATIONS

6.1 Policy – Parking Policy Framework 2014.

6.2 Financial – Signs and lining will be funded from the car parking revenue budget.

6.3 Legal – That the TRO be implemented as published.

6.4 HR – None known.

6.5 Fairer Scotland Duty:

6.5.1 Equalities - protected characteristics – None known.

6.5.2 Socio-Economic Duty – None known.

6.5.3 Islands – n/a.

6.6 Climate Change – n/a.

6.7 Risk – Safer roads for all road users.

6.8 Customer Service – in line with Parking Policy Framework 2014.

6.9 The Rights of the Child (UNCRC) – None Known.

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

Councillor Andrew Kain, Policy Lead for Roads and Transport

March 2024

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APPENDIXES

Appendix 1 – Draft “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_”

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**THE ARGYLL AND BUTE COUNCIL
(OFF STREET PARKING PLACES AND CHARGES)
(HELENSBURGH) (AMENDMENT) ORDER 202_**

Argyll & Bute Council in exercise of the powers conferred on them by sections 35(1) and (3), 35A and 35B of the Road Traffic Regulation Act 1984 (herein after referred to as “the Act”) and Part IV of Schedule 9 to the Act, and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the Act, hereby make the following order:

This Order may be cited as “The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh)(Amendment) Order 202_” and shall come into operation on

1. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
2. The Order specified in the Schedule to this Order shall have effect subject to the amendments specified in that Schedule.

Sealed with the Common Seal of the Argyll & Bute Council and subscribed for them and on their behalf by David Logan, Head of Legal and Regulatory Support and Proper Officer, at Lochgilphead on [Date]

SCHEDULE

ORDER TO BE AMENDED

Name of Order

Extent of Amendment

The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) Order 1999 as amended by The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 2006.

In Article 3 the following definition shall be '**Pier Car Park, Helensburgh** described in Schedule 2 to this order shall be a parking place where, subject to the provision of this order, drivers may leave vehicles.' the words "Schedule 2 and signed and sealed as relative hereto" there shall be substituted the words "Schedule 2B and signed and sealed as relative to The Argyll and Bute Council (Off Street Parking Places and Charges)(Helensburgh)(Amendment) Order 202_";

Lochgilphead: [Date]

This is the Schedule referred to in the foregoing "The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_"

SCHEDULE

ORDER TO BE AMENDED

<u>Name of Order</u>	<u>Extent of Amendment</u>
The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) Order 1999 as amended by The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 2006.	In Article 3 the following definition shall be ' Pier Car Park, Helensburgh described in Schedule 2 to this order shall be a parking place where, subject to the provision of this order, drivers may leave vehicles.' the words "Schedule 2 and signed and sealed as relative hereto" there shall be substituted the words "Schedule 2B and signed and sealed as relative to The Argyll and Bute Council (Off Street Parking Places and Charges)(Helensburgh)(Amendment) Order 202_";
	8 (iii) The charge payable to the Council for a car park season ticket shall be in accordance with Schedule 2B or such other sum as the Council may from time to time determine."

Lochgilphead: [Date]

This is the Schedule referred to in the foregoing "The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_"

SCHEDULE

ORDER TO BE AMENDED

Name of Order

Extent of Amendment

The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) Order 1999 as amended by The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 2006.

In Schedule 2 under the heading "Location of Off Street Parking Places", **Pier Car Park, Helensburgh** for the words "Map 1 annexed and signed and sealed as relative hereto" there shall be substituted the words "Map 1B annexed and signed and sealed as relative to The Argyll and Bute Council (Off Street Parking Places and Charges)(Helensburgh)(Amendment) Order 202_"; and under the heading "Charges and Periods of Operation" for the words "8am to 6pm Monday to Sunday" there shall be substituted the words "9am to 6pm Monday to Sunday"; and "Area "A" on Map 1A", there shall be removed.

For the words "Area "B" on Map 1" there shall be substituted the words on Map 1B".

Lochgilphead: [Date]

This is the Schedule referred to in the foregoing "The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_"

SCHEDULE**ORDER TO BE AMENDED**

<u>Name of Order</u>	<u>Extent of Amendment</u>
The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) Order 1999 as amended by The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 2006.	In Article 5 the following definition shall be Where 'categories of vehicles' as described in Schedule 1 the words "Schedule 1 shall be substituted the words "Schedule 1A. Where ' Pier Car Park, Helensburgh ' described in Schedule 2 to this order shall be a parking place where, subject to the provision of this order, drivers may leave vehicles.' the words "Schedule 2 shall be substituted the words "Schedule 2B and signed and sealed as relative to The Argyll and Bute Council (Off Street Parking Places and Charges)(Helensburgh)(Amendment) Order 202_";
	5 (i) No Motor vehicle, caravan, trailer or other vehicles may be parked in a car park unless it is a vehicle authorised by Schedule 1A to this order in relation to that car park.
	5 (ii) No vehicle may be parked which has a caravan or other trailer unless in a car park where this is authorised by Schedule 2B to this order.

Lochgilphead: [Date]

This is the Schedule referred to in the foregoing "The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_"

SCHEDULE

ORDER TO BE AMENDED

Name of Order

Extent of Amendment

The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) Order 1999 as amended by The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 2006.

In Article 6 the following definition shall be '**Pier Car Park, Helensburgh**' described in Schedule 2 to this order shall be a parking place where, subject to the provision of this order, drivers may leave vehicles.' the words "Schedule 2 and signed and sealed as relative hereto" there shall be substituted the words "Schedule 2B and signed and sealed as relative to The Argyll and Bute Council (Off Street Parking Places and Charges)(Helensburgh)(Amendment) Order 202_";

Lochgilphead: [Date]

This is the Schedule referred to in the foregoing "The Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_"

**SCHEDULE 1 A
CATEGORIES OF VEHICLES**

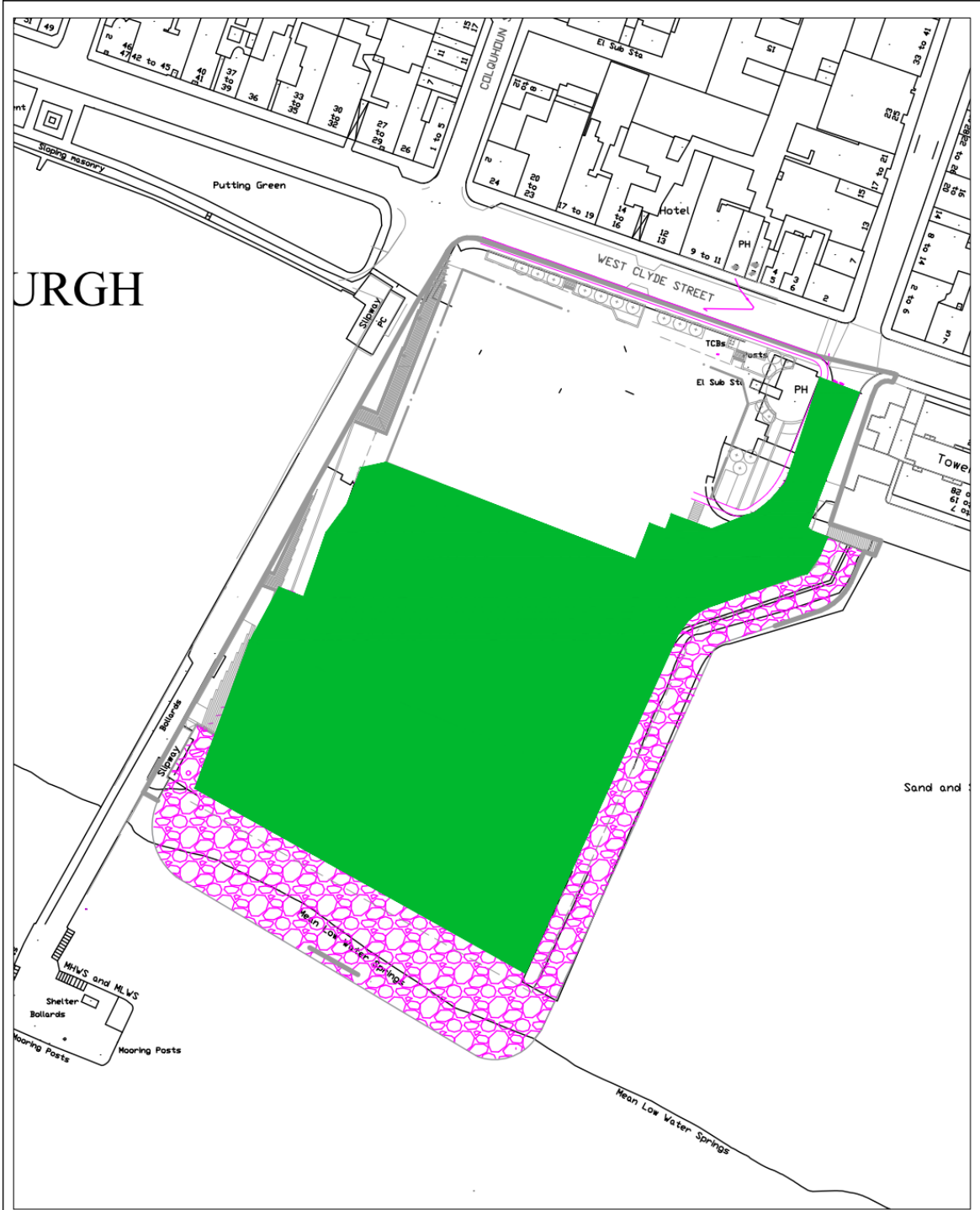
Category Number	Vehicle Type
1	Motor Car Car-derived van Dual Purpose Vehicle
2	Motor Cycle
3	Invalid Carriage
4	Light commercial vehicle
5	Heavy commercial vehicle
6	Articulated Vehicle
7	Trailer (with towing car)
8	Caravan (with towing car) Living Van
9	Motor Caravan
10	Bus
11	Electric Vehicle

SCHEDULE 2B

TARIFFS**Location of Off Street Parking Place**

Location of Off Street Parking Place	Charged and Period of Operation																				
<p>Pier Car Park Helensburgh Situated West of Sinclair Street and South of Clyde Street West, Helensburgh and shown coloured green on Map 1B annexed and signed and sealed as relative hereto.</p>	<p>1st January to 31st December 9am to 6pm Monday to Sunday</p> <p>Category 1 – 3</p> <table border="1" data-bbox="810 568 1305 954"> <tbody> <tr> <td>First 2 hours</td> <td>No Charge</td> </tr> <tr> <td>15 minutes</td> <td>30 pence</td> </tr> <tr> <td>30 minutes</td> <td>50 pence</td> </tr> <tr> <td>45 minutes</td> <td>80 pence</td> </tr> <tr> <td>60 minutes</td> <td>£1.00</td> </tr> <tr> <td colspan="2">£1.00 per hour thereafter or part thereof.</td> </tr> <tr> <td>Quarterly</td> <td>£135.00</td> </tr> <tr> <td>6 monthly</td> <td>£250.00</td> </tr> <tr> <td>9 monthly</td> <td>£360.00</td> </tr> <tr> <td>Annual Ticket</td> <td>£475.00</td> </tr> </tbody> </table> <p>Charged for a single bay occupancy</p>	First 2 hours	No Charge	15 minutes	30 pence	30 minutes	50 pence	45 minutes	80 pence	60 minutes	£1.00	£1.00 per hour thereafter or part thereof.		Quarterly	£135.00	6 monthly	£250.00	9 monthly	£360.00	Annual Ticket	£475.00
First 2 hours	No Charge																				
15 minutes	30 pence																				
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60 minutes	£1.00																				
£1.00 per hour thereafter or part thereof.																					
Quarterly	£135.00																				
6 monthly	£250.00																				
9 monthly	£360.00																				
Annual Ticket	£475.00																				

Map 1B



TITLE Helensburgh Waterfront Development TRO amendment	DIRECTOR OF OPERATIONAL SERVICES ANDREW R LAW	
	DRAWING NUMBER:	
	SCALE: 1:1500	
ISSUING OFFICE:- OPERATIONAL SERVICES MANSE BRAE, LOCHGILPHEAD, ARGYLL,PA31 8RD	DATE:	

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Area Plans Update



COMMUNITY PLANNING GROUP/ AREA COMMITTEE

FQ4 2023/24

Stuart Green
Chief Executives Unit
Argyll and Bute Council



Area Plans – What, Why and How?

What?

- ▶ Creating area-based plans for all our communities, reflecting investment opportunities and local service prioritisation.

Why?

- ▶ Increase rate of external investment by improving how we align with growing number of external funding streams (e.g. government).

How?

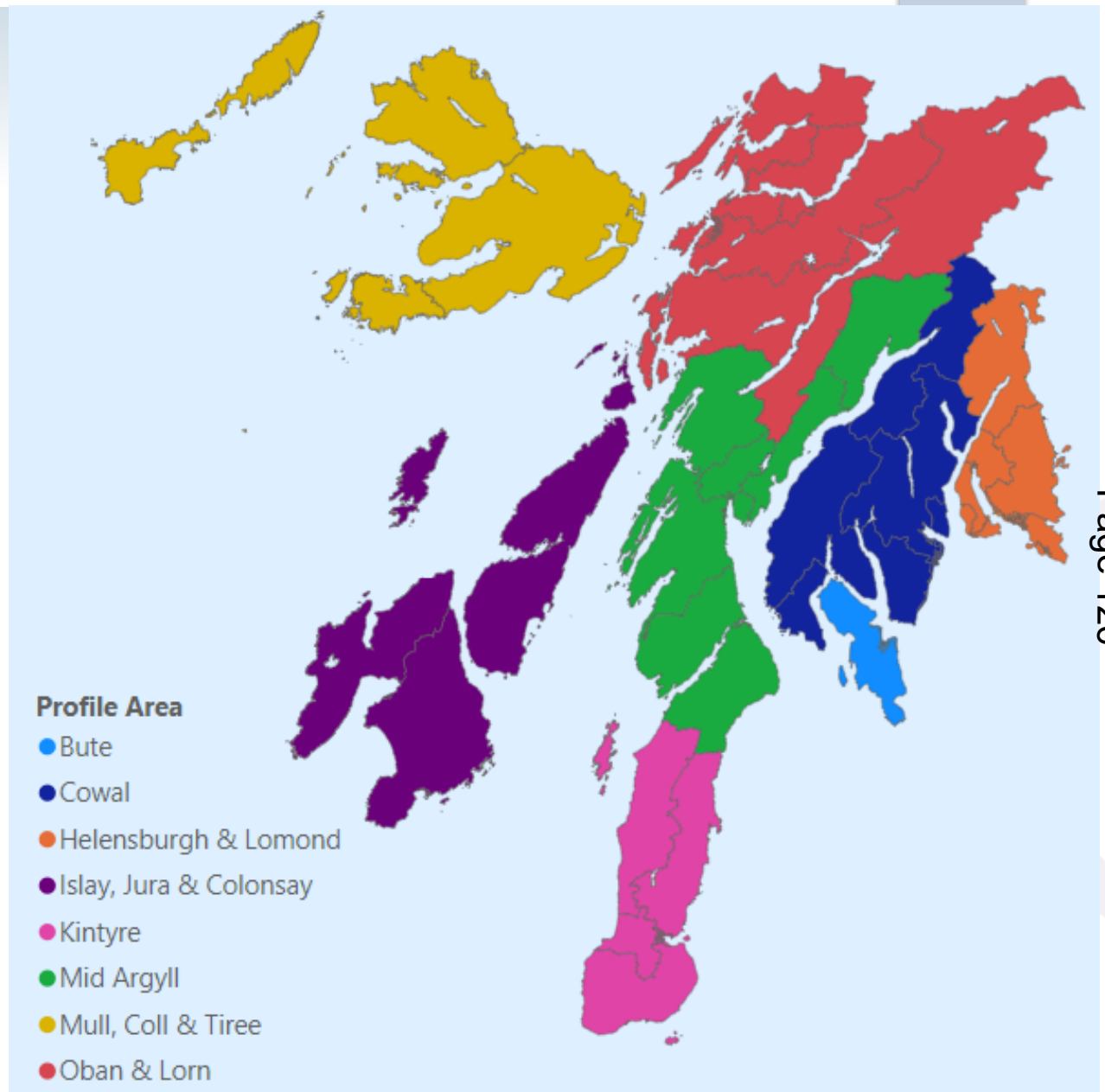
- ▶ Through consensus, forward plan investment opportunities that improve outcomes.

Area Plans – Mandate

- ▶ Council Agreed Priorities – November 2022
- ▶ Corporate Plan 2023 - 2027;
- ▶ Agreed by Policy and Resources Committee – October 2023
 - ▶ Number of locality plans.
 - ▶ Purpose & Principles
 - ▶ Approach
 - ▶ Resourcing and timescales
 - ▶ In addition; agreed to reflect any relevant outcomes from the Community Planning Partnership Community Wealth Building Review relevant to the Council in the approach to producing area plans.

No of
Locality
Plans

8 Areas



Area Plans – Purpose & Principles

Purpose

- ▶ Capture community vision and aspirations for each area.
- ▶ Reflect investment opportunities
- ▶ Identify local projects.

Principles

1. The plans will be orientated towards maximising external funding.
2. The plans do not guarantee the provision of funding towards any of the projects contained therein.
3. The plans will seek to promote proposals that are aligned with the Council's strategic plans and priorities.
4. All projects delivered by the Council will be prioritised and developed using our adopted project methodologies and processes.

What is in scope?

- ▶ Projects – planned and proposed by CPP Partners and community groups.
- ▶ Community wealth building opportunities.
- ▶ Housing; needs, demands and opportunities.
- ▶ High level summary on socio economic data.

Collating this information provides a baseline narrative and narrative.

Community engagement

- ▶ Important to get right.
- ▶ Sense of consultation fatigue (anecdotal).
 - ▶ Scottish Government Islands Consultation
 - ▶ Community Led Action Plans/ Charrettes
 - ▶ ABOIP
- ▶ More to come.
 - ▶ Community Planning Group Area Plans
 - ▶ Local Development Plans – Local Place Plans
- ▶ Need to coordinate engagement with our communities.

Efficient use of resources.

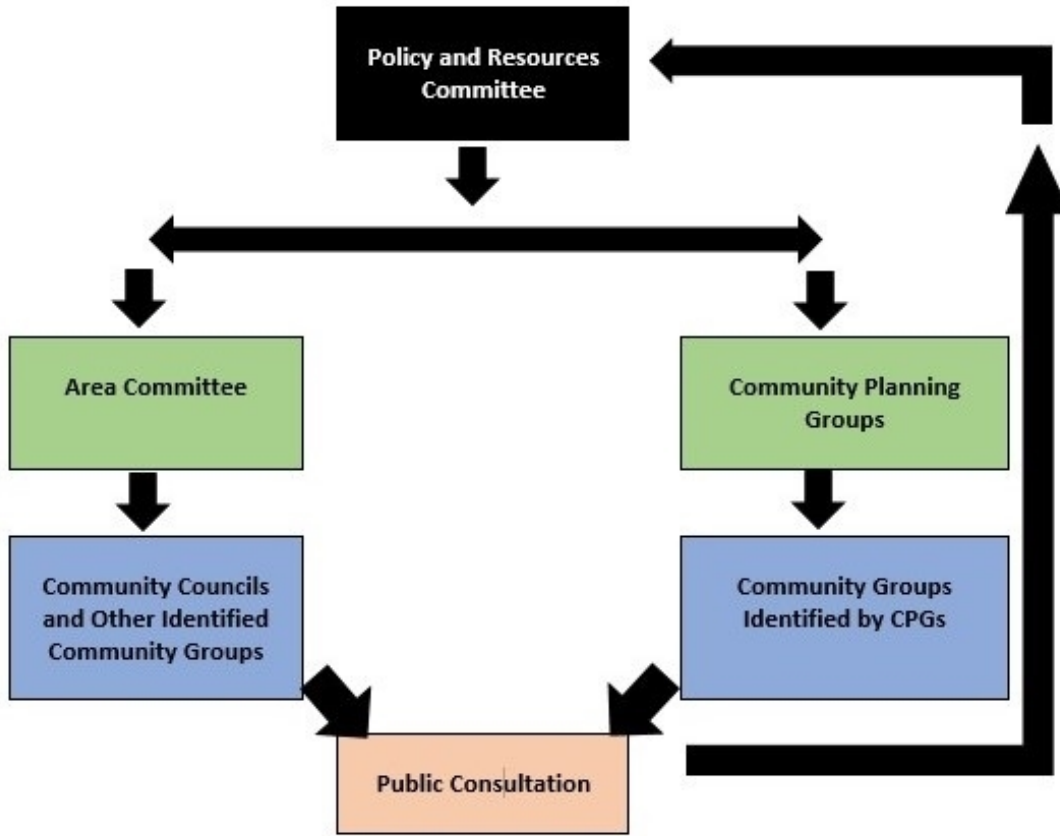


- ▶ Clear synergies to develop in tandem with;
 - ▶ Community Planning Group Area Plans.
 - ▶ Community Wealth Building.
- ▶ Careful consideration given to;
 - ▶ Efficient and optimal use of resources.
 - ▶ Co-ordinated consultation.

Area plans - Approach

Stages	Activity
1	Collation of information and data e.g. Scottish Government island consultation data, data from ABOIP place standard consultations, existing community led plans etc.
2	Engage community councils, development trusts and community groups initially to test our findings and identify gaps and update maps and plans.
3	Wider public consultation on draft vision and maps and plans.
4	Publish analysis on feedback from engagement on draft vision and maps and plans.
5	Submit vision and maps and plans to Members for consideration.

Governance and Flow of Information



Key
Governance
Informal & Advisory
Administrative Area
Local
Full Public Consultation

Phasing

- ▶ A phased but over-lapping approach is being taken to developing the Area Plans which will allow a) most effective use of resources and b) an iterative approach to learning from the process and identifying optimum methodologies. The phasing will be as follows;
 - ▶ Phase 1; two localities – one island(s) locality and one mainland locality.
 - ▶ Phase 2; three localities – one island(s) locality, two mainland localities.
 - ▶ Phase 3; three localities – one island(s) locality, two mainland localities.
- ▶ Each phase will run for 12 months from start to finish.
- ▶ Phases 2 and 3 will commence 3 months after the previous phase starts.
- ▶ The 3 phases will almost run concurrently with the total programme scheduled to last 18 months (and not 36 months if run sequentially) April 2024 to September 2025.
- ▶ This is designed to expedite the process in the quickest time possible in relation to the available resource.

How we will use the information?

- ▶ Area Plans should be viewed as a partnership document.
 - ▶ Opportunity to capture all investments and aspirations for all to support development of visions for each area.
 - ▶ May support strategic partners in developing future investment decisions and/or demonstrate community support.
- ▶ Plans will inform future opportunity for external funding.
- ▶ Effectively a ‘snap shot’ in time and does not prevent future opportunities.
- ▶ The plans do not guarantee the provision of funding towards any of the projects included **but**;
- ▶ Should provide clarity on opportunities, prioritisation, and improve matching and opportunities with external funding (which is significant).

Your help please.

1. Identify all community groups in your area.
2. Identify all locations in your area suitable for individuals to see and comment on draft proposals. (This is to ensure individuals that cannot or choose not to access plans digitally are not excluded from the consultation process).
3. Encourage Community Councils, Development Trusts and Community Groups to participate in the process.

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No	Name of Group
1	2nd Helensburgh Brownies
2	Albatross Arts CIC Jean's Bothy
3	Arrochar, Tarbet and Ardlui Community Development Trust
4	Arrochar, Tarbet and Ardlui Community Council and Loch Long Jetty Association
5	Cardross CAN
6	Cardross Cares
7	Cardross Community Organic Garden
8	Centre 81
9	Civil Rights First
10	Colgrain Primary School Parent Teacher Council
11	Cove and Kilcreggan 10k
12	Cove and Kilcreggan Lunch Club
13	Cove and Kilcreggan Youth Café
14	Cove burgh hall
15	Enable Scotland (Jean's Bothy)
16	Friends of Duchess Woods
17	Friends of Geilston Gardens
18	Friends of Hermitage Park
19	Gareloch Riding for the Disabled Association
20	Garelochhead Station Trust
21	Geilston Hall
22	Gibson Hall
23	Girl Guiding
24	Grey Matters Active Ageing
25	Health and Wellbeing Network
26	Helensburgh Round Table
27	Helensburgh & Lomond Carers
28	Helensburgh Amateur Swimming Club
29	Helensburgh and Lomond Autism
30	Helensburgh and Lomond Foodbank
31	Helensburgh Art Hub
32	Helensburgh Bowling Club
33	Helensburgh Chamber of Commerce and Helensburgh Festive Lighting Charitable Trust
34	Helensburgh Community Council and Grey Matters Active Ageing
35	Helensburgh Community Hall
36	Helensburgh Community Hub
37	Helensburgh Men's Shed

38	Helensburgh Nappy Library
39	Helensburgh Savoy
40	Helensburgh Winter Festival
41	Helensburgh Writer's Club
42	James Street Garden
43	Jean's Bothy (Friends of Development)
44	Kirkmichael Community Development Group
45	Loch Long Jetty Association
46	New Way
47	Plastic Free Helensburgh
48	Princess Louise Hall Committee
49	Rape Crisis
50	Rhu and Shandon Community Centre
51	Rosneath Community Hub
52	Rosneath Peninsula Highland Gathering
53	Rosneath Peninsula West Development Trust
54	Rotary
55	Route 81
56	Submarine / Tower Arts Centre
57	Three Villages Hall
58	Visiting Friends
59	Welcome In
No	Community Council
1	Arrochar, Tarbet and Ardlui
2	Cardross
3	Cove and Kilcreggan
4	Garelohead
5	Helensburgh
6	Luss and Arden
7	Rhu and Shandon
8	Rosneath and Clynder

ARGYLL AND BUTE COUNCIL**Helensburgh and Lomond****DEVELOPMENT AND ECONOMIC
GROWTH****12 March 2024**

2023/24 Active Travel Progress Report

1.0 EXECUTIVE SUMMARY

- 1.1. This report provides an update to Members on the progress made in 2023/24 in relation to active travel projects in the Helensburgh and Lomond (H&L) Area, informs Members of the significant changes in Scottish Government active travel funding and seeks continued support for the projects and wider active travel measures from Members.
- 1.2. Active travel encompasses accessible, everyday Walking, Mobility Assistance and child prams (sometime collectively termed “Wheeling”) and Cycling. The focus of active travel is on accessible provision including those with mobility impairments.
- 1.3. The Council’s Active Travel Team, 1.7 Full Time Equivalent employees, 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.
- 1.4. The Active Travel Team work with communities, internal and external stakeholders across Argyll and Bute to develop and deliver active travel projects which provide new/improved accessible infrastructure (e.g. paths, cycle lanes) and behaviour change (e.g. access to bikes, walking/cycle training, promotional activities).
- 1.5. In 2023/24 to date, the Active Travel Team secured £2.56M external funding for the development and delivery of a total of 23 projects across Argyll and Bute. These include Argyll and Bute wide projects, valued at £155,000 in 23/24 and projects specific to the H&L area, with a 23/24 value of £628,000.
- 1.6. The Active Travel Team work to source and secure highly competitive funding from a range of sources, the main of which are Transport Scotland’s Places for Everyone (PFE) Programme (administered by Sustrans), the Scottish Government’s Cycling, Walking and Safer Routes (CWSR) fund and Delivery Resource Fund, Paths for All Smarter Choices Smarter Places (SCSP) programme, Transport Scotland’s Active Travel Transformation Fund (ATTF),

and HITRANS Regional Active Travel Fund. Further funding has been secured for some projects via local community organisations and from willing businesses. It is recognised at a national level that the Active Travel Team in Argyll and Bute Council secure significantly more funding, and subsequently deliver more projects, than similar staffed teams in other Local Authorities and/or local authorities with similar populations.

- 1.7. Transport Scotland have informed Officers that, as of 24/25, the funding model for active travel will change. The primary change will be the reallocation of the significant funding currently disbursed via third-sector organisations (such as Sustrans or Paths for All) and, to a lesser extent Transport Scotland (e.g. CWSR), to individual Local Authority block grants and a single Transport Scotland controlled Active Travel Infrastructure Fund (ATIF). This will be undertaken incrementally over a 2 year transition period.
- 1.8. Transitional arrangements for infrastructure design and construction are understood by Officers to be:
 - 24/25 a proportion of the Scottish Government's active travel funding will be allocated to Local Authority block grants with the remainder remaining as challenge funding, in particular in the PFE Programme (administered by Sustrans) and Transport Scotland's ATIF fund. Transport Scotland have stated that failure to expend the block grant allocation on appropriate active travel projects will negatively affect the Council's opportunity to secure additional funding from the ATIF. The Scottish Government's budget commits a total of £220M to active travel in 24/25.
 - 25/26, those Local Authorities which chose (in 24/25) to expend the full amount of active travel funding in their block grant on appropriate active travel projects will receive an increase in their block grant allowance for active travel, with a smaller percentage of the overall funding being available via challenge funds following the closure of the PFE programme (forecast for December 2025). The Scottish Government has set an objective of committing 10% of the 25/26 transport budget to active travel, estimated to be c.£320M.
 - 26/27 onwards the challenge funding available will be solely focused on assisting Local Authorities with the cost of delivering very highly ambitious active travel projects, as active travel infrastructure funding for smaller projects will be included within block grants of those Local Authorities which have chosen in 24/25 and 25/26 to dedicate it to active travel.
- 1.9. Transitional arrangement for behaviour change is understood by Officers to be the transfer of the majority of the Scottish Government's behaviour change funding in 24/25 onwards from third sector organisations to the Regional Transport Partnerships (RTPs). This will enable the development and delivery of behaviour change programmes/activities which are tailored to the specific requirements of each RTP area. A small element of the Scottish Government's behaviour change funding will be retained to continue campaigns/cycle training

programmes which are deemed to be most effective when delivered at a national scale.

- 1.10. Separately, Officers are working to develop an Active Travel Strategy (ATS) for Argyll and Bute which will set out the policy and strategic context for the development and delivery of active travel across the whole of Argyll and Bute. Subsequent to this, an Active Travel Delivery Plan (ATDP) will be developed which will identify the specific projects to be developed in order to achieve the ambition set in the ATS.
- 1.11. Active Travel can offer significant benefits to the area:
 - Access to essential services and employment: In H&L 20% of households (2,115 households) do not have access to a motor vehicle and are reliant on public transport and active travel modes.
 - Health benefits: being more active reduces the risk of premature morbidity and death, particularly from diseases related to inactivity.
 - Economics: People who travel to shops by walking and/or cycling have a higher monthly spend than people who travel to shops by private car.
 - Improving safety: reduces injuries from car collisions.
- 1.12. A number of active travel projects link to schools, offering the opportunity to increase the numbers of pupils, parents and staff choosing to walk, cycle or wheel to school. While the main benefits are improved physical and mental health, where new active travel infrastructure creates a safe route to school where one did not previously exist it could reduce the requirement to provide school transport on safety grounds, thereby creating a revenue saving to the school transport budget.

RECOMMENDATIONS

- 1.13. It is recommended that the Helensburgh and Lomond members:
 - 1.13.1. Welcome the progress made to date across a significant number of active travel projects by the small Active Travel Team.
 - 1.13.2. Support the continuation of the projects and the submission of future funding applications to external challenge funds (while these still exist) to continue to develop design and construction stages in order to deliver these projects.
 - 1.13.3. Support the allocation of the active travel funding element in the Council's 24/25 block grant to the development and delivery of appropriate active travel projects, including those already underway in H&L.

- 1.13.4. Instruct Officers to continue to identify and develop new active travel projects to benefit local residents, businesses and communities.

ARGYLL AND BUTE COUNCIL

Helensburgh and Lomond

**DEVELOPMENT AND ECONOMIC
GROWTH**

12 March 2024

2023/24 Active Travel Progress Report

2.0 INTRODUCTION

- 2.1. This report provides an update to Members on the progress made in 2023/24 in relation to active travel projects in the H&L Area and seeks continued support for the projects from Members.
- 2.2. Active travel encompasses accessible, everyday Walking, Mobility Assistance and child prams (sometime collectively termed “Wheeling”) and Cycling. The focus of active travel is on accessible provision including those with mobility impairments.

3.0 RECOMMENDATIONS

- 3.1. It is recommended that the Helensburgh and Lomond members:
- 3.1.1. Welcome the progress made to date across a significant number of active travel projects by the small Active Travel Team.
 - 3.1.2. Support the continuation of the projects and the submission of future funding applications to external challenge funds (while these still exist) to continue to develop design and construction stages in order to deliver these projects.
 - 3.1.3. Support the allocation of the active travel funding element in the Council’s 24/25 block grant to the development and delivery of appropriate active travel projects, including those already underway in H&L.
 - 3.1.4. Instruct Officers to continue to identify and develop new active travel projects to benefit local residents, businesses and communities.

4.0 DETAIL

- 4.1. The Council’s Active Travel Team, 1.7 FTE (Full Time Equivalent employees), 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.

- 4.2. It is recognised at a national level that the Active Travel Team in Argyll and Bute Council secure significantly more funding, and subsequently deliver more projects, than similar staffed teams in other Local Authorities and/or local authorities with similar populations.
- 4.3. The Active Travel Team work with communities, internal and external stakeholders across Argyll and Bute to develop and deliver active travel projects which provide new/improved accessible infrastructure (e.g. paths, cycle lanes) and behaviour change (e.g. access to bikes, walking/cycle training, promotional activities).
- 4.4. In 2023/24 to date, the Active Travel Team secured £2.56M external funding for the development and delivery of a total of 23 projects across Argyll and Bute, including Argyll and Bute wide projects, valued at £155,000 in 23/24 and projects specific to the H&L area, with a 23/24 value of £628,000. Further details of these projects is presented in Appendix 1.

Future Funding Model

- 4.5. Transport Scotland informed Officers on 23 January 2024 that, as of 24/25, the funding model for active travel will change. At the time of writing, Transport Scotland have stated that they are unable to confirm the value of specific funding streams for 24/25 as these are still subject to agreement with COSLA. It is understood the primary change will be the reallocation of the significant funding currently disbursed via third-sector organisations (such as Sustrans or Paths for All) and, to a lesser extent Transport Scotland (e.g. CWSR) to individual Local Authority block grants and a single Transport Scotland challenge fund, the Active Travel Infrastructure Fund (ATIF). This will be undertaken incrementally over a 2 year transition period.
- 4.6. Provisional transitional arrangements for infrastructure design and construction are understood by Officers to be:
 - 24/25 the allocation of a proportion of the Scottish Government's active travel funding to Local Authority block grants with the remainder remaining as challenge funding, in particular in the PFE Programme (administered by Sustrans) and Transport Scotland's ATIF. The split of allocation the funding is understood to still be in negotiation between Transport Scotland and COSLA with Transport Scotland expecting to confirm values in early 24/25. Transport Scotland have also stated that failure to expend the block grant allocation on appropriate active travel work will negatively affect the Council's opportunity to secure additional funding from the ATIF.
 - 25/26, those Local Authorities which chose (in 24/25) to expend the full amount of active travel funding in their block grant on appropriate active

travel projects will receive an increase in their block grant allowance for active travel, with a smaller percentage of the overall funding being available via challenge funds including the closure of the PFE programme (forecast for December 2025).

- From 26/27 onwards the challenge funding available (e.g. ATIF) will be solely focused on assisting Local Authorities with the cost of delivering very highly ambitious active travel projects, as the active travel infrastructure funding for smaller projects will be included within the block grants of those Local Authorities which chose to dedicate it to active travel in 24/25 and 25/26.
- 4.7. Behaviour change funding will be transferred from third sector organisations to the Regional Transport Partnerships (RTPs) in 24/25 onwards. This will enable the development and delivery of behaviour change programmes/activities which are tailored to the specific requirements of each RTP area. A small element of the Scottish Government's behaviour change funding will be retained to continue campaigns/programmes which are deemed to be most effective when delivered at a national scale. Officers have started to engage with our RTPs (HITRANS and SPT) in order to understand and influence the future plans for the delivery of behaviour change projects.

Current (2023/24) Funding Model

- 4.8. The Active Travel Team work to source and secure highly competitive funding from a range of sources, the main of which are Transport Scotland's Places for Everyone (PFE) Programme (administered by Sustrans), the Scottish Government's Cycling, Walking and Safer Routes (CWSR) fund and Delivery Resource Fund, Paths for All Smarter Choices Smarter Places (SCSP) programme, Transport Scotland's Active Travel Transformation Fund (ATTF), and HITRANS Regional Active Travel Fund. Further funding has been secured for some projects via local community organisations and from willing businesses. It is recognised at a national level that the Active Travel Team in Argyll and Bute Council secure significantly more funding, and subsequently delivery more projects, than similar staffed teams in other Local Authorities and/or local authorities with similar populations.
- 4.9. The primary external funding route for active travel infrastructure design is Transport Scotland's Places for Everyone (PFE) programme (which Sustrans are paid to administer). The PFE Programme is a competitive challenge fund structured around 8 project stages; with the 32 local authorities, 7 regional transport partnerships, two national parks and numerous community groups across Scotland competing against each other to secure the funding each project requires. In 23/24, the Active Travel Team secured £1.7M from the PFE Programme. It has been announced that the PFE Programme will be wound down with a final closure date of December 2025.

- 4.10. A minimum of three new competitive funding submissions are required to complete a project using PFE funding, with competitive applications required, as a minimum, prior to Stage 0 (Strategic Definition), Stage 3 (Developed Design) and Stage 5 (Construction). The full 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.
- 4.11. The Scottish Government Cycling, Walking and Safer Routes (CWSR) fund is an annual ring-fenced fund which provides the opportunity for Local Authorities to identify and deliver lower value active travel infrastructure without the level of complexity and time required by the PFE route. In 23/24, the Active Travel Team secured £551,000 from the CWSR fund. It is understood by Officers that the CWSR fund will terminate in March 2024.
- 4.12. The Smarter Choices Smarter Places (SCSP) programme is run by Paths for All and provides funding for behaviour change projects. Behaviour change projects are designed to influence behaviour and choice, rather than provide new infrastructure. In 23/24, the Active Travel Team secured £80,000 from the SCSP programme. It has been announced that the SCSP programme will terminate in March 2024.
- 4.13. Transport Scotland's Active Travel Transformation Fund (ATTF) was launched in 23/24 and focuses on supporting Local Authorities, RTPs and National Parks with the additional cost of constructing very ambitious, high-quality active travel projects. Projects must be fully construction ready prior to submission to the ATTF. Officers submitted two applications to the 23/24 ATTF, including for the Bowmore – Bridgend Path on Islay, but, while these were shortlisted on the reserve list, were unsuccessful in securing funding in 23/24. The application deadline for 24/25 projects to ATTF is late January 2024 and, at the time of writing, Officers are developing submissions including resubmitting the Bowmore – Bridgend Path project.
- 4.14. Strathclyde Partnership for Transport (SPT) Capital Programme currently supports a number of active travel projects in H&L including the Rosneath Cycleway, Helensburgh – Cardross – Dumbarton Cyclepath and the Helensburgh – Garelochhead Cycleway.

Benefits of Active Travel

- 4.15. 20% of households (2,115 households) in the H&L area do not have access to any motor vehicles (2011 census) and are therefore reliant on public transport and active travel methods to move around.
- 4.16. Transport poverty is defined as households and individuals who spend a significant percentage of their income to make the journeys they need (UK Government, 2019). In H&L, where a higher than Scottish average of the

population have low incomes (SIMD, 2020), the cost of travel is a significant barrier to a substantial number of the community. This is highlighted by the higher than Scottish average number of households have multiple cars but shorter than Scottish average journey distances to work/study (2011 census), indicating that a significant number of households own multiple cars to travel short distances. Walking, wheeling (mobility aids/child prams) and cycling are much cheaper than running a car or using public transport, and improving opportunities to choose to walk/cycle for essential journeys can improve access to essential services, reduce social exclusion and increase opportunities to access education and employment.

- 4.17. Health benefits of enabling individuals and communities to choose to travel more actively are well documented and a significant body of research has identified that having active, healthy lifestyles helps to reduce fragility and reduce falls as individuals age, and increase social inclusion and accessibility. In particular, being more active reduces the risk of premature morbidity and death, particularly from diseases related to inactivity including cardiovascular disease, coronary heart disease, stroke, dementia, type 2 diabetes, hip fractures and cancer. Active travel also has significant mental health benefits including increasing social inclusion and reducing depression. This means those who choose to be more active are less likely to require social care services in later life which could result in a future saving to the Council or HSCP (DfT, 2014; CIHT, 2016; Centre for Mental Health, 2016; Scottish Government, 2018; Dunoon Shaping Places for Wellbeing, 2022; World Health Organisation, 2022; Public Health Scotland, 2022; Public Health Scotland, 2023).
- 4.18. Economics: People who travel to shops actively by walking and/or cycling, while they spend less per individual visit, make more visits a month and have a higher monthly spend than people who travel to shops by private car (Pedestrian Pound, 2018). Improving public realm and routes to shops for pedestrians and cyclists can increase trade by up to 40% (Pedestrian Pound, 2018).
- 4.19. Improving safety through good design, in particular to protect more vulnerable individuals, pedestrians and cyclists, reduces injuries from car collisions (Public Health Scotland, 2022). Where people choose to travel actively to make a journey instead of using a private car, this reduces the number of car movements which makes streets cleaner, improves air quality, reduces traffic congestion and reduces demand for space to park in key hotspots.
- 4.20. A number of the active travel projects link to schools, thereby offering the opportunity to increase the numbers of pupils, parents and staff choosing to walk, cycle or wheel to school. While the main benefits are improved physical and mental health, such provision may also generate a saving on school transport provision. Argyll and Bute Council provide free school transport to some pupils on safety grounds. This is where pupils live less than the legislative

minimum distance from school to qualify for free school transport provision, but where there is no safe active travel route to school. Where new active travel infrastructure creates a safe route to school where one did not previously exist it could reduce the requirement to provide school transport on safety grounds, thereby creating a revenue saving.

Design guidance

- 4.21. It is understood that adherence to the latest design criteria for active travel (e.g. Cycle by Design for cycle projects) will continue to be a requirement. However, the removal of national third-sector organisations from control of the main active travel funding streams should enable Officers to apply the guidance in a more flexible and specific manner to local circumstances. Utilising adopted design guidance provides a clear framework for development of designs which are appropriate, accessible, attractive and safe.

Active Travel Strategy (ATS)

- 4.22. Separately, Officers are working to develop an Active Travel Strategy (ATS) for Argyll and Bute which will set out the policy and strategic context for the development and delivery of active travel across the whole of Argyll and Bute. Subsequent to this, an Active Travel Delivery Plan (ATDP) will be developed which will identify the specific projects to be developed in order to achieve the ambition set in the ATS.

5.0 CONCLUSION

- 5.1. Significant changes to the funding model in 2024/25 and 2025/26 will create opportunities for active travel projects to focus on local priorities, rather than projects which meet the aspirations and objectives of national organisations. However, continued delivery of new and improved active travel opportunities to the residents, businesses, communities and visitors in the H&L area will require Members to commit the additional active travel funding allocation in the 24/25 Council Block Grant to the development and delivery of active travel projects.

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 change in approach to the provision of active travel funding by the Scottish Government from external challenge funding to including it within the Council's block grant will require Members to decide to allocate the funding to develop and deliver active travel projects.
Improved active travel provision could reduce the requirement to provide school transport on safety grounds, thereby creating a revenue saving.
There is strong evidence that people who are more active, for example by walking or cycling, have better physical and mental health and are less likely to require social care services in later life which could result in a future saving to the Council or HSCP.
- 6.3. Legal** Continued input will be required from Legal Services to support any land acquisition required for the creation of active travel routes.
- 6.4. HR** None.
- 6.5. Fairer Scotland Duty:**
- 6.5.1 Equalities** Provision of new and improved active travel infrastructure and behaviour change options will provide enhanced opportunities for residents and visitors to choose to travel more sustainably and actively by walking, wheeling and cycling.
All new active travel routes are designed to be accessible and DDA compliant to provide a safe and accessible route for those with mobility aids including wheelchairs and parents/guardians with a child's pram or buggy.
- 6.5.2 Socio-economic Duty** New and improved active travel routes will improve access to essential services, retail, leisure and employment opportunities for local residents, with studies demonstrating those who travelled actively had a higher monthly spend in local businesses than those who travel via motorised transport.
The routes will also offer opportunities for individuals to travel for leisure, again encouraging spend in local businesses connected by the routes.
- 6.5.3 Islands** A number of the active travel projects are based on islands, thereby providing the same opportunities for island residents/visitors to choose to travel actively as those on the mainland. Where visitors choose to travel actively in lieu of taking a motor vehicle this can help reduce demand for the overstretched vehicle capacity on the ferry services.

- 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 will help lower Argyll and Bute's carbon footprint.
- 6.7. **Risk** There is a reputational risk to the Council if the projects are not completed within a reasonable timeframe.
- 6.8. **Customer Services** None.
- 6.9. **The Rights of the Child** Active travel is the most accessible mode of travel to young people as it does not have any minimum age limits, does not require any form of licence, is free to use and is not tied to any fixed timetable. All new active travel infrastructure is designed to be utilised by an unaccompanied 12 year old. Engagement with school pupils indicates that the vast majority of pupils strongly support the provision of new active travel infrastructure, even where it would adversely impact other modes of transport.

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05 January 2024

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Appendix 1: 2023/24 Active Travel Projects

Appendix 1: 2023/24 Projects

Project	Outline Programme	Detail
Active Travel Promotional Campaign	<p>Spring 2024: launch and 1st campaign</p> <p>24/25: continue campaign</p> <p>Future: potential to continue campaign dependent on securing funding</p>	<p>Creation of a new sustainable travel (walking, wheeling, cycling and public transport) promotional brand “Better Journeys” and develop a promotional campaign to raise awareness of opportunities to travel actively and sustainably across Argyll and Bute. External funding has been retained within the Council by working with the Council’s Communications Team to develop the brand, campaign materials including posters and social media clips and prepare to launch the campaign in spring 2024.</p>
Beat the Street Game	14 Feb – 27 Mar 2024	<p>Beat the Street is a 6-week game run by Intelligent Health and funded by Paths for All Smarter Choices Smarter Places, supported by Transport Scotland. The Argyll and Bute Beat the Streets game is being run jointly with North Ayrshire Council between 14 Feb and 27 Mar 2024, and within Argyll and Bute includes the settlements of Helensburgh, Cardross, Rhu and Kilcreggan; Dunoon, Toward, Strone and Sandbank; Rothesay and Port Bannatyne; Campbeltown, Carradale, Drumlemble and Southend.</p> <p>Beat the Street is a free, fun, walking, cycling and wheeling game which gets communities, school pupils, and their families out and about in the local area, having fun and keeping healthy. It’s designed to get children and communities moving by helping people to make small changes, such as walking or cycling to school every day, to improve physical and mental health and help embed physical activity into everyday life. Free game packs have been delivered to primary schools within the areas above, including a contactless game card for each</p>

		<p>pupil. Additional game cards can be collected by members of the public from public distribution locations such as libraries in the game areas. Players use contactless game cards to hover over the Beat Boxes which have been installed on lamp posts in the game areas and score points as they travel around. There is also a smartphone app which players over 13 years old can download. For further information please see: https://www.beatthestreet.me/activenation/</p>
Smart phone app promotion	<p>Summer 2023: 1st campaign</p> <p>Summer 2024: 2nd campaign</p> <p>Future: potential to repeat campaign annually dependent on securing funding</p>	<p>Promotional campaign to raise awareness and use of the five existing active travel smartphone apps (Campbeltown, Dunoon, Helensburgh, Oban and Rothesay). The first year of the campaign in summer 2023 increased downloads of the free to access apps by 74%.</p>
Pedestrian and Cycle Counters	<p>Ongoing: dependent on securing annual funding</p>	<p>Argyll and Bute Council operate a network of automated pedestrian and cycle counters with 36 installed across the Council area. The data from these counters is used to monitor changes in pedestrian/cycle numbers, including from new routes, and by partners to support compilation of national statistics. The data is also publicly available via a dedicated website.</p>
Helensburgh – Cardross – Dumbarton Cyclepath	<p>2001 – 2018: designs for 2 different routes developed</p> <p>2019: 3rd preferred route selected via community and landowner consultation</p> <p>2019 – 2020: Concept Design for new preferred route</p>	<p>Design and construction of a safe, accessible walking and cycling path linking the centre of Helensburgh with the settlements of Cardross and Dumbarton to the east. Once completed, this path will provide a safe and accessible alternative to the A814 to enable local residents and visitors to choose to walk or cycle to access essential services, shops and leisure facilities.</p>

	<p>2021 – 2024: Developed Design for new preferred route</p> <p>2024/25: Complete Developed and Technical Designs for new preferred route subject to securing funding</p> <p>2025/26 – 2030: Land acquisition and construction subject to securing funding</p>	
Helensburgh – Garelochhead Cycleway	<p>2019 – 2021: Feasibility and Concept Design</p> <p>2022 – 2024: Stage 1 Developed and Technical Design</p> <p>2025/26: Stage 2 Developed and Technical Design subject to securing funding</p> <p>2025 – 2030: Construction and Land Acquisition subject to securing funding</p>	The Helensburgh – Garelochhead Cycleway project will design and construct a segregated, accessible walking and cycling route linking the centre of Helensburgh to Rhu, Shandon, HMNB Clyde and Garelochhead. A concept design for the whole route was developed in 2019, with Phase 1 linking Helensburgh to HMNB Clyde due to complete the full technical design stage in Autumn 2024.
Rosneath Cyclepath	<p>2024/25: Rosneath Town Construction subject to securing funding</p>	Delivery of a community desired route linking the centre of Rosneath to the Castle Caravan Park junction along the B833. Phase 1 of the route was constructed in 2018, with the phase within Rosneath town planned for construction in 2024/25 and the

	<p>2025/26: Stage 2 Camsail Bay Developed and Technical Design subject to securing funding</p> <p>2027/28: Stage 2 Camsail Bay Construction subject to securing funding</p>	<p>final phase around Camsail Bay currently being designed in partnership with the community.</p>
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ARGYLL AND BUTE COUNCIL
DEVELOPMENT AND ECONOMIC
GROWTH

Helensburgh and Lomond Area
Committee
12 March 2024

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 12 December 2023 in relation to the delivery of a dedicated, high quality walking and cycle path linking Helensburgh, Cardross and Dumbarton. The delivery of this path is a stated Council Priority.
- 1.2. Within Helensburgh Town (Phase 3), community engagement was undertaken between 01 to 29 February 2024 to support identification of key locations to be served and potential routes for the cycleway within the built up area of Helensburgh. An in-person drop-in session was held at the Market in Colquhoun Sq on Sat 24 Feb for members of the public who wished to speak to the design team face-to-face. The design team also visited local schools to speak to school pupils about the cycleway.
- 1.3. WSP has agreed that 15 March 2024 will be the final termination date of their current design contract for Phase 1 (Colgrain – Cardross) and Phase 2 (Cardross – Dumbarton). At time of writing, Officers are working with WSP to support them to complete as many of the contracted deliverables as is reasonably achievable.
- 1.4. Following 15 March, Officers will review the deliverables from WSP to (a) identify any omissions or area requiring further work; and, (b) determine the best course of action to continue to progress the design package to a final, deliverable stage.
- 1.5. The Council can seek a Compulsory Purchase Order (CPO) for the proposed route and is only in a position to do so once that route is fully defined. Once the Council resolves to obtain a CPO, permission for that must ultimately be authorised by Scottish Ministers. If a CPO is authorised then the Council must pay appropriate compensation.
- 1.6. Where landowners are willing to agree on the acquisition and compensation the CPO process can happen fairly quickly. Where a landowner(s) contest an acquisition or CPO the process can take up to two or more years depending on the complexity and whether and how the CPO is disputed by one or more parties.

- 1.7. The applications guidance for the new Transport Scotland Active Travel Infrastructure Fund (ATIF) for construction projects states that all projects will require some element of match funding. However, the guidance does not specify a minimum match funding percentage. While the lack of a specific match funding value to plan against is unhelpful, Officers understand that there is not an expectation from Transport Scotland that match funding would exceed the 30% required by the now terminated PFE Construction challenge fund. Based this, it is recommended Members plan based on the cyclepath requiring construction match funding not exceeding £2M. At present no construction match funding has secured.
- 1.8. As part of the final technical design, Sustrans PFE staff have requested a written maintenance plan and confirmation of how this will be funded and delivered. As such, members require to decide how the future maintenance of the cyclepath, including sections of route already in place, will be delivered. At present, the Council does not receive any funding for the maintenance of cyclepaths.
- 1.9. The Roads and Infrastructure Service includes infrastructure maintenance teams appropriately trained and qualified to undertake maintenance of cyclepaths. However, it is acknowledged these teams are already near capacity delivering the Roads and Infrastructure Service commitments, and the Roads and Infrastructure Service has previously stated they do not wish to adopt sections of cyclepath remote from the public road.
- 1.10. Members may wish to consider if there is a role for local community group volunteers to support the routine maintenance of the cyclepath, for example annual vegetation maintenance. Similar maintenance work is undertaken by community groups for cyclepaths in other locations.

RECOMMENDATIONS

- 1.11. It is recommended that the Helensburgh and Lomond members:
 - 1.11.1. Welcome the community engagement to support the identification of a preferred route linking Morrisons Supermarket/Hermitage Academy to Helensburgh Town Centre/Waterfront.
 - 1.11.2. Instruct Officers to progress with review of deliverables received from WSP, identification of outstanding requirements and to progress with securing these deliverables including sourcing funding for these as appropriate.
 - 1.11.3. Consider the guidance from Legal Services in relation to CPO process and timescales.
 - 1.11.4. Instruct Officers to submit a report to Council requesting approval for development and submission of a CPO for all land required to construct and maintain the preferred route alignment for the whole of Stage 1 (Colgrain to Cardross) and Stage 2 (Cardross to Dumbarton) of the Helensburgh – Cardross Dumbarton Cyclepath.

1.11.5. Consider how they can secure of match funding towards land acquisition and construction of this priority project, including from internal Council sources.

1.11.6. Consider future maintenance options for the cyclepath, including if there is a role for community group volunteers.

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 12 December 2023 in relation to the delivery of a dedicated, high quality walking and cycle path linking Helensburgh, Cardross and Dumbarton. The delivery of this path is a stated Council Priority.
- 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 community engagement to support the identification of a preferred route linking Morrisons Supermarket/Hermitage Academy to Helensburgh Town Centre/Waterfront.
- 3.1.2. Instruct Officers to progress with review of deliverables received from WSP, identification of outstanding requirements and to progress with securing these deliverables including sourcing funding for these as appropriate.
- 3.1.3. Consider the guidance from Legal Services in relation to CPO process and timescales.
- 3.1.4. Instruct Officers to submit a report to Council requesting approval for development and submission of a CPO for all land required to construct and maintain the preferred route alignment for the whole of Stage 1 (Colgrain to Cardross) and Stage 2 (Cardross to Dumbarton) of the Helensburgh – Cardross Dumbarton Cyclepath.
- 3.1.5. Consider how they can secure of match funding towards land acquisition and construction of this priority project, including from internal Council sources.
- 3.1.6. Consider future maintenance options for the cyclepath, including if there is a role for community group volunteers.

4.0 DETAIL

- 4.1. The Council's Active Travel Team, 1.7 FTE (Full Time Equivalent employees), 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.
- 4.2. In 2023/24, to date the Active Travel Team secured £2.56M external funding for the development and delivery of a total of 22 projects across Argyll and Bute, including the Helensburgh – Cardross – Dumbarton Cyclepath. This required 18 separate competitive funding applications, to 5 separate funds.

Funding

- 4.3. Transport Scotland's Places for Everyone (PFE) programme is the primary external active travel design funding available in Scotland. It is structured around 8 project stages with a competitive challenge fund, with the 32 local authorities, 7 regional transport partnerships, two national parks and numerous community groups across Scotland competing against each other to secure the funding each project requires.
- 4.4. As of 2024/25, the construction element of the funding has been taken into a separate competitive fund, Transport Scotland's Active Travel Infrastructure Fund (ATIF). ATIF still requires a separate competitive application to be submitted but is, currently, only open for applications once a year. All projects submitted to ATIF must be ready in all respects to commence construction, including having any legal or regulatory approvals required in place.
- 4.5. A minimum of three new competitive funding submissions are required to complete a project using external funding, with competitive applications required, as a minimum, to PFE prior to Stage 0 (Strategic Definition) and Stage 3 (Developed Design) and to the new Transport Scotland ATIF prior to Stage 5 (Construction). 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. As briefed in the separate Active Travel Update Paper to this Committee, Transport Scotland have informed local authorities that they plan to significantly alter the model used to distribute active travel funding over the next 2 years. It is Officers understanding that the changes will result in some of the active travel funding being included within the Council's block grant allocation from Scottish Government, with the remainder administered in the form of competitive challenge funds primarily by Transport Scotland. Officers also understand that further funding changes in the later stages of the 2 year transition period will favour those local authorities who choose to commit their active travel block grant allocation in full to appropriate active travel projects.

Match Funding

- 4.7. The applications guidance for the new Transport Scotland Active Travel Infrastructure Fund (ATIF) for construction ready projects states that all projects

submitted for construction funding will require some element of match funding. However, the guidance does not specify a minimum match funding percentage. Rather it states that the ATIF team will engage during the assessment process to determine the requirements for match funding.

- 4.8. While the lack of a specific match funding value to plan against is unhelpful, Officers understand that there is not an expectation from Transport Scotland that match funding would exceed the 30% required by the now terminated PFE Construction challenge fund. Based on not exceeding the 30% value, it is recommended Members plan based on the cyclepath requiring construction match funding not exceeding £2M.
- 4.9. Phasing construction over a number of financial years will enable maximisation of suitable external match funding, however this will result in a longer construction programme. Accelerating the construction programme will require additional match funding to be secured, from internal and/or external sources, which could prove challenging given the current economic climate.
- 4.10. At present no construction match funding has secured. It is likely to be beneficial to the project if sources of construction match funding could be secured at an early stage, including consideration of any internal Council funds which could be allocated to the delivery of this Council Priority.

Maintenance

- 4.11. Sustrans have requested a written maintenance plan and confirmation of how this will be funded and delivered as a deliverable during the Stage 3 (Developed) and Stage 4 (Technical) design process. As such, members require to decide how the future maintenance of the cyclepath, including sections of route already in place, will be delivered. At present, the Council does not receive any funding for the maintenance of cyclepaths and none of the current external funding sources secured through competitive bidding for active travel include maintenance as an eligible cost. This anomaly has been repeatedly raised by Officers with Transport Scotland Officials and it is recognised to be inconsistent with the Scottish Government's commitments regarding capital funding for active travel projects.
- 4.12. The Roads and Infrastructure Service are the single service within the Council which includes infrastructure maintenance teams appropriately trained and qualified to undertake maintenance of cyclepaths. However, it is acknowledged these teams are already near capacity delivering the Roads and Infrastructure Service commitments. The Roads and Infrastructure Service has previously stated they do not wish to adopt sections of cyclepath remote from the public road.
- 4.13. Members may wish to consider if there is a role for local community group volunteers to support the routine maintenance of the cyclepath. While unlikely to be skilled or qualified for the less frequent 'heavier' technical maintenance of drainage or path surfacing, community groups may be able and willing to assist with the more routine elements of maintenance, for example annual vegetation maintenance. Similar maintenance work is undertaken by community groups for cyclepaths in other locations.

Design

Phase 1 Colgrain to Cardross & Phase 2 Cardross to Dumbarton

- 4.14. WSP has agreed that 15 March 2024 will be the final termination date of their current design contract for Phase 1 (Colgrain – Cardross) and Phase 2 (Cardross – Dumbarton). WSP have provide an outline list of design outputs which they don't expect to deliver by 15 March. As such, consideration will require to be given as to how these design outputs can best be delivered to enable the project to complete all required design stages.
- 4.15. WSP have informed Officers that they don't expect to complete the following design outputs within the remaining time of their commission:
- Ground Investigation
 - Habitats Regulation Appraisal
 - Planning Application
 - Utility C4
 - Drainage Design
 - Flood Risk Assessment
 - Land valuation
 - Archaeological Assessment
- 4.16. It is also acknowledged that the scaling back of WSPs design outputs prior to the termination date of their contract on 15 March 2024 will result in a hiatus in relation to providing information requested by landowners including, for example, detailed drainage designs. Officers will be writing to affected landowner to inform them of the termination of WSP as the design contractor and that, once a new design team are in place, they will be in touch with landowners to progress the discussions.
- 4.17. While the design work has, to date, been funded by jointly by the Strathclyde Partnership for Transport (SPT) Capital Programme and Transport Scotland's PFE programme, the decision to de-fund the SPT Capital Programme in 24/25 results in the project being fully reliant on securing 24/25 PFE funding or internal Council funding in order to complete the outstanding design requirements.

Phase 3 Helensburgh Town

- 4.18. An online community engagement was held between 1 to 29 February 2024 to help identify a preferred route linking the existing cyclepath at Morrisons Supermarket / Hermitage Academy to Helensburgh Town Centre and the new section of segregated cycleway at Helensburgh Waterfront, and to identify the most appropriate locations in Helensburgh which the route should seek to serve to best meet community needs. An in-person event was held at the Helensburgh Market on Saturday 24 February with Civic Engineers design team and Council Officers in attendance.
- 4.19. While the design work has, to date, been funded by jointly by the Strathclyde Partnership for Transport (SPT) Capital Programme and Transport Scotland's

PFE programme, the decision to de-fund the SPT Capital Programme in 24/25 results in the project being fully reliant on securing 24/25 PFE funding or internal Council funding in order to complete the outstanding design requirements.

Construction (stage 5)

Cardross Rail Station to Geilston Burn

- 4.20. Cardross Rail Station to Geilston Burn. The Council's Roads and Infrastructure Service have completed installation of most elements of the cyclepath through Cardross Park, with only a small amount of fencing still to be installed.
- 4.21. With the changes to the active travel funding model for 24/25 onwards, it is expected that the costs for the remaining fencing work will require to be covered from, as yet to be identified, internal Council budgets.
- 4.22. To protect the public, the bridge over the Geilston Burn has been 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.

Land Acquisition

- 4.23. The Council can seek a Compulsory Purchase Order (CPO) for the proposed route and is only in a position to do so once that route is fully defined. Once the Council resolves to obtain a CPO, permission for that must ultimately be authorised by Scottish Ministers. Thus, the Council cannot unilaterally utilise their compulsory purchase powers. If a CPO is authorised then the Council must pay appropriate compensation, but it can take both legal and physical possession of the property before agreement on the amount of compensation to be paid is reached or determined by the Lands Tribunal where this is disputed. Possession can only be obtained if:
 - The compulsory purchase is confirmed (i.e. approved) by Ministers;
 - Any legal challenge to the compulsory purchase has been exhausted; and
 - The Council has served formal notices taking ownership or access.
 - There are limited grounds on which an objection to a CPO can be made. If objections are made then it is for Scottish Ministers to determine whether to hold an inquiry before an independent reporter. In the event that the order is subsequently confirmed by Scottish Ministers then there is a six week period within which the validity of the order may be challenged in the Court of Session.
- 4.24. The whole CPO process can happen fairly quickly, where there are parties willing to agree on the acquisition and compensation. In this case the Council is dealing with a number of landowners (12 in total) and the Service is aware of some who have already indicated their intention to contest any acquisition or CPO. In that case the matter can take up to two or more years depending on the complexity and whether and how the matter is disputed by one or more parties.

4.25. Once a CPO is made then it must be used within a limited time, usually three years, otherwise it will expire.

Risk

4.26. Risk refers to events which have not yet happened but which could impact on the project if they were to happen. A risk can be negative or positive to the project. Risks are identified through the lifetime of the project and, where possible, mitigation is planned to minimise negative impacts or maximise positive impacts. As risks evolve relatively slowly through the lifetime of a project, it is not expect that the tables below will alter significantly within the current stage of work.

4.27. Project risks relate to risks which could affect the overall project. Table 1 provides the top 5 identified project risks and planned mitigation

Table 1: Selected Project Risks

Risk	Risk Description	Risk Level	Mitigation
Land acquisition	Inability to secure agreement for land required within an acceptable timescale and cost.	High	<ol style="list-style-type: none"> 1. Engagement with landowners to gain acceptance of design. 2. Use of Council's Estates Team to lead land acquisition. 3. Consideration of option of a CPO.
Funding	Inability to secure necessary funding to pay of either (a) design work; and/or, (b) construction costs.	Medium	<ol style="list-style-type: none"> 1. Close engagement with external funders to ensure project meets their funding requirements. 2. Officers continue to explore potential alternative funding sources. 3. Early engagement with Members to identify potential sources of construction match funding.
Programme	Inability to meet challenging programme timeline.	Medium	<ol style="list-style-type: none"> 1. Regular review of programme. 2. Work with key stakeholders to understand programme drivers and barriers. 3. Establish realistic timescales for each package of work.
Community support	Loss of community support for the project.	Low	<ol style="list-style-type: none"> 1. Consult the community on key design decisions as appropriate. 2. Seek to deliver project which meets community's key requirements. 3. Keep community informed via project updates at appropriate times, including publicly available quarterly committee reports.
Funder requirements	Failure to meet external funder requirements, thereby losing funding.	Low	<ol style="list-style-type: none"> 1. Engage with funders to fully understand their requirements. 2. Ensure project outcomes/outputs meet funders' requirements. 3. Review funding options regularly to ensure funding sought/secured is most appropriate to the project.

4.28. Design risk refers to risk that the design fail to meet the required standards and/or design conditions imposed by external factors, for example environmental requirements. Design risks, if allowed to occur, can become issues which may mean the project design has to be changed, which can cause delays and cost increases. Defects or failures in the design can also result in an increase in future maintenance costs. Table 1 provides the top 5 identified design risks and planned mitigation.

Table 2: Selected Design Risks

Risk	Risk Description	Risk Level	Mitigation
Ground Conditions	Lack of Ground Investigation (GI) limits understanding of the ground conditions the route will be constructed over.	High	<ol style="list-style-type: none"> 1. Design route to be as robust as practicable. 2. Undertake Ground Investigation works at earliest practicable date.
Ecological Impacts	Working adjacent to the Inner Clyde SSSI and RAMSAR site results in additional ecological requirements which the designs must meet.	High	<ol style="list-style-type: none"> 1. Engage with regulators, e.g. NatureScot, at early stage in design. 2. Undertake comprehensive ecological surveys to inform design. 3. Develop full Habitat Regulations Appraisal to ensure ecological requirements taken into account in design.
Drainage	Constructed at the foot of the slope, the design will require to cater for all run-off and drainage from the slopes above, while satisfying regulatory requirements.	Medium	<ol style="list-style-type: none"> 1. Develop drainage designs through design process. 2. Engage with regulators, e.g. SEPA, at early stage in design. 3. Engage with landowners, as repository of knowledge of existing conditions, during design development.
Flood Risk	The route is close to and, in locations, within areas identified as at risk from 1 in 200 year flood events.	Medium	<ol style="list-style-type: none"> 1. Develop flood risk assessment at early stage in design process to identify key areas of risk. 2. Keep flood risk assessment under review through design process. 3. Design of cyclepath to take account of flood risk where appropriate.
Proximity to railway	The majority of the route is in proximity to the live railway and requires to ensure the designs do not negatively impact on the railway.	Medium	<ol style="list-style-type: none"> 1. Early engagement with Network Rail to understand their safety and operational requirements. 2. Seek to agree 'standard' approach to mitigating safety and operation requirements which can be applied to all or most of route. 3. Review of designs to ensure railway safety and operational risk is mitigated appropriately.

Programme

4.29. **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.

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 design and construction of further sections of the cycleway as and when land acquisition has been concluded.
- 5.2. The delivery of the Helensburgh – Cardross – Dumbarton Cyclepath is dependent on completing the design work, securing highly competitive external 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 competitive funding applications. External funding is not currently available to cover maintenance costs. To date, the Council has not contributed any funding to design or capital costs. There is strong evidence that people who are more active, for example by walking or cycling, have been physical and mental health and are less likely to require social care services in later life which could result in a future saving to the Council or HSCP.
- 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.

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

6.5.2 Socio-economic Duty

The route, once completed, will offer residents the opportunity to choose to travel using active travel, which are lower cost than alternative modes of transport. The route will also improve access to essential services, retail, leisure and employment opportunities for residents living along the route, with studies demonstrating those who travelled actively had a higher monthly spend in local businesses than those who travel via motorised transport.

The path will also offer opportunities for individuals to travel for leisure, again encouraging spend in local businesses along and connected by the route.

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 Services

None.

6.9. The Rights of the Child (UNCRC)

Active travel is the most accessible mode of travel to young people, as it does not have any minimum age limits, does not require any form of licence, is free to use and is not tied to any fixed timetable.

All new active travel infrastructure is designed to be utilised by an unaccompanied 12 year old.

Engagement feedback demonstrates even stronger support for the delivery of the Helensburgh – Cardross – Dumbarton Cyclepath from younger members of the community than the already high overall level of community support. Wider engagement with school pupils indicates that the vast majority of pupils strongly support the provision of new active travel infrastructure, even where it would adversely impact other modes of transport.

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

Policy Lead: Cllr Andrew Kain

07 February 2024

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

Appendix 1: Helensburgh, Cardross & Dumbarton Cyclepath Programme

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Appendix 1: Helensburgh, Cardross & Dumbarton Cyclepath Programme

Activity	2021/22				2022/23				2023/24				2024/25				2025/26				2026/27				2027/28				2028/29				2029/30			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Funding Applications																																				
Phase 1: Helensburgh to Cardross																																				
Route Design: Helensburgh to Cardross																																				
Land Purchase Negotiations: Helensburgh to Cardross																																				
CPO Process (if required):																																				
- Provide CPO recommendation to H&L Area Committee																																				
- Develop CPO																																				
- Gain Full Council approval for CPO																																				
- Advertise CPO																																				
- Lodge CPO with Scottish Government																																				
- CPO Process																																				
Construction: Helensburgh to Cardross																																				
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 (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																																				
Land Purchase Negotiations: Cardross to Dumbarton																																				
CPO Process (if required):																																				
- Provide CPO recommendation to H&L Area Committee																																				
- Develop CPO																																				
- Gain Full Council approval for CPO																																				
- Advertise CPO																																				
- Lodge CPO with Scottish Government																																				
- CPO Process																																				
Construction: Cardross to Dumbarton																																				
Construction of Cardross to Dumbarton Phase 1 (assuming negotiated acquisition)																																				
Construction of Cardross to Dumbarton Phase 2 (assuming negotiated acquisition)																																				
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 Town 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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ARGYLL AND BUTE COUNCIL

HELENSBURGH
AND LOMOND AREA
COMMITTEE

DEVELOPMENT AND GROWTH

12th March 2024

Helensburgh Conservation Area Regeneration Scheme (CARS)

Recommendation of Shopfront Grant Award.

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to ask members to approve the following offer of grant:
- **Up to Sixty Two Thousand, Two Hundred and Thirty Six Pounds (£62,236) to the owner of the shopfront at 9 West Clyde Street, Helensburgh, as part of the Helensburgh CARS scheme – Shopfront Improvement Scheme.**
- 1.2 The grant will support comprehensive repair to a deteriorated shopfront. The award of grant will serve to safeguard this property for future generations whilst helping to improve the appearance of Helensburgh town centre.
- 1.3 This grant award would represent the second shopfront award to be offered as part of this heritage-led regeneration project, which supports delivery of the approved outcomes as agreed by funders.
- 1.4 The grant is based on a cost plan produced recently by a quantity surveyor and based on detailed analysis of the building, undertaken by a conservation accredited architect and has been subject to a tender exercise.
- 1.5 Helensburgh Conservation Area Regeneration Scheme (Helensburgh CARS) is a grants programme focusing on the regeneration of historical buildings, as well as traditional training skills and community engagement. The 5-year £2.4M programme is jointly funded by Historic Environment Scotland (HES), Argyll and Bute Council and Owners Contributions.
- 1.6 Helensburgh CARS was approved by Helensburgh and Lomond Area Committee 13th December 2022.

2.0 RECOMMENDATION

It is recommended that Helensburgh and Lomond Area Committee approve the following offer of grant:

- **Up to Sixty Two Thousand, two hundred and thirty six pounds (£62,236) to the owner of 9 West Clyde Street, Helensburgh**, as part of the Helensburgh CARS scheme – Shopfront Improvement Scheme

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND
LOMOND AREA COMMITTEE

DEVELOPMENT AND ECONOMIC GROWTH

12th March 2024

Helensburgh Conservation Area Regeneration Scheme (CARS)

Recommendation of Shopfront Grant Award.

3.0 INTRODUCTION

- 3.1 The purpose of this report is to ask Members to agree a shopfront grant award to the owner of 9 West Clyde Street, Helensburgh, as detailed in 2.0.
- 3.2 The application to offer an award of up to £62,236 has been assessed against, Historic Environment Scotland Conservation Standards of Repair. This ensures compliance with the Helensburgh CARS requirements when awarding a grant.
- 3.3 The grant will support the comprehensive replacement of an existing prominent shopfront. The works will enhance the character and appearance of the conservation area.

4.0 DETAIL

- 4.1 9 West Clyde Street Helensburgh has been identified as the second shopfront project for Helensburgh CARS. The property comprises one commercial unit. A completed grant application has been received. A tender exercise has been completed and the costs reflect the tender. The works for the new shop front include fabric repairs to the exterior of the building, stonework's, cast iron goods restoration, associated timber repairs and new signage/painting. All works are in line with Historic Environment Scotland's conservation standards of repair. Planning consent and a building warrant has been obtained. The application has been assessed and complies with all requirements to award the grant.
- 4.2 The proposed grant award has been agreed with Historic Environment Scotland. The award amount would be up to **Sixty Two Thousand, Two Hundred and Thirty Six Pounds. £62,236.00**. The property owner will be responsible for meeting the additional costs, including any ineligible costs, such as any internal works, insulation or VAT where the property owner is VAT registered.
- 4.3 Property owners are required to ensure their contribution to the project is in place prior to the start of works. Evidence of this will be requested prior to the inception meeting and also prior to any drawdown of grant. This provides assurances that the contractor will be paid in full and reduces any risk of delay to the project.

- 4.4 Helensburgh CARS is a grant programme funded by Historic Environment Scotland and Argyll and Bute Council. The total fund is £2,400,000 and expenditure is regularly monitored.

5.0 CONCLUSION

- 5.1 The recommended grant award will support the comprehensive repair and regeneration of a prominent town centre shopfront. This will safeguard the building for future generations. The award will deliver on the Helensburgh CARS programme outcomes and in so doing significantly enhance the appearance of Helensburgh Town Centre and conservation area.

6.0 IMPLICATIONS

- 6.1 **Policy** – The Outcome Improvement Plan and Economic Strategy support town centre regeneration and a diverse and thriving economy.
- 6.2 **Financial** - There is sufficient funding within the Helensburgh CARS budget to support the proposed grant award.
- 6.3 **Legal** – Approved grant contract templates will be used and be provided to third parties.
- 6.4 **HR** – A Project Officer is employed to deliver the project for its duration. Staff salaries are met within the project budget.
- 6.5 **Fairer Scotland Duty:**
- 6.5.1 **Equalities** – protected characteristics – None
- 6.5.2 **Socio-economic Duty** – The funding will support local economies through place-based regeneration activity.
- 6.5.3 **Islands** – None
- 6.6 **Climate Change:** The grants help retain the use of existing buildings using traditional materials and located in the town centre helping to retain their embedded carbon. The importance of this subject is also communicated to contractors to ensure that where possible climate adaptation and mitigation is considered to help create a thriving, sustainable local economy and a healthier, happier place fostering lower carbon lifestyles.
- 6.7 **Risk** – That grant scheme is undersubscribed or that projects run over time or budget. These risks will be carefully monitored, and mitigation measures introduced on a case by case basis by the CARS Officer as the scheme progresses.

6.8 **Customer Service** – The council is responsible for administering the CARS grants on behalf of Historic Environment Scotland, for complying with the quality of repair using only traditional techniques and materials, and for ensuring due diligence in the performance of its duties.

6.9 **The Rights of the Child (UNCRC) – none**

Kirsty Flanagan, Executive Director with responsibility for Development and Economic Growth

Policy Lead, Leader Cllr R Currie

13th February 2024

For further information contact:

Dianne Richardson, CARS Project Officer

Transformational Projects and Regeneration

Tel: 01436 657683

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**Helensburgh and Lomond Area Committee
Workplan 2024-2025**

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
March 2024					
12 March 2024	Area Performance Report – FQ3 2023/24	Customer Support Services – Sonya Thomas	Quarterly Report	16 February 2024	
12 March 2024	Area Plans Update	Customer Support Services – Stuart Green	As Required	16 February 2024	
12 March 2024	Housing Services Activity Update - Strategic Housing Investment Plan (SHIP) - Annual Update	Development and Economic Growth – Douglas Whyte	Annual Report	16 February 2024	
12 March 2024	Supporting Communities Fund 2022/23 - Monitoring of Projects Funded	Chief Executive – David Hagerty	Annual Report	16 February 2024	
12 March 2024	Police Scotland Update	Police Scotland – Inspector Bart Simonis	Quarterly Report	16 February 2024	
12 March 2024	Helensburgh, Cardross and Dumbarton Cyclepath Update	Development and Economic Growth – Colin Young	Quarterly Report	16 February 2024	

**Helensburgh and Lomond Area Committee
Workplan 2024-2025**

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
12 March 2024	Primary School Report - Helensburgh and Lomond Area	Education – Brendan Docherty	Annual Report	16 February 2024	
12 March 2024	Helensburgh Waterfront Development (Commercial area) – update & shortlisting of offers	Commercial Services – David Allan	As Required	16 February 2024	
12 March 2024	Proposed Argyll and Bute Council (Off Street Parking Places and Charges) (Helensburgh) (Amendment) Order 202_	Roads and Infrastructure – Hugh O’Neill/Stuart Watson	As Required	16 February 2024	
12 March 2024	2023/24 Active Travel Progress Report	Development and Economic Growth – Colin Young	As Required	16 February 2024	
12 March 2024	Roads Capital Reconstruction Programme 2024/25	Roads and Infrastructure – Jim Smith	As Required	16 February 2024	

Helensburgh and Lomond Area Committee Workplan 2024-2025

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
12 March 2024	Helensburgh Conservation Area Regeneration Scheme (CARS) Recommendation of Shopfront Grant Award	Development and Economic Growth – Dianne Richardson	As Required	16 February 2024	
June 2024					
11 June 2024	Area Performance Report - FQ24 2023/24	Customer Support Services – Sonya Thomas	Quarterly Report	17 May 2024	
11 June 2024	Secondary School Report – Hermitage Academy	Education – Douglas Morgan	Annual Report	17 May 2024	
11 June 2024	Police Scotland Update	Police Scotland – Inspector Bart Simonis	Quarterly Report	17 May 2024	
11 June 2024	Roads and Infrastructure Service Update	Roads and Infrastructure – Mark Calder	Quarterly Report	17 May 2024	
11 June 2024	Helensburgh, Cardross and Dumbarton Cyclepath Update	Development and Economic Growth – Colin Young	Quarterly Report	17 May 2024	

Helensburgh and Lomond Area Committee Workplan 2024-2025

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
11 June 2024	HSCP Bi-Annual Update Report	Health and Social Care Partnership – Charlotte Craig	Bi-Annual Report	17 May 2024	
11 June 2024	Supporting Communities Fund Applications 2024/25	Chief Executive – Ailie Law	Annual Report	17 May 2024	
September 2024					
10 September 2024	Area Performance Report – FQ1 2024/25	Customer Support Services – Sonya Thomas	Quarterly Report	16 August 2024	
10 September 2024	Roads and Infrastructure Service Update	Roads and Infrastructure – Mark Calder	Quarterly Report	16 August 2024	
10 September 2024	Recycling and Recovery Performance	Roads and Infrastructure – John Blake	Annual Report	16 August 2024	
10 September 2024	Police Scotland Update	Police Scotland – Inspector Bart Simonis	Quarterly Report	16 August 2024	
10 September 2024	Helensburgh, Cardross and Dumbarton Cyclepath Update	Development and Economic Growth – Colin Young	Quarterly Report	16 August 2024	
December 2024					

Helensburgh and Lomond Area Committee Workplan 2024-2025

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
10 December 2024	Area Performance Report – FQ2 2024/25	Customer Support Services – Sonya Thomas	Quarterly Report	15 November 2024	
10 December 2024	HSCP Bi-Annual Performance Report	Health & Social Care Partnership – Charlotte Craig	Bi-Annual Report	15 November 2024	
10 December 2024	Charitable Trusts, Bequests and Trust Funds	Legal & Regulatory Support – Stuart McLean	Annual Report	15 November 2024	
10 December 2024	Police Scotland Update	Police Scotland – Inspector Bart Simonis	Quarterly Report	15 November 2024	
10 December 2024	Helensburgh, Cardross and Dumbarton Cyclepath Update	Development and Economic Growth – Colin Young	Quarterly Report	15 November 2024	
10 December 2024	Roads and Infrastructure Service Update	Roads and Infrastructure – Mark Calder	Quarterly Report	15 November 2024	

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ARGYLL AND BUTE COUNCIL**HELENSBURGH & LOMOND AREA COMMITTEE****COMMERCIAL SERVICES****12th MARCH 2024**

**HELENSBURGH WATERFRONT DEVELOPMENT (COMMERCIAL AREA)
– UPDATE & SHORTLISTING OF FINAL OFFERS**

1.0 EXECUTIVE SUMMARY

- 1.1 The development of Helensburgh Waterfront has been a long term project and following completion of the construction of the leisure centre focus moves to the site of the old swimming pool which is proposed primarily for commercial development. The completed leisure and public realm development has been credited with being a finalist of one of the best 'Placemaking' developments of 2023 in the national *Planning Awards* and is also shortlisted for 'Development of the Year (Public Buildings) 2024' in the Scottish Property Awards.
- 1.2 A two-stage marketing process was undertaken with the closing date for final proposals on 6th December 2023. This two-stage process allowed a public engagement exercise to be undertaken and shortlisting of the most economically beneficial and deliverable propositions prior to financial proposals being received.
- 1.3 This report aims to highlight the assessment of the final propositions and agree the candidates selected as preferred bidders to move into the interview process and detailed negotiations. The report also notes the completion of the retail study, which supports commercial development of the site.

RECOMMENDATIONS

- 1.4 That the H&L Area Committee:
 - 1.4.1 Note and consider the content of the retail study completed by Colliers Surveyors at Appendix A, which supports commercial development of the site to support the long-term viability of the town centre.
 - 1.4.2 Note and consider the varied interest in the site and the summary of the five proposals received as outlined in paragraph 4.4 below and in Appendix B.
 - 1.4.3 Note and consider, commercial consultant, Avison Young's review of the proposals attached as Appendix D.
 - 1.4.4 Note and approve the Property Development Working Group's (PDWG) assessment on 19th January 2024 of the 5 proposals with 2 being selected as preferred bidders as outlined in Appendix C.
 - 1.4.5 Note appendices B, C & D are publically restricted given commercially and financially sensitive nature of the live bidding process.

**HELENSBURGH WATERFRONT DEVELOPMENT (COMMERCIAL AREA)
– UPDATE & SHORTLISTING OF OFFERS**

2.0 INTRODUCTION

- 2.1 The development of Helensburgh Waterfront has been a long-term project and following completion of the construction of the leisure centre focus moves to the site of the old swimming pool, which is proposed primarily for commercial development. The completed leisure and public realm development has been credited with being a finalist of one of the best ‘Placemaking’ developments of 2023 in the national *Planning Awards* and is also shortlisted for ‘Best Construction Projects GB&I’ for the *Construction Employers Federation (CEF)*.
- 2.2 A two-stage marketing process was undertaken with the closing date for final proposals on 6th December 2023. This two-stage process allowed a public engagement exercise to be undertaken and shortlisting of the most economically beneficial and deliverable propositions prior to financial proposals being received.
- 2.3 This report aims to highlight the assessment of the final propositions and agree the candidates selected as preferred bidders to move into the interview process and detailed negotiations. The report also notes the completion of the retail study, which supports commercial development of the site.

3.0 RECOMMENDATIONS

- 3.1 That the H&L Area Committee:
- 3.1.1 Note and consider the content of the retail study completed by Colliers Surveyors at Appendix A, which supports commercial development of the site to support the long-term viability of the town centre.
- 3.1.2 Note and consider the varied interest in the site and the summary of the five proposals received as outlined in paragraph 4.4 below and in Appendix B.
- 3.1.3 Note and consider, commercial consultant, Avison Young’s review of the proposals attached as Appendix D.
- 3.1.4 Note and approve the Property Development Working Group’s (PDWG) assessment on 19th January 2024 of the 5 proposals with 2 being selected as preferred bidders as outlined in Appendix C.
- 3.1.5 Note appendices B, C & D are publically restricted given commercially and financially sensitive nature of the live bidding process.

4.0 BACKGROUND & SUMMARY OF OFFERS

- 4.1 The development of Helensburgh Waterfront is a key project for the council. Following completion of the Leisure Centre and car park in early 2023 the focus has now moved onto the commercial area.
- 4.2 Given the public interest in the site and taking cognisance of Helensburgh Community Council's representations it was agreed to undertake a 2 stage marketing process to allow for a public engagement exercise to be undertaken after the first stage. It should be noted that this engagement processes, focussed at local groups and businesses, was additional to formal community consultation that will come once a firm proposal is formed and planning application submitted. It was also recommended by our commercial agent to undertake a 2 stage process as it allows a shortlist of most credible proposals to be worked up to more developed business cases and financial modelling.
- 4.3 The second stage marketing exercise had a closing date of 6th December 2023 and the 5 proposals received are summarised in Appendix B. This Appendix is restricted as it contains commercially sensitive information.
- 4.4 The 5 propositions are from a mix of international, national and local bidders ranging in use from community, infrastructure, retail, hotel, restaurant and food retail. The proposals also range in scale from community space through small-scale buildings to multi storey developments.
- 4.5 As agreed at the Area Committee on 12th December 2023, officers have commenced further investigations into the option of developing a new skatepark at Kidston Park. DB3 Architects are supporting this work and will be undertaking topographical surveys of the park and initial design work to be discussed with the Helensburgh Skatepark Group.

5.0 RETAIL ASSESSMENT

- 5.1 Officers also instructed a retail assessment to be undertaken to assess the potential impact of any retail / commercial development and to assess if it would be beneficial in retaining spend which is currently lost to other surrounding towns. While this is not required for a town centre development site, it will hopefully assist to address some of the concerns raised in the community engagement process. It is notable that adjacent towns such as Dumbarton and Alexandria are progressing with town centre commercial developments and there is a risk that Helensburgh may see further expenditure leaking to these centres if no action is taken.
- 5.2 The study was undertaken by Colliers Surveyors and the full report is available at Appendix A. The report followed the same format as the previous studies undertaken in 2007 and 2011 and examined 2 scenarios. Firstly, where Helensburgh retains its current retail market share and secondly where the town claws back a proportion of the expenditure leakage from competing towns.
- 5.3 Under Scenario 2, Helensburgh could improve its market share of expenditure within the survey area, which would justify **additional comparison (non-food) of circa 3,000sqm to 5,000sqm gross floor space** over the next 5 to 10 years.

It is similarly noted there is also opportunity to further improve Helensburgh's market share to justify the provision of an **additional convenience (food) of circa 2,000 – 2,500sqm gross floor space** over the next 5 to 10-year period.

5.4 Accordingly, the study supports the council's wider development strategy for the waterfront site as a multi-use space with the £22m phase of leisure development, car parking and public amenity space already completed. The development of the commercial area will compliment this with the retail element a critical component of promoting the long-term viability of the town centre. The study concludes that the commercial development of the Helensburgh Waterfront site will:

- assist in ensuring the town becomes as self-sufficient as possible for retail provision,
- reclaim leaked comparison and convenience retail expenditure,
- complement the existing retail offer in Helensburgh town centre through increased footfall,
- support the wider range of existing services within the town centre,
- promote a mixed use redevelopment of the waterfront site to increase shared trips for shopping and leisure anchoring further the waterfront site into the shopping and leisure fabric of the town centre to safeguard its current and future role as an important shopping and service centre,
- support Helensburgh as a public Transport Hub for rail and bus. Developing this site provides the required retail floor space in an accessible location well served by public transport to not only promote sustainable development, but also ensure access is available to members of the community who do not own a car.

6.0 ASSESSMENT OF OFFERS FRAMEWORK AND SHORTLISTING

6.1 The Property Development Working Group (PDWG) consists of officers from a wide range of services to ensure that a spread of factors are taken into account when assessing the proposal received. For this exercise officers from Estates, Economic Development, Communities & Partnerships, Planning, Roads, Legal and Finance were represented.

6.2 The group assessed the proposals based on the following criteria as was agreed by the area committee on 12th September 2023. This was similar to the criteria from Stage 1 but the offers at Stage 2 included financial proposals from the parties to be included in the assessment.

1. Economic development

- Potential Economic Benefits (e.g. local employment and recruitment, salaries, level of investment, town centre economic compatibility, seasonality)
- Potential Indirect and Induced Benefits (e.g. purchase of local goods and services, leakage of expenditure to other areas)

2. Planning / Transport Considerations

- Consistency with Development Plan and deliverability in terms of parking, access and transport requirements

- Potential deliverability in terms of scale and mass based on information currently available
3. Legal Considerations / Governance / Risk
 4. Community Feedback
 - Based on Community Engagement Process (June 2023) and general community feedback.
 5. Financial outcomes
 - Potential capital or revenue income or ongoing revenue burden
- 6.3 The PDWG summary assessment of the offers and assessment criteria is attached as Appendix C, which is publically restricted due to the commercially sensitive information contained within it. From this exercise, two candidates were selected as preferred bidders as outlined in Appendix C.
- 6.4 Avison Young, commercial consultants who marketed the site on behalf of the council, have also reviewed the proposals and their report is attached as Appendix D which is publically restricted due to the commercially sensitive information contained within it. They have assessed them at a high level based on quality, compliance, financial covenant, experience, jobs created and NDR revenue. Avison Young have advised that they are satisfied that the two preferred bidders selected represent the best value to the council.

7.0 NEXT STEPS

- 7.1 The intention is to undertake interviews with the 2 preferred candidates, supported by our commercial consultants Avison Young, to crystallise their proposals and work towards concluding terms for the development of the site to deliver the best economic position for the council. This will be the subject of a future report to the area committee and thereafter the Policy & Resources Committee for approval.
- 7.2 As agreed at the area committee on 12th December 2023, officers have commenced further investigations into the option of developing a new skatepark at Kidston Park.

8.0 CONCLUSIONS

- 8.1 The two-stage marketing of the site has generated a strong level of interest and it is important to make the most of this interest as the development market is challenging at present.
- 8.2 Concerns around the impact of retail / commercial development of the site have been addressed by a retail study, which was completed in January 2024.

9. IMPLICATIONS

- 9.1 Policy – None.

- 9.2 Financial – Depending on the delivery mechanism the project could deliver significant capital or revenue income. Similarly there could be significant capital cost if the council funds capital works in addition to ongoing revenue costs.
- 9.3 Legal - The terms and conditions of any transactions to follow are intended to be delegated to the Executive Director of Customer Services.
- 9.4 HR – Depending on the delivery mechanism there could be additional resources required within teams such as Estates, Legal, Major Projects, Finance and PR.
- 9.5 Fairer Scotland Duty
 - 9.5.1 Equalities – Protected characteristics – None
 - 9.5.2 Socio economic Duty – None
 - 9.5.3 Islands – None
- 9.6 Climate change – Any large building project will have sustainability issues to address. However this development is designed to deliver local services to reduce the need for residents to travel to other destinations which will be a positive impact. There could also be potential for incorporating renewable energy systems such as solar panels / EV charging to reduce the carbon footprint of the development.
- 9.7 Risk – The two main areas of risk are around costs and local interest groups. The potential increase in costs from inflation and the limited capacity in the electrical network are the biggest risk. The secondary risk from local interest groups will need to be managed but as the development matches the LDP, Masterplan and Waterfront Business plan this is less of a risk.
- 9.8 Customer Service – None.
- 9.9 The Rights of the Child (UNCRC) – None.

Douglas Hendry, Executive Director with responsibility for Commercial Services
Councillor Gary Mulvaney – Policy Lead, Finance and Commercial Services

12th February 2024

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Accelerating success.

Planning Report

Retail Study Update

Helensburgh Town Centre
& Redevelopment of Waterfront Site

Argyll & Bute Council

January 2024

Prepared by: Colliers

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Appendices

Appendix 1 – Helensburgh Catchment Area

Appendix 2 – Comparison Retail Floorspace Need Assessment (Scenario 1 and Scenario 2)

Appendix 3 – Convenience Retail Floorspace Need Assessment (Scenario 1 and Scenario 2)

Executive Summary

This Retail Study is an update of the previous Retail Studies for Helensburgh undertaken in 2007 and 2011. The Study follows the same format as the two past studies and provides an assessment of Helensburgh as a retailing centre together with an update on capacity for further retail development in the medium to longer term. It also provides an overview on current retail market conditions and potential retailer/occupier requirements.

As a town centre site, in accordance with current and proposed Local Development Plans and approved Masterplan, the site does not require a retail impact assessment. However, to address any community concerns regarding retail capacity and qualitative impact, the following study was instructed which accords with the previous retail capacity studies which related to the potential retail capacity for the Helensburgh catchment area. The council has outlined the wider development strategy for the waterfront site with the initial £22m phase of leisure development, car parking and amenity space completed. It is envisaged that the development of the commercial area will compliment this with the retail element a critical component of promoting the long term vitality and viability of the town centre. Combined with the completed leisure centre the fully developed site will have an additional gravitational effect reclaiming expenditure currently leaking from the town and providing a destination for locals and visitors to enjoy.

A retail audit of Helensburgh town centre was benchmarked against the Experian Goad UK averages for all town centres and shopping locations within the UK (circa 2000 centres). The audit confirmed that the level of convenience and comparison units (in percentage terms) within Helensburgh town centre is in line with national averages for retailer representation. It also highlighted that the number of vacant units within the town centre is actually below the national average vacancy rate. In appreciation of certain Key Performance Indicators (KPI's) such as diversity of uses, type of retailer representation (in terms of number of convenience and comparison units), vacancy rates and town centre functions, it is considered that Helensburgh town centre is relatively healthy. However, notwithstanding these KPI's, it is still considered that the town centre could improve its range and choice of retailer representation beyond which it currently offers.

The Waterfront site presents a significant opportunity that provides the size of site required for new retail development. The redevelopment of this site for both leisure and retail uses will improve the overall attractiveness of the town centre and also retain shoppers within the town. The modern retail and leisure facilities will also potentially attract more visitors and shoppers from outside the area to Helensburgh. Such town centre focused development will fully accord with the new requirements of National Planning Policy 4 (February 2023) and the Proposed Argyll and Bute Local Development Plan 2 (which is anticipated to be adopted February 2024). There are very limited development opportunity sites within Helensburgh's historic town centre that offer the size required for new retailing formats and the waterfront site, being part of a masterplanned approach to promote the long term health of the town centre offers an appropriate and planned site for such much needed retail investment in the town centre.

In terms of retail capacity this Retail Study has assumed that the shopping patterns relating to comparison (non-food shopping) in the area have remained consistent to those of 2007 /2011 as there have been no major changes in comparison shopping within the area. With regards to convenience (food) shopping, the main change in retail provision is the opening of the (out of centre) Morrisons foodstore (formally Waitrose) in 2020. This foodstore has significantly improved the convenience shopping facilities from those assessed in 2007 and 2011. However, while Helensburgh food shopping provision has improved, so too has the food retailing offer in surrounding towns, this results in a high proportion of expenditure leakage outside Helensburgh.

This Retail Study has assumed two scenarios (mirroring the two previous Retail Studies). Scenario 1 assumes that Helensburgh town centre retains its current retail market share. Scenario 2 assumes Helensburgh claws back a proportion of the expenditure leakage from competing towns. **In terms of Scenario 2 it is assumed that for comparison (non-food) goods Helensburgh could improve its market share of expenditure within the survey area which would justify additional comparison (non-food) floorspace of circa 3,000sqm to 5,000sqm gross over the next 5 to 10 years. In terms of convenience (food) goods it is considered there is also opportunity to further improve Helensburgh's market share to justify the provision of an additional convenience (food) floorspace of circa 2,000 – 2,500sqm gross floorspace over the next 5 to 10-year period.**

The additional retail floorspace identified by the Retail Study meets the current store requirements of a number of comparison (non-food) and convenience (food) retailers who are known to be looking for new development opportunities and may consider future retail floorspace in Helensburgh. For example (but not excluded to) Home Bargains, B&M, Aldi, Lidl, Poundland, M&S Simply Food, Sainsburys (convenience store format) and Asda (new convenience store format). An improved retail offer within Helensburgh town centre would reduce the need for shoppers to travel to other centres outwith the Council area.

The development of the Helensburgh Waterfront site will:

- assist in ensuring the town becomes as self-sufficient as possible for retail provision,
- reclaim leaked comparison and convenience retail expenditure,
- complement the existing retail offer in Helensburgh town centre through increased footfall,
- support the wider range of existing services within the town centre.
- promote a mixed use redevelopment of the waterfront site to increase shared trips for shopping and leisure anchoring further the waterfront site into the shopping and leisure fabric of the town centre to safeguard its current and future role as an important shopping and service centre.
- support Helensburgh as a public Transport Hub for rail and bus, developing the waterfront site provides the required retail floorspace in an accessible location well served by public transport to not only promote sustainable development, but also ensure access is available to members of the community who do not own a car.

1. Introduction

1.1 Background to Report

1.1.1 In June 2023 Argyll and Bute Council instructed Colliers to update their previous Retail Study, undertaken in 2011. As detailed by Council Officers, the updated retail study has been requested to support to the redevelopment of the Helensburgh Waterfront Development site. As a town centre site there isn't a requirement to undertake a retail impact assessment however this qualitative study was undertaken to address any community concerns regarding retail capacity and impact. The study considers whether there is sufficient retail demand to support the future provision of additional retail floorspace (both convenience and comparison) in Helensburgh town centre. It seeks to review whether new retail development will cause a negative impact on the existing town centre or potentially enhance the town centre through the potential claw back of retail expenditure, currently lost to other centres outwith Helensburgh.

1.2 Helensburgh Retail Studies 2007 & 2011

1.2.1 In summary, in 2007 Colliers International undertook a retail study of Helensburgh for the Helensburgh Partnership. The Study examined the retail make-up and retail market of Helensburgh town centre; it also undertook a retail capacity assessment to identify any spare capacity for the provision of additional comparison and convenience floorspace with the town centre. The capacity assessment was based on a Household Survey that questioned the shopping behaviour of residents within Helensburgh and surrounding areas and confirmed, at that time, that a significant amount of expenditure was spent outside Helensburgh Town Centre at other retail destinations such as Dumbarton, Clydebank and Glasgow. The retail study concluded that there was justification for the provision of a 5,600sqm of new comparison floorspace within the town centre together with provision of 1,500sqm of additional convenience floorspace.

1.2.2 In 2011, Argyll and Bute Council requested that Colliers update the preceding Retail Study. That Study was based on the results of the 2007 Household Survey and provided a 2011 retail audit of Helensburgh Town Centre and the wider area. The Update also reviewed the retail capacity assessment and provided a revised retail market assessment. The 2011 Retail Study concluded that if the existing shopping patterns were maintained (e.g., the high level of expenditure continued to be spent outside Helensburgh), there would be an oversupply of comparison floorspace in 2026 (circa 129sqm). Equally, the 2011 Update concluded, that if the shopping patterns were maintained, in terms of convenience floorspace, there was little scope to justify additional floorspace provision. However, the 2011 Retail Update also confirmed that if Helensburgh improved its market share and clawed back significant leakage of expenditure there would be a requirement for additional comparison retail floorspace in 2021 and 2026 (of approximately 5,732sqm and 6382sqm net floorspace respectively). The Retail Update also concluded that there was an opportunity to improve the market share for

convenience retailing within Helensburgh and retain a significant amount of expenditure, to justify the provision of additional convenience floorspace of 2,150sqm net floorspace in 2016, 3,426sqm net floorspace in 2021 and 2,107sqm in 2026.

- 1.2.3 Following the conclusions and recommendations of the 2011 Retail Update, planning permission for a supermarket at Cardross Road, Helensburgh, was granted by Argyll & Bute Council in 2012. The store commenced trading in October 2013 and originally traded as a Waitrose. In March 2020, Waitrose closed the supermarket. However, in December 2020 the unit was re-opened, trading as a Morrisons supermarket and continues to trade in this format to date.

1.3 Helensburgh Waterfront

- 1.3.1 The development of the Helensburgh Waterfront Site is a long-term key project for Argyll and Bute Council and has involved the relocation and redevelopment of the Leisure Centre and car park opening in September 2022. Following the construction of the Leisure Centre and car park, the redevelopment of the former swimming pool is now the main focus for this town centre site. While it is understood the remaining vacant site is proposed primarily for commercial development, due to interest by Helensburgh Community Council and the local community, a two-stage marketing process has been undertaken by Argyll and Bute Council to ascertain the various commercial and no-commercial interests in the vacant site.

1.4 Planning Policy Framework

- 1.4.1 In order to provide some context for this updated Retail Study, it is considered prudent to provide a summary review of the relevant policies and provisions of the Development Plan, comprising National Planning Framework 4 and the Argyll and Bute Local Development Plan.
- 1.4.2 National Planning Framework 4 (NPF4) is a long-term plan looking to 2045 that guides spatial development, sets out national planning policies, designates national developments and highlights regional spatial priorities. It is part of the development plan, and so influences planning decisions across Scotland. The Scottish Ministers adopted and published NPF4 on the 13 February 2023. It now forms part of the development plan along with the adopted Local Development Plan for the relevant council areas in Scotland.
- 1.4.3 NPF Policy 27 aims to encourage, promote and facilitate development in town centres and confirms this will be achieved through the application of the Town Centre First Approach. It advises that LDPs should support sustainable futures for city, town and local centres, in particular opportunities to enhance city and town centres. The Policy confirms that development proposals which improve and enhance the vitality and viability of a centre (including increasing the mix of uses) will be supported.
- 1.4.4 Following on from the above, Policy 28 of NPF4 encourages and promotes retail investment to the “most sustainable locations that are the most accessible” by a range of modes of transport. It advises through these intentions retail development and the location of shops

will support vibrant city, town and local centres. As a consequence, the NPF requires Local Development Plans to consider where there may be need for further retail provisions either through a retail study which identifies retail deficiency in the area's retail quality and quantity provision, or the general need for local communities to support local living.

- 1.4.5 Policy 28 specifically advises that development proposals for retail (including expansions and changes of use) should be consistent with the "Town Centre First Principle", which means that new retail proposals will be supported in (i) existing city, town and local centres or (ii) edge-of-centre areas if they are allocated as sites suitable for new retail development in the LDP. The Policy confirms that in the majority of cases new retail development proposals will not be supported in out of centre locations. Policy 28 further confirms that development proposals for retail that are consistent with the sequential approach will be supported, subject to the development being (i) of an appropriate scale for the location, (ii) will not adversely impact the character and amenity of the area, and (iii) is situated to benefit from high footfall and activity.
- 1.4.6 In terms of the Local Development Plan (LDP), the 2015 Argyll and Bute Council Local Development Plan is the adopted LDP. However, the LDP2 is at an advanced stage and due to be adopted in February 2024. Therefore, the policies and provisions of LDP 2 is considered to provide the most up-to-date planning policy position for Argyll and Bute Council.
- 1.4.7 In terms of retailing, LDP2 confirms that Argyll and Bute Council are keen to ensure the town centres continue to provide a shopping focus for the communities they serve. The LDP also recognises that retail and associated town centre services make an important contribution to the local economy and play an important role in sustaining the vitality and viability of both the town centres and the communities they serve.
- 1.4.8 Policy 45: Supporting our Town Centres and Retailing, confirms the Council will support development proposals that seek to maintain and enhance the vitality and viability of the established town centres in Argyll and Bute, through the provision of retail, commercial and other developments. The Policy further confirms town centres as the preferred location for new retail and commercial development.
- 1.4.9 Policy 46: Retail Development – The Sequential Approach, confirms a presumption in favour of retail development that accords with the sequential approach, with the preferred location being within a defined town centre.
- 1.4.10 Figure 1 below confirms the boundaries of Helensburgh Town Centre, as identified by LDP2. The Waterfront site is located within the defined town centre (the area shaded orange).

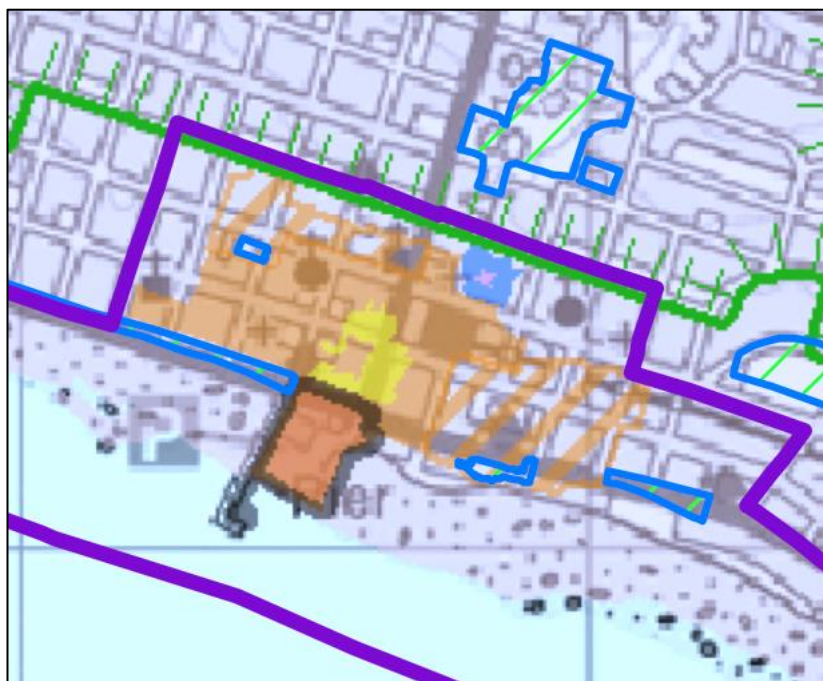


Figure1 - Extract of LDP2 Proposals Map for Helensburgh Town Centre

- 1.4.11 Part 10 of LDP2 identifies 'Areas for Action' which are effective land allocated for new development. Site reference A2006 allocates Helensburgh Town Centre and Waterfront as a "Strategic, regeneration and enhancement" opportunity. Additionally, Schedule 10 also allocates Helensburgh Pierhead for new community facilities, with site reference C2001 stating the uses to be "Swimming pool, community leisure facility, open space, town centre parking with up to 2,700m² retail use."

1.5 Retail Study Update 2023

- 1.5.1 In line with the requirements of NPF4, and the promotion of the Helensburgh Waterfront site, Argyll and Bute Council have instructed the production of an updated retail study.
- 1.5.2 Furthermore, since the 2011 Retail Study Update, a number of food and non-food retail developments have been built within Helensburgh and the surrounding area, which will have impacted shopping patterns over the last 10+ years. Mostly notably these include (i) the provision of a large supermarket on Cardross road, Helensburgh, which opened in 2013 and since 2020 has been trading as a Morrison foodstore; (ii) the mixed retail park, St James Retail Park, in Dumbarton comprises a different range of comparison and convenience national retailers since 2011, with the retail park now being anchored by Marks and Spencer Simply Foods, Asda, B&M, Halfords; (iii) a Lidl supermarket which opened in Dumbarton in February 2020, and (iv) Aldi has operated a supermarket in Alexandria since 2018 with consent also approved for Lidl recently too in the town.
- 1.5.3 The methodology of this 2023 update report is based upon the same Helensburgh catchment area. It uses national retailing information, together with updated population and retail expenditure information generated specifically for the Helensburgh catchment area.

- 1.5.4 This 2023 Retail Study Update provides the following:
- Retail Capacity Assessments for the base year 2023 and forecasts for a 5- and 10-year period e.g., 2023 – 2028 and 2023 – 2033 for both comparison and convenience expenditure.
 - All values set at consistent 2021 price base.
 - Project populations for 2023, 2028 and 2033, which have been derived from the well accepted source, Experian Retail Planner data for the specific catchment/study area.
 - Retail Expenditure estimates for the base year 2023 and for the design years 2028 and 2033. The expenditure data have been gained from Experian and specifically generated Helensburgh catchment area. Expenditure growth rates have been gained from the most up-to-date source Experian Retail Planner Briefing Note 20 (RPBN20) dated February 2023.
 - Updated retail floorspace data for Helensburgh town centre from Experian Goad for the base year 2023.
 - The most recent retail sales densities, provided by the Experian RPBN20 for the calculation of the town centre turnover and the assessment of future retail floorspace.
- 1.5.5 A combination of sources has been used to assess the catchments likely shopping behaviour and associated expenditure flows. The sources include, but are not limited to, the 2007 Household Survey, an Experian Location Analyst Grocery Report, 2023 specialist retail reports, together with Colliers market knowledge and experience of retail markets.

2. Retail Audit & Market Assessment

2.1 Retail Audit

2.1.1 The retail audit was undertaken in September 2023 and comprised an on-site survey based on the most up-to-date GOAD Category Report for Helensburgh. Consistent with the previous two Retail Studies the audit provided an assessment of ground floor properties only. The use of the GOAD Report allows a comparison with the UK average in terms of overall representation of the main town centre uses e.g., comparison and convenience retailing, service and leisure uses and vacant premises.

2.1.2 The occupants of the town centre premises have been categorised into five(?) categories, which are as follows:

- Comparison Good retailing
- Convenience goods retailing
- Service uses, comprising retail services e.g., hairdressers, beauticians, financial services e.g., banks, and business services e.g., accountants, offices etc.
- Leisure uses.
- Vacant premises.

2.1.3 Each of these categories have been defined in the 2007 and 2011 Retail Studies.

2.1.4 While the boundary of the Experian GOAD Plan for Helensburgh does not exactly replicate the Town Centre boundary for Helensburgh as defined by the adopted Local Development Plan (as it includes a small number of additional units situated on surrounding roads) it does provide a general view of the way the Helensburgh town centre compares with the national averages of a range of planning uses within town centres. Figure 2 below confirms the 'make up' of Helensburgh town centre against the national average.

	Helensburgh Town Centre		National Average	Index
	No of Units	%	%	
Convenience	21	9.55	9.28	103
Comparison	62	28.18	26.79	105
Finance & Business Service	25	11.36	8.63	132
Retail Service	44	20.00	15.76	127
Leisure	47	21.36	25.47	84
Vacant	21	9.55	13.87	69

Figure 2 – Current mix of services in Helensburgh town centre (as at August 2023)

Source Experian GOAD Category Report for Helensburgh 2023.

2.1.5 Generally, the Experian GOAD Category Report illustrates that Helensburgh town centre is relatively healthy compared to the national average;

- There is a higher than average representation of convenience and comparison retailers;
- A stronger than average representation of financial, business and retail type services.
- The Town Centre records below average for the number of vacant units.

The latter is especially interesting given the current economic circumstances and overall state of the retail sector at a national level.

2.2 Presence of Multiple Retailers

2.2.1 Both the 2007 Retail Study and 2011 Retail Update detailed the range of multiple retailers present in Helensburgh town centre. This Retail Study updates the list of multiple retailers located in the town centre as of August 2023 (Figure 3).

Allen & Harris	Betfred	Boots (chemist, hearing & opticians)	Wilkie's
GSPC	Costa	Rowlands Pharmacy	The Toy Shop
Countrywide	RS Mcoll	DEBRA	Superdrug
Clyde Property	Co-op	Oxfam	Semi-Chem
Royal Bank of Scotland	Tesco	Shelter	Card Factory
Lloyds Bank (Bank of Scotland)	Timpsons	Thorntons	Paper Kisses
Yorkshire Building Society	Subway	British Heart Foundation	WH Smith
Ladbroke's	Greggs	Specsavers (opticians and hearing)	Farmfoods
Wrights Home Hardware			

Figure 3 – List of Multiples within Helensburgh Town Centre 2023.

2.2.2 Experian GOAD define Multiple Retailers as those being an occupier of 10 or more outlets throughout the UK. The number of multiple retailers currently located in Helensburgh town centre total approximately 35, which is a fall from 47 in 2011.

2.2.3 Due to current economic circumstances a number of the multiple retailers usually located within town centres have gone into receivership and are no longer operating. Helensburgh town centre has been subject to such circumstances, losing around 14 multiple retailers since the 2011 Retail Update was undertaken. Such retailers include Bookworks, Clarks, Happit, Johnsons, M&Co, Edinburgh Woollen Mill and the Aga Shop. A number of these retailers have gone into administration and therefore all stores throughout the UK have been closed, however a number of the lost multiples are still operating on a national basis in other town centres e.g., Clarks and Santander. Notably, the change in multiple retailer representation within the town centre has been predominantly within the comparison (non-food) goods

sector, with little movement in the presence of the food retailers that are in the centre; notwithstanding the relocation of Farmfoods to a larger unit on East Clyde Street.

- 2.2.4 While there has been an overall loss of multiple retailers within the town centre, there has been a number of new multiple occupants, which include Home Hardware (trading as Wrights), Paper Kisses and the Card Factory.

2.3 Market Assessment

- 2.3.1 The retail landscape has changed considerably during the last decade due to shifting consumer habits driven by the rise of internet shopping and accelerated more recently by the global pandemic. Consequently, demand for retailers to acquire space in smaller towns such as Helensburgh has been weakened considerably, with demand being very much focussed on the major retail hubs of Glasgow and Edinburgh.

- 2.3.2 However, assuming the correct floorplates can be created, there will be a degree of demand, most notably from the discount and foodstore sectors, who require modern purpose built units which are generally of a smaller scale than superstores and therefore potentially easily integrated into the Waterfront site.

- 2.3.3 Accordingly, in conjunction with our retail agency team we have identified the following retailers, who, with the appropriate space being provided at the right size and in the right location, may be interested in occupying retail space in Helensburgh. The list below is a non-exhaustive list of possible comparison and convenience retailers, along with their current space requirements, who may consider Helensburgh as a future trading location:

Occupiers

- Home Bargains (2,323 – 3,717sqm)
- B&M (929 – 2,788sqm)
- The Original Factory Shop (464 – 737sqm)
- Aldi (1,672 – 1,858sqm)
- Lidl (1,672 – 2,323sqm)
- Farmfoods (1,394 sqm)
- Poundland (1,115 – 1,394sqm)
- Poundstretcher (557 – 2,788 sqm)
- M&S Simply Food (929sqm)
- Food Warehouse (929sqm)
- Sainsburys (1,858sqm)
- Asda (1,115 – 5,576sqm)

- 2.3.4 It is also worth noting that the bigger supermarket (foodstore) operators listed above are now promoting new smaller convenience formats for town centre locations. Whilst the Co-Op have an existing presence in Helensburgh Town Centre, from a market view point it is believed there is capacity for an additional operator. The newer convenience store format operators are listed below.

Smaller Format Convenience Operators

- Asda (325 – 464 sqm)
- Sainsburys (232 – 836 sqm)

Drive Thru Requirements

- Costa (167 sqm)
- Starbucks (167 sqm)

- 2.3.5 The Waterfront site is the most obvious town centre opportunity for new retail development in Helensburgh. The currently vacant site could provide an opportunity for a mixed convenience and comparison development. This could assist in providing opportunities for the retailers identified above who cannot currently locate in the town, as the provision of their required size of retail unit is not presently available. There have not been any specific discussions with individual retailers about the possibility of locating in Helensburgh (as Argyll and Bute Council are undertaking their own exercise in this regard); however, from discussions with Colliers retail agents, it would appear that modern retailers prefer to locate in a retail scheme with an anchor tenant, in retail units which meet their trading and servicing requirements. A successful scheme will provide a mixture of retail unit sizes which provide the opportunity for mezzanine provision, with good visibility, access and car parking.
- 2.3.6 Since the last Retail Study was undertaken in 2011, it is acknowledged that Morrisons have entered Helensburgh, having acquired the former Waitrose store. However, it is considered there will be demand from other food retailers for either discount or small format convenience stores.
- 2.3.7 In terms of assisting in reducing the leakage of trade to Dumbarton and other surrounding towns, it is recommended that any new floorspace needs to be able to compete with the offer in Dumbarton. The individual store requirements of the interested convenience operators vary across the sector.

3. Retail Need - Data Sources and Assumption

3.1 Objective

3.1.1 The main focus of this Retail Study is Helensburgh town centre, with the main objectives being:

- Whether there is sufficient retail capacity to allow additional retail floorspace on the Helensburgh Waterfront site;
- Would the redevelopment of the Waterfront site clawback expenditure that is being spent outside Helensburgh, and
- Would there be any impact on the existing retailers with Helensburgh Town centre because of additional retail floorspace on the Waterfront site.

3.1.2 Following on from the above objectives, while the assessment of retail floorspace need is necessarily detailed and relatively complex, this Retail Study tries to achieve transparency in all the calculations. As with the previous Retail Studies, this retail assessment follows a traditional approach to estimating retail floorspace need and have incorporated the latest published data which has been obtained from well accepted sources.

3.2 Methodology of Retail Need

3.2.1 As stated in the previous Retail Studies, the need for additional retail floorspace within a centre (or area) is dependent on the future relationship between the demand for and supply of space, ideally after considering the extent (if any) of any over/under trading that is occurring at the base year. The demand for floorspace is then determined by assessing the likely growth in the volume of consumer retail expenditure, while an assessment of floorspace supply involves quantifying the extent to which proposed changes in the location, quality and quantity of retail floorspace will meet the forecast increases in expenditure. Any monetary shortfall of supply relative to demand in the future indicates there is the need for more retail floorspace in quantitative terms. The scale of additional retail provision is then determined by converting any excess of consumer expenditure (or headroom expenditure) into a retail floorspace need by applying appropriate sales densities.

- *Step 1: Catchment Area Definition* - The catchment area should be defined with regard to the study objective. For this study the catchment of the previous retail studies has been maintained to allow comparison. The catchment area covers Helensburgh and its shopping hinterland. Appendix 1 confirms the catchment area, which replicates the past 2007 and 2011 Helensburgh Retail Study's.
- *Step 2: Analyse Consumer Demand* - This involves multiplying population by consumer retail expenditure per head for the base and design years. This should include resident population, but also, where it is likely to occur, any in-flow retail expenditure from residents, tourists and workers living outside the survey area.

- *Step 3: Analyse Retail Supply* - This step comprises an assessment of the turnover of the retail floorspace stock at the base year, both in terms of estimating the actual retail turnover of centres and stores, and a benchmark turnover.
- *Step 4: Retail Demand Vs Retail Supply at the Base Year* - At this stage, the adequacy of the existing retail provision is assessed. For example, if actual turnovers assessed in Step 3 exceed the benchmark turnovers, it could be argued that the floorspace is over-trading and, therefore, there may be an existing need for additional retail floorspace. Alternatively, if actual turnovers are less than benchmark levels then the floorspace may be assumed to be under-trading, signalling a potential over-supply of existing retail floorspace.
- *Step 5: Changes in Retail Demand and Retail Supply Through to the Design Years* - This step projects forward total available expenditure in the catchment area and the turnover of existing and committed retail floorspace. In simple terms, the difference between the forecast totals of available expenditure and retail turnover gives a measure of the need for additional retail floorspace. If there is an expenditure surplus, this is converted into potential floorspace by dividing by an appropriate sales density. Similarly, if there is an expenditure deficit, a floorspace over supply may exist. It is usual for retail assessments to consider the retailing situation 5 and 10 years from the base years, thus this Retail Update considers the retailing situation of Helensburgh town centre for the Design Years 2028 and 2033.

3.3 Principal Data Sources & Assumptions

3.3.1 The retail assessment provided in Section 4 of this Retail Study and is based on the following information sources and assumptions:

- *Population & Populations Projections* – The population for the identified Catchment Area has been derived from the well accepted source, Experian Small Area Datasets, which provides population projections for the base year 2023, and the two design years of 2028 and 2033.
- *Consumer Retail Expenditure per Head* – has been derived from the Experian Area Report generated specifically for the Helensburgh Catchment Area and provides comparison and convenience expenditure per head for the various zones of the catchment area for the base year 2023 and at a 2021 price base. The expenditure per head rates is projected forward to the two design years (2028 and 2033) by using the growth rates identified in the most up to date Experian Retail Planner Briefing Note 20, dated February 2023 (RPBN20).

The RPBN is a well-accepted data source used by retail planners, property consultants and retailers and provides comprehensive up-to-date information on retail developments and short-medium- and long-term forecasts. The RPBN20 provides forecasts of expenditure growth for convenience and comparison

categories of retail spending to 2040 and provides sales densities for both convenience and comparison goods (both including and excluding Special Forms of Trading e.g., online retailing spend) and associated growth rate forecasts.

- *Shopping trip patterns and consumer retail expenditure flows* – The 2007 and 2011 Retail Studies based the allocation of retail comparison and convenience expenditure within and outside the catchment area on a Household telephone survey undertaken in 2007. The survey provided information on the 'Market Share' of the geographical extent of catchment areas and trade penetration around existing centres. It quantified the pattern and volume of retail expenditure flows from each of the defined zones (where people live, and money is generated) to a range of centres and out of centre stores (where people spend their money). No such survey is available for this Retail Study.

In terms of comparison (non-food) shopping patterns and associated retail expenditure flows, it is generally considered that no significant new comparison floorspace has been provided either within the identified Helensburgh catchment area or the surrounding area that will considerably alter the market shares identified in the 2007 and 2011 Helensburgh Retail Studies. Therefore, based on commercial knowledge and experience relating to retail planning and markets, this Retail Study has assumed the markets shares identified in the previous (2007 & 2011) Retail Studies for the base year of 2023. In terms of where the comparison expenditure is spent, not surprisingly Glasgow City Centre attracts the largest proportion of expenditure from the catchment area, which is probably due to the range of retailers and products offered within the city centre of the conurbation. Other centres that attract a high proportion of comparison expenditure from the Helensburgh catchment area is the St James Retail Park in Dumbarton and the Clydebank Shopping Centre, when looking at the retailers represented within these centres. , Based on a retail knowledge of shopping patterns, it is considered that the more discount type retailers e.g. B&M, Home Bargains, Poundland etc could also potentially attract a proportion of retail spend out from the Helensburgh catchment area.

With regard to convenience (food) shopping, it is recognised that the catchment's shopping behaviour and patterns will have changed since the 2007 Household Survey through the delivery of new food retailing provision both within the Helensburgh catchment area and surrounding towns. Most notably since the last 2011 Retail Study, Morrisons have commenced trading a supermarket within Helensburgh (this unit previously traded as a Waitrose foodstore) and now, along with the Co-op in Helensburgh town centre, it is considered that they serve the catchment area for food shopping. While the Morrisons supermarket will have assisted in clawing back a significant proportion of the catchment's convenience expenditure, it must also be recognised that the shopping facilities offered in the surrounding towns has similarly improved over the last 10 years. Such improvements include the opening of Lidl, Dumbarton, in 2020 and the opening of

Aldi in Alexandria in circa 2015, along with an additional store in 2021. While it is usually accepted that shoppers tend not to travel any distance for convenience shopping, the rise in the popularity of the discount retailers (e.g., Aldi, Lidl) has had a notable impact on shopping patterns. On this basis, given the lack of up-to-date survey information, the retail flows used in this study are based on an assessment of foodstores in Helensburgh and surrounding towns, together with grocery analysis information, professional retail knowledge, experience and judgement relating to food retailing.

- *Expenditure Inflow* – The 2011 Retail Survey assumed that by 2016 Helensburgh will increase its inflow expenditures for convenience and comparison goods to 10% and 20% of survey area expenditure respectively. This was based on the improvement works to the town centre and the CHORD (Compleatown, Helensburgh, Oban, Rothesay and Dunoon) regeneration projects e.g., Colquhoun Square, Helensburgh. Given the development of the new Leisure Centre at the Waterfront site, it is considered this facility will also attract a high proportion of tourists / visitors into Helensburgh. On this basis, this Retail Study retains the expenditure inflows into Helensburgh town centre identified in the previous 2011 Retail Study of 10% and 20% of survey area expenditure for convenience and comparison goods respectively.
- *Existing Retail Floorspace Data* – retail floorspace data for both convenience and comparison goods has been obtained predominantly from an Experian GOAD Category Report for Helensburgh together with on-site survey work. However, reference has also been taken from the past 2007 and 2011 Helensburgh Retail Studies, together with retail assessments produced to support past planning applications for retail developments in Helensburgh.
- *Base Year* – this Retail Study adopts the current year of 2023 as the base year.
- *Design Years* - this Retail Study forecasts the retail need in two five-year intervals from the base year, thus the Design Years are 2028 and 2033.
- *Future Growth in Consumer Retail Expenditure Per Head* – as stated above the Experian RPN20 provides the latest UK expenditure forecasts. Following the advice of Experian, this Retail Study adopts the comparison and convenience growth in retail spend per head identified in Table 7 of RPN20 excluding Special Forms of Trading (SFT).
- *Special Forms of Trading* – following on from the above point, it is normal practice in the preparation of retail need studies to make deductions from the consumer retail expenditure per person figures adopted to allow for 'special forms of trading' (SFT). This is retail expenditure that does not take place in shops, such as on-line, click and collect, home delivery, and collection / drop-off points.

The RPB20 advises that the non-store market share of total retail sales volumes has been increasing year on year. It recognises that the trend accelerated in 2020 and 2021 due to the Covid pandemic and the associated general conflict of social distancing for in-store retailing. Notably over the pandemic the market share of SFT peaked to an average of 30.7% in 2021 (a 10.6% increase from two years earlier). As the Covid restrictions eased, the total share of SFT dropped to 29.6% in 2022. Experian advise that a further small decline in market share is anticipated in 2023, through certain users e.g., the elderly and less “digitally literate cohorts” returning to the traditional shopping and face to face habits. Notwithstanding the return of traditional retailing from this sector of society, Experian anticipates the market share of SFT will continue to grow to exceed 30% of retail sales in 2024 and is anticipated to be around 38% of retail sales by 2040.

Given the nuances of SFT it isn't appropriate to use total retail spend to calculate future demand for retail floorspace. Experian therefore provide growth rates for comparison and convenience goods that take account the proportion of trading using traditional (face to face) floorspace; this is known as the 'adjusted growth rate' for retail spend per head. In estimating the catchment area's retail spend for the two design years, this Retail Study has applied the adjusted growth rates for both convenience and comparison goods, as stated in Table 7 of RPB20.

- **Benchmark Turnovers** - To assess the scale of any over or under trading of the existing retail floorspace stock in Helensburgh at the base year of 2023, this Retail Study compares the estimated actual retail turnover, which is based on the catchment area's generated expenditure (for comparison and convenience goods), against the estimated benchmark turnover. This assessment is carried out separately for comparison goods and convenience goods floorspace.

The Benchmark turnover estimates are based on the sales density information provided by the Experian RPB20.

The actual Benchmark turnover used in the Retail Study is derived by multiplying sales floorspace by the sales densities obtained from the source outlined above. The benchmark turnovers feed through into the assessment of retail floorspace need and are inclusive of appropriate growth rates applied for the two design years of 2028 and 2033. The benchmark turnovers use the consistent 2021 price base.

- **Net to Gross Ratios** – this Retail Study uses actual gross and net floorspace figures where they have been available from other retail studies, however in most cases this information is not available. It is therefore necessary to convert retail floorspace from the overall gross floorspace of a unit to the net sales area of a unit (or vice versa). The Retail Study maintains the floorspace ratios of past 2011 and 2007 Retail Studies, which use a 65:100 breakdown. Notably the previous retail studies do not break this level of floorspace down further for supermarkets in terms of food and non-food floorspace.
- **Metric Conversion** – for the avoidance of doubt, where necessary, this study has converted square feet into meters (and vice versa) on the basis that 1 square meter (sqm / m²) is 10.764 sq foot (sqft/ft²) and 1 ft² is 0.093 m².
- All figures presented in this Study have been rounded up.

4. Retail Audit & Market Assessment

4.1 Objectives

4.1.1 This section assesses the quantitative need for additional retail floorspace within Helensburgh. The quantitative assessment is carried out separately for convenience (food) goods and comparison (non-food) goods. As with the previous Retail Studies, this assessment is based on **two scenarios**.

- *Scenario 1* is the 'baseline' position and assumes the market share of the Helensburgh retail economy (as estimated at the base year of 2023) will remain constant through to the end date of 2033. Under this scenario, the town centre will maintain, but not enhance, its position in the retail hierarchy or clawback any market share of the expenditure generated by the catchment area.
- *Scenario 2* acknowledges there is scope for Helensburgh to clawback retail expenditure that is currently leaking out of the catchment area to competitor centres and that there are strong reasons to plan for an increase in the town's market share to a realistic level.

4.1.2 Under Scenario 2, adjustment to the market shares of Helensburgh town centre is made by the first design year of 2028 and then retained through to 2033. To balance this increase, the market shares of centres outside the catchment area is decreased, and potentially to a lesser extent there may be potential for a small amount of trade diversion from existing retailers within the catchment area who are outside the town centre.

4.1.3 By undertaking the two scenarios, as with the two previous Retail Studies, assessing quantitative need under both scenarios will provide the Council with likely **minimum** and **maximum** requirements for additional retail floorspace through to 2033.

4.1.4 Following on from the above section of this Study, this quantitative assessment provides the following information:

- Estimates of total available retail expenditure within the defined Helensburgh catchment area at the base year of 2023 and the two design years of 2028 and 2033;
- Estimates of the retail turnover likely to be 'retained' by Helensburgh catchment area, and specifically Helensburgh town centre, at the base and the two design years;
- Estimates of "headroom" expenditure and therefore retail floorspace need within Helensburgh town centre at the design years; and

- Quantitative retail floorspace need disaggregated into convenience goods and comparison goods retail floorspace.

4.1.5 It is understood that the results of the need assessment will be used by Argyll and Bute Council to inform the future redevelopment of the Helensburgh Waterfront site to provide a level of comfort over the ability of the town centre to accommodate additional retail floorspace.

4.2 Approach

4.2.1 This Retail Study separates the quantitative retail need assessments for comparison goods and convenience goods. Each scenario assessment is supported by a number of Tables (Appendix 2 and 3) which are based on the various key assumptions and data sources detailed in the above Section 3.

4.3 Comparison Goods Needs Assessment

4.3.1 Following the methodology stated in Section 3 of **this** Study, the following assessment of comparison retail need is undertaken. The relevant assessment Tables, for both Scenario 1 and Scenario 2, are provided in Appendix 2 of this Retail Study.

Step 1: Calculate Catchment Area Total Available Expenditure

4.3.2 The catchment areas' total available expenditure is **gained** by multiplying the resident population by average annual expenditure per head provided by Experian specifically for each zone within the catchment area. This calculation is carried out for each of the seven zones which comprise the survey area. As stated above, the base information relating to population and retail expenditure has been derived from a well-accepted retail statistical source Experian, who generated the required information specifically for the defined catchment area.

4.3.3 Population estimates by zone and for the survey area are set out in **Table 1** for both Scenario 1 and Scenario 2. The Tables confirm the population for the base year 2023 and the two design years of 2028 and 2033. To provide some context with the previous Retail Studies, Table 1 provides the population for 2011 (as sourced from the 2011 Retail Study). Notably, as illustrated by Table 1 the population of the Helensburgh catchment area is forecasted to decline over the next 10 years.

4.3.4 **Table 2** confirms the Catchment's estimated annual expenditure for comparison goods for both Scenario's. Table 2 provides a breakdown of expenditure for residents living in each of the seven zones within the Catchment Area.

4.3.5 As stated above, the expenditure estimates have been derived from Experian specifically for the catchment area, and for the base year 2023. The expenditure estimates are forecasted to the design years of 2028 and 2033 by adopting the

expenditure growth rates identified in the RPBN20. The expenditure estimates exclude Special Forms of Trading (SFT), which is the expenditure that does not take place in shops e.g., on-line shopping, mail order shopping.

- 4.3.6 Table 2 identifies an 11% increase in comparison expenditure over the 10-year period of 2023 to 2033. The increase in available expenditure is due to the real growth in comparison goods expenditure per head and out-weighs the negative impact of a slowly falling population, as identified in Table 1. As seen in Table 2, the catchment's total available comparison expenditure in 2023 (base year) is £104.68million, increasing to £108.22million and £116.22million in the design years 2028 and 2033 respectively.

Step 2: Application of "Market Share" to Determine Amount of Retained Expenditure

- 4.3.7 While Table 2 confirms the comparison retail expenditure generated by the catchment for the base and design years, as stated in Section 3 of this report, not all the identified expenditure will be spent within Helensburgh town centre. It is common sense to expect that competing retail centres outside Helensburgh will attract a proportion of the comparison expenditure generated by the catchment.
- 4.3.8 Section 3 above advises that the previous 2007 and 2011 Helensburgh Retail Studies based the allocation of expenditure for the catchment area on a Household telephone survey undertaken in 2007. That telephone survey provided information on the 'Market Share' of the geographical extent of catchment areas and trade penetration around existing centres by quantifying the pattern and volume of retail expenditure flows from each of the defined zones (where people live, and money is generated) to a range of centres and out of centre stores (where people spend their money). As previously highlighted, no such household survey is available for this Retail Study, therefore the market shares used in the 2007 & 2011 Helensburgh Retail Studies for comparison shopping have been adopted by this Retail Study for the base year of 2023.
- 4.3.9 The outflows and in-flows (market share) for comparison goods expenditure are illustrated in at **Table 3** for 2023 (for both Scenario 1 and 2). Table 3 is based on the expenditure flows identified in the previous two 2007 and 2011 Retail Studies for comparison shopping. It illustrates the catchment only retains circa 25% of the generated comparison expenditure, with around 75% of the expenditure being spent outside the Helensburgh area. Table 3 advises that Glasgow City Centre attracts the largest proportion of expenditure from the catchment area (which is probably due to the range of retailers and products offered within the conurbations city centre). Thereafter, other centres that attract a high proportion of comparison expenditure from the catchment area is the St James Retail Park in Dumbarton and the Clydebank Shopping Centre.
- 4.3.10 **Table 4** interprets the market-share information identified in Table 3 into monetary value and provides a summary of the turnover for Helensburgh town centre for 2023 base year. (The same information is replicated for Scenario 2 in Table 4). Table 4 also

introduces the inflow of expenditure, which as detailed in the above Section, is assumed to be 20% for the base year of 2023 and the two design years 2028 and 2033. Table 4 advises that (for both Scenario 1 and Scenario 2 the total comparison turnover for Helensburgh town centre in 2023 is £32.96million.

- 4.3.11 Of particular interest is that Table 4 estimates that approximately £77million of the catchment's comparison expenditure is spent outside the Helensburgh area. This in-itself shows that there is a need to improve the range of comparison offer within Helensburgh town centre.

Step 3: Determine Whether the Existing Retail Economy is Trading at Equilibrium

- 4.3.12 At this stage of the assessment an important consideration is whether the existing comparison goods retail economy of Helensburgh town centre is (broadly) trading at equilibrium. If the amount of consumer retail expenditure flowing into the town centre is high in relation to the available retail floorspace, the town centre is over-trading and could accommodate additional retail floorspace. Conversely, if the expenditure flows are low relative to available retail floorspace, then it is considered the town centre is under-trading and would not be able to support additional retail provision.
- 4.3.13 If over trading is occurring in a centre, then it is commonly assumed that the turnover in-excess of the equilibrium position is potentially available to support new shopping provision (floorspace). If this occurs, then this element of expenditure should be added to the estimated headroom expenditure identified from the future growth of the retail economy. Conversely, if a centre is under-trading, then it would be logical to deduct the amount of turnover shortfall relative to the equilibrium position from the defined headroom expenditures associated with the future growth in the retail economy.
- 4.3.14 In estimating whether Helensburgh town centre is in retail equilibrium the use of a benchmark sales density is required. As stated above, for this Retail Study the benchmark sales density has been informed by the Experian RPBN20, which provides an average comparison retail sales density for the base year (2023) and the two design years (2028 and 2033). The "benchmark" comparison goods sales density for Helensburgh at the base year 2023 is set out in Table 5 (for both Scenario's 1 and 2) and is £4,581/sqm. The benchmark turnover is not specific to retailers within Helensburgh town centre as this turnover information is not available, but is a published average based on all types of comparison retailers and takes account of larger multi-national comparison retailers together with the small independent traders.
- 4.3.15 For comparison goods shopping, **Table 5** above indicates that in 2023, based on the shopping patterns of the 2007 household telephone survey for the catchment area, the retail floorspace in Helensburgh town centre is currently over-trading by around £4.63million per year. Thus, indicating that the town centres actual turnover is higher than that required for retailers in the area to achieve "benchmark" sales levels. This

illustrates that currently, at the base year, the retailers within Helensburgh town centre are trading over the national average sales density for comparison retailers.

Step 4: Calculate Growth in Retained Expenditure to the Design Years

4.3.16 Having determined the base year level of retained comparison goods expenditure within Helensburgh town centre, the principle of market share is used to calculate how much more spending or trade the town could expect to attract in the future because of the forecast growth in available catchment area expenditure in five years (2028) and ten years (2033) time.

4.3.17 As stated above, the quantitative need (retail capacity) assessment for comparison goods has been carried out for two different scenarios as follows: -

- *Scenario 1* - which is based on the principle that the retail economy of Helensburgh will maintain its existing 2023 status and level of market share relative to competing centres through to 2028 and 2033. This constant market share approach provides an estimate of the quantum of additional comparison goods floorspace that will be required in the town to maintain its present role and level of attractiveness through a five- and ten-years period to 2028 and 2033.
- *Scenario 2* - Accepts that there is scope to improve the level of expenditure retained by the town centre and that this should be actively planned for through the provision of additional retail floorspace provision. This scenario is based upon an estimated, but realistic, upwards adjustment to the town's comparison goods market share to 35% (a rise of 10% from the base position) by 2028, which is maintained through to 2033. This is a conservative uplift and made on the premise of general current national retail market conditions and shopping behaviour.

4.3.18 Under *Scenario 1*, for each of the forecast years we apply the **same** market shares identified in 2023 (Table 3) to the increased "pools" of available comparison expenditure (Table 2). The calculations advise for Helensburgh town centre the comparison retail turnover in 2028 is £34.06million (**Table 6**) and in 2033 the comparison retail turnover is £36.47million (**Table 9**).

4.3.19 For *Scenario 2*, based on an adjusted increased market share through the claw back of expenditure, the forecasted comparison retail turnover for Helensburgh town centre in 2028 is £45.44million (**Table 7**) and £48.83million in 2033 (**Table 10**).

Step 5: Determining the Level of Potential Headroom Expenditure in the Forecast Years

4.3.20 In terms of determining the level of potential headroom expenditure for the design years it would be wrong to assume that all the increase in turnover potential within Helensburgh town centre will be available by the forecast year(s) to support additional comparison goods shopping. A proportion of the forecast expenditure growth must go to the existing retailers, as it is well accepted that sales productivities generally

increase in real terms over time.

- 4.3.21 Following on from above point, with regard to the potential headroom in the design years, the 2023 turnover allocation (growth between 2023 – 2028 and 2023 - 2033) for existing retailers is deducted from the 2028 and 2033 turnover potential for Helensburgh town centre. This calculation produces an estimate of residual turnover potential for the town centre. The base year turnover is then subtracted from the 2028 residual turnover to determine the quantum of potential headroom expenditure available in 2028 in Helensburgh town centre. This calculation is undertaken for [Scenario 1](#) in **Tables 7 and 10** and shows that there is a deficit of Headroom Expenditure in both 2028 and 2033. However, in [Scenario 2](#), **Table 8** identified a Headroom Expenditure amounting to £11.15million in 2028 and **Table 11** identifies a Headroom Expenditure of £7.47million in 2033.

Step 6: Determine Level of Residual Headroom in the Forecasted Years

- 4.3.22 Following the above calculations (and in accordance with the past Retail Studies) the determination of the level of residual headroom expenditure in the design years of 2028 and 2033 is required to be undertaken. This will then identify the overall retail capacity or additional retail floorspace that the town centre can accommodate.
- 4.3.23 It is usual for deductions in headroom expenditure to be made to account of any committed comparison goods floorspace commitments in Helensburgh (these are retail developments that have planning permission). It has however been confirmed that there are no such commitments in the Helensburgh area, therefore no turnover deductions are required.
- 4.3.24 The estimated £4.63million of overtrading of Helensburgh town centre at 2023 has also to be taken into account in the calculation of residual headroom.
- 4.3.25 The final residual headroom expenditure totals for Helensburgh town centre at the design / forecasted years of 2028 and 2033 are set out in **Tables 8 and 11** for [Scenario 1](#) and are £4.40million in 2028 and a deficit of £0.26million in 2033. For [Scenario 2](#), where the market share is increased through expenditure clawback, the final residual headroom expenditure is identified in **Tables 9 and 12** and is £15.78million in 2028 and £12.10million in 2033. The residual headroom expenditure enables the quantitative need for additional retail floorspace in the town centre to be estimated.
- 4.3.26 The residual headroom expenditure totals provide an estimate of potential turnover which will be available to Helensburgh town centre in 2028 and 2033 for both Scenario 1 (where the current 2023 market share of expenditure does not change) and for Scenario 2 (where the market share of the catchment's comparison expenditure is adjusted upwards e.g. reattract / claw back expenditure into the town centre).

Step 7: Estimated Need for Additional Retail Floorspace

- 4.3.27 The last step of the retail capacity assessment is to convert the residual headroom expenditures into retail floorspace requirements. As stated above, the average sales densities used by this study for the two design years have been derived from RPB20.
- 4.3.28 Under current conditions in 2023 base year, it is estimated that there is a current surplus of comparison expenditure in Helensburgh town centre, with **Table 5** estimating this to be approximately £4.63 million for both Scenario's.
- 4.3.29 Under **Scenario 1**, where the market share remains constant into the design years, by 2028, as stated above, it is anticipated there will be a residual of £4.40million of comparison expenditure. Applying the average sales densities for the design years, **Table 8** advises provides the justification for the provision of 917sqm net / 1,410sqm gross of additional comparison retail floorspace in 2028. However, the situation changes in 2033 (**Table 11**) where there is a deficit of comparison expenditure of £0.26million, resulting in a small oversupply of comparison retail floorspace of 44sqm net / 68sqm.
- 4.3.30 Under **Scenario 2** the situation is different. As stated above, Scenario 2 assumes the upward adjustment of market share through the clawback of comparison retail expenditure. As a result, in 2028 **Table 9** advises that there is potential for the town centre to support 3,290sqm net / 5,061sqm gross of additional comparison retail floorspace. Following on from this **Table 12** confirms that in 2033 there is justification for the provision of 2,037sqm net / 3,133sqm gross of additional comparison retail floorspace in Helensburgh town centre.

4.4 Comparison Goods Needs Assessment - Summary

- 4.4.1 After the above assessment it can be concluded that there are sound reasons to plan for a realistic upwards shift of Helensburgh market share over the medium term, through the claw back of comparison expenditure. Scenario 2 is based on an uplift of retained expenditure from approximately 25% to roughly 35% of available comparison goods expenditure (a retention increase of 10%) for the whole of the catchment area, which is considered realistic given the current budgetary constraints and resultant change in shopping patterns stemming from the pandemic e.g., increased online spending for comparison goods. The primary justification for the uplift is that if the existing level of the town's retailer representation remains, the centre's market share will continue decline as the turnover level will be maintained, despite an increase in the level of comparison expenditure / retail spend. From the qualitative comparisons with other surrounding centres, and the results of this retail capacity assessment, it is clear that Helensburgh's current market share is modest. As illustrated by the above retail assessment, the catchment area's overall comparison retail expenditure is forecasted to continue to grow in real terms over the next decade. If the identified expenditure increase is not taken advantage of, in terms of the provision of new retail floorspace, and the town centre is left to "stand still", there is a real potential for Helensburgh town centre to experience decline.

4.5 Convenience Goods Needs Assessment

4.5.1 The retail need assessment for convenience goods floorspace follows the same approach as that for comparison goods (see above Section) and uses the same two Scenarios:

- *Scenario 1* (the benchmark) and is based on the principle that the retail economy of Helensburgh will maintain its existing status and level of market share relative to competing centres through to 2028 and 2033. This constant market share approach.
- *Scenario 2* which assumes an uplift in the Helensburgh catchment area's market shares to 90% as a whole, a 30% increase in retained expenditure.

4.5.2 The detailed calculations underpinning the analysis are reproduced in full in **Appendices 3** for both Scenario 1 and Scenario 2.

Step 1: Calculate Total Available Expenditure in the Catchment Area

4.5.3 At **Table 2** (for both Scenario's), the catchment's total available convenience goods expenditure by zone is determined for the base year (2023) and the two design years of 2028 and 2033. The analysis incorporates Experian-based estimates of average annual spend per head on convenience goods for each zone, together with their latest expenditure growth forecasts. Expenditure spent by "special forms of trading" have been again excluded.

4.5.4 **Table 2** advises that the Catchment's total available convenience expenditure in the base year of 2023 is £76.53million. Thereafter, the catchment's convenience expenditure decreases to £70.19million and £65.68million in the design years 2028 and 2033 respectively. This equates to a decrease in expenditure of approximately £10.85million or 14% over the ten-year period from 2023 to 2033.

Stage 2: Application of "Market Shares" to Determine Amount of Retained Expenditure

4.5.5 Based on an update assessment of the food retailing providers within the catchment area and in the surrounding area, together with information gain from Experian and experience and knowledge of the food retailing sector, the market shares for the each of the seven zones is outlined in **Table 3** for the base year 2023. The Table anticipates that the Helensburgh catchment as a whole retains around 70% of its convenience expenditure. Assuming the Co-op and Morrisons are predominantly used for the catchment's main food shopping and other food stores (both within and outside the town centre) are used for topping up shopping, Table 3 suggests that Helensburgh town centre accounts for approximately 35% of the convenience expenditure generated by the catchment area.

4.5.6 **Table 4** interprets market shares identified in Table 3 into monetary value as convenience goods expenditure. An allowance for in-flow expenditure into Helensburgh from consumers and tourists living outside our survey area is made (refer to Section 3 above); this figure is estimated to be around 10%, which is lower than the inflow for comparison shopping as food shopping is generally undertaken more locally than that for non-food goods. Table 4 calculates the total estimated convenience goods turnover for Helensburgh town centre at the base year of 2023 to be £29.47million.

Stage 3: Determine Whether Existing Retail Economy is Trading at Equilibrium

4.5.7 For convenience goods shopping, the same calculations carried out earlier in relation to comparison goods and calculate the extent of any over or under-trading within Helensburgh at the base year (2023) is replicated. **Table 5** confirms that the current estimated convenience goods floorspace of Helensburgh town centre is slightly overtrading trading by £0.33million in the base year of 2023, which indicates the current convenience retail floorspace within the town centre is 'more or less' achieving the published benchmark (average) turnover for convenience floorspace sales density.

Stage 4: Calculate Growth in Retained Expenditure through to the Forecast Years

4.5.8 **Scenario 1** maintains the constant market shares for Helensburgh town centre. **Tables 6 and 9** provide the retained expenditure for the forecast years of 2028 and 2033 which are £27.03million and £25.30million respectively.

4.5.9 Under **Scenario 2**, the catchment's market share is adjusted so that around 90% of the Catchments generated convenience expenditure is retained within the area. Under this Scenario it is anticipated that Helensburgh town centre benefits approximately 60% of the locally generated expenditure. In this Scenario **Table 7** identifies Helensburgh town centre's total turnover in 2028 to be £46.31million and **Table 10** identifies a total turnover for the town centre of £43.53million in 2033.

Step 5: Determine Level of Potential Headroom Expenditure in the Forecast Years

4.5.10 As noted above in the comparison assessment, the headroom expenditure is the total of money available to support additional convenience goods provision in the town prior to considering commitments. In addition, retail growth also has been deducted in the determination of the Headroom Expenditure.

4.5.11 **Tables 7 and 10 of Scenario 1** the levels of potential Headroom Expenditure within Helensburgh town centre are determined at the forecast years of 2028 and 2033. Both show that based on the constant market share approach for convenience expenditure there will be an over-supply of convenience retail floorspace within the town centre and a deficit of expenditure to support the retail facilities.

4.5.12 Under **Scenario 2** the situation is different, with an identified Headroom Expenditure of £15.95million in 2028 (**Table 8**), falling to £13.06million in 2033 (**Table 11**).

Step 6: Determine Level of Residual Headroom Expenditure at the Design Years

- 4.5.13 As stated in the previous paragraphs, the residual headroom expenditure takes account of any retail commitments within the town centre (of which there are none) and the identified over trading. The final adjusted residual expenditure totals represent the quantitative need for additional retail floorspace in Helensburgh at the forecast years. The adjusted residual headroom expenditures are then converted into retail floorspace requirements by using the average sales density provided by the Experian RPBN20 for convenience floorspace.
- 4.5.14 For **Scenario 1**, **Tables 8 and 11** sets out the estimated the convenience goods residual headroom expenditure for Helensburgh town centre at the forecast years of 2028 and 2033. **Table 8** anticipates there will be a deficit headroom expenditure of £3million within Helensburgh town centre in 2028 and **Table 11** estimates a deficit of £4.66million in 2033.
- 4.5.15 For **Scenario 2**, through the adjusted market share and expenditure clawback, **Table 9** confirms the adjusted headroom convenience expenditure in 2028 will be £16.28million; with **Table 12** advising an adjusted headroom of convenience expenditure of £13.39million in 2033.

Step 7: Estimated Need for Additional Retail Floorspace

- 4.5.16 Under **Scenario 1** at the design year of 2028, **Table 8** estimates there will be an over-supply of convenience retail floorspace of around 281sqm net / 432sqm gross floorspace. Similarly, **Table 11** estimates an over-supply of 437sqm net / 672sqm gross floorspace in 2033.
- 4.5.17 Under **Scenario 2**, where Helensburgh's town centre market share is increased to around 60% of the catchment's convenience expenditure, the situation is different. **Table 9** estimates capacity for 1,526sqm net / 2,347sqm gross floorspace of additional convenience retailing in 2028. **Table 12** estimates capacity for 1,258sqm / 1,935sqm gross floorspace in 2033.

4.6 Convenience Goods Needs Assessment Summary

- 4.6.1 After the above assessment it can be concluded that there are sound reasons to plan for a realistic upwards shift of Helensburgh market share over the medium term, through the claw back of convenience expenditure into Helensburgh town centre.
- 4.6.2 Scenario 1 clearly displays that a constant market share over the next ten years will potentially result in the town centre's decline and will not attract any future retailers that will improve the range of foodstore facilities. As a result, the current high leakage of expenditure out from the Catchment Area into surrounding towns will continue. Potentially without any improvement in the food retailing facilities in Helensburgh town centre the level of expenditure leakage could increase, as additional modern

supermarkets are developed and opened in the surrounding towns.

- 4.6.3 Conversely, Scenario 2 aims to clawback convenience expenditure into the town centre through the provision of an increased range of additional modern retail floorspace. While Scenario 2 does assume an overall increase in the catchment's market share of available expenditure spend from the existing circa 70% in 2023 to around 90% in the two design years, it is considered that this level is realistic given that the majority of shoppers prefer to shop locally for food and if the retail offer is sufficiently attractive and there is a good choice of shops to compete with the surrounding towns outwith the catchment. Notably, the forecasted available spend for 2028 and 2033 under Scenario 2 is sufficient to support a wide range of new food retailers. A new food store within the town centre will extend customer choice and reduce the need for residents to travel to other towns outside the catchment area to undertake a primary shop trip at these stores. Equally, reducing the need to travel for certain retailers offer would at the same time reduce the volume of car borne trips out of the Helensburgh catchment area for food shopping, thus reducing CO₂ omissions, and therefore contribute to the sustainability agenda and increased self-sufficiency.

5. Conclusions

5.1 Conclusion

- 5.1.1 This Retail Study provides an update on the 2007 and 2011 Retail Studies undertaken by Colliers for Argyll and Bute Council in relation to Helensburgh town centre.
- 5.1.2 In general terms the national retail landscape has transformed considerably since the last Retail Study was undertaken in 2011. This is predominantly due to changing consumer lifestyle and shopping patterns driven by the rise of internet / online shopping for all goods and accelerated by the recent global pandemic. Online shopping has shifted a large proportion of the market from physical shopping to technology led and logistics. As a result, traditional town centres, such as Helensburgh, have lost their market share, with demand being focused on the major retail centres of Edinburgh and Glasgow. The convenience retailing market in particular has experienced great change with the rise of the value-based (discount) grocers and the overtaking of Morrisons by Aldi as the UK's fourth biggest supermarket. It is therefore fair to surmise that town centres that offer essential local services (both retail and other) are likely to fare well in the medium term. However other centres that do not cater for the residents' needs are likely to require ongoing restructuring in terms of offer into the medium term.
- 5.1.3 This Retail Study has provided an update on the Helensburgh retail provision, as at the current time (2023) and possible future provision over the medium term of a five-to-ten-year time frame. It provides updated Population forecasts for the Helensburgh catchment area and projects a decrease in the area's population over the period of 2023 to 2033. This study also provides up-to-date retail expenditure data for the catchment area, together with updated retail turnover and sales densities information.
- 5.1.4 The capacity analysis assumed by this Retail Study follows the same approach undertaken for the past 2007 and 2011 Retail Studies for Helensburgh. The analysis provides estimated floorspace need for both comparison and convenience retail based on two scenarios:
- 5.1.5 Scenario 1 assumes that Helensburgh town centre retains its current market share in 2023, in terms of its attractiveness as a retail centre to other competing retail centres located in the surrounding area outside Helensburgh.
- 5.1.6 Scenario 2 assumes that Helensburgh town centre improves its attractiveness as a retail centre, through the provision of an improved range of retailers, and claws back some of the expenditure leakage that is currently being spent at other centres outside the catchment area.

5.2 Conclusion – Comparison Floorspace Need Assessment

- 5.2.1 For comparison floorspace under Scenario 1, with the current market share continuing e.g., the significant leakage of expenditure out from the catchment area, the capacity analysis identifies a small under supply of retail floorspace within the town centre currently in 2023. However, if the current market share is maintained due to retail growth the current over trading will be lost and result in an oversupply of retail floorspace in 2028 and 2033.
- 5.2.2 The situation is very different under the terms of Scenario 2, where Helensburgh town centre improves its market share from 25% to 35% and claws back a proportion of the current expenditure leakage. While this level of clawback is reasonable it is considered it is a conservative figure, with the potential to further increase. Under this scenario there would be a requirement for around 3,000 to 5,000sqm gross comparison floor space over the period 2028 to 2033. Such floorspace provision would accord with the current retailer demand for Helensburgh which is referenced in Section 2 of this Study.

5.3 Conclusion – Convenience Floorspace Need Assessment

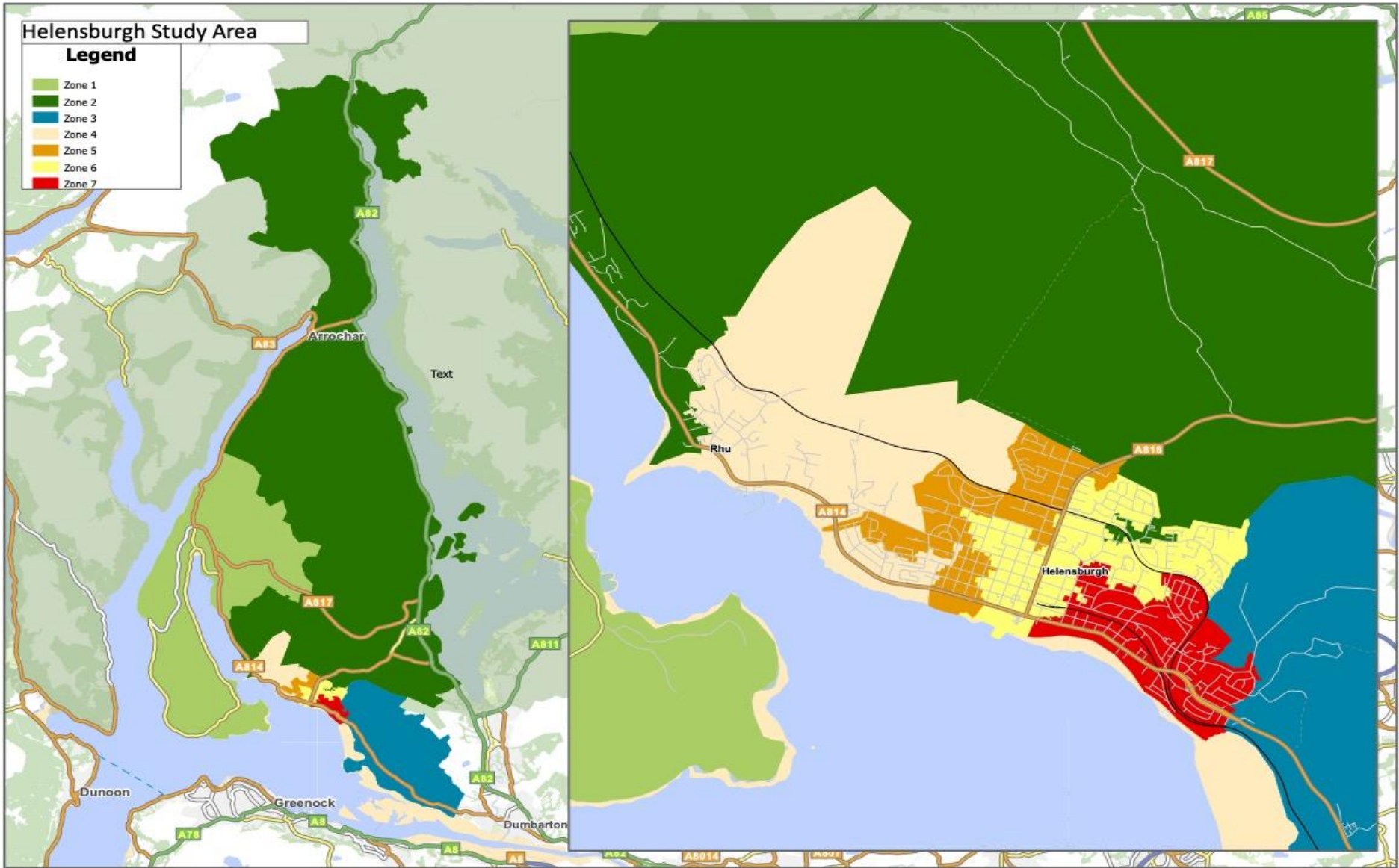
- 5.3.1 In terms of convenience floorspace, the food shopping retail provision within the catchment area has changed significantly since the last Retail Study was undertaken in 2011. The opening of Morrisons supermarket on Cardross Road, Helensburgh has significantly improved the catchment's range of food shopping facilities and has resulted in clawing back a proportion of expenditure. Notwithstanding this improved food offer within the town, it is considered that a proportion of residents are still undertaking their main food shop at other centres.
- 5.3.2 Under the terms of Scenario 1 where the current market share continues there is little spare headroom to accommodate any new convenience retail floorspace. As a result, the current leakage of expenditure out from the catchment area into surrounding towns will continue. Furthermore, without any improvement in the food retailing facilities in Helensburgh town centre the current level of expenditure leakage could potentially increase as additional modern supermarkets are developed and opened in the surrounding towns, resulting in the decline of the overall town centre.
- 5.3.3 Conversely, the outlook for Helensburgh town centre is more positive under the terms of Scenario 2, which suggests an improved market share and clawback of expenditure leakage. This scenario assumes the town centres improves its food retail offer and thus increases its market share. Based on this reasonable scenario there would be sufficient expenditure available to justify the provision of around 2,000 to 2,500 sqm gross retail floor space in the medium to longer term. As stated above, such retail capacity would accord with the current food retail requirements mentioned in Section 2 of this Study.

5.4 Conclusion – Impact on Vitality & Viability

- 5.4.1 It is considered that the provision of new modern retail floorspace at the Helensburgh Waterfront site will assist in ensuring the town become as self-sufficient as possible, especially in relation to retailing provision, reclaiming leaked expenditure and complementing the other retail offer and supporting the various services provided within the town centre. Additional retailers of the type identified in the market assessment provided in Section 2 of this Retail Study will add a further dimension to the shaping and improving Helensburgh town centre. The potential to reduce the need to travel outside the Helensburgh area for food shopping will be a major benefit for the town centre as a whole due to the potential spin off effects of increased footfall both in terms of volume of visitors and length of time they will stay in the town centre.

APPENDIX 1

Helensburgh Catchment Area



Experian Copyright 2023

APPENDIX 2

Comparison Retail Floorspace Need Assessment

Retail Floorspace Need Assessment

Helensburgh Retail Study Update 2023

Scenario 1: Constant Market Share

Household Survey Area and Constituent Zones

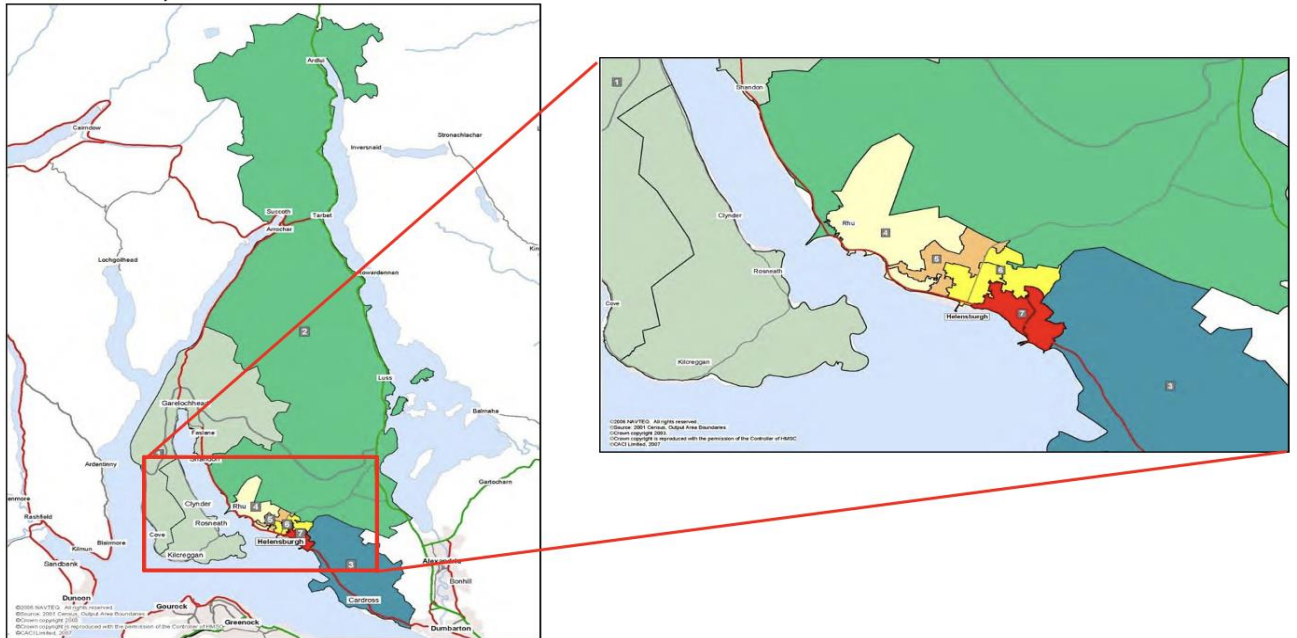


Table 1 – Population Change by Zone

Table 1 – Catchment Population Change by Zone							
Zone	Area	2011 Population ⁽¹⁾	2023 Population Projection ⁽²⁾	2028 Projected Population ⁽²⁾	2033 Projected Population ⁽²⁾	Population Change %	
						2011 - 2023	2023 - 2033
1	Cove	6,742	5,074	4,885	4,708	-1,668	-366
2	Arrochar	2,183	1,722	1,611	1,561	-461	-161
3	Cardross	2,191	2,275	2,268	2,209	84	-66
4	Rhu	2,273	2,219	2,112	2,046	-54	-173
5	Helensburgh West	2,918	2,574	2,512	2,442	-344	-132
6	Helensburgh Central	5,034	4,749	4,559	4,378	-285	-371
7	Helensburgh East	4,576	4,676	4,514	4,358	100	-318
Total		25,917	23,289	22,461	21,702	-2,628	-1,587

Notes

- (1) Population figures for 2011 from 2011 Helensburgh Retail Update 2011.
(2) Population figures for the Catchment Area and individual Zones for 2023, 2028 and 2033 provided by Experian.

Table 2 – Catchment Area Total Available Expenditure on Comparison Goods by Zone

Table 2 – Catchment Area Total Available Expenditure on Comparison Goods by Zone (Excluding Expenditure by Special Forms of Trading)				
	Total Expenditure per Zone (£m)			Total Increase 2023 – 2033 £m
Zone	2023 (1)	2028 (1)	2033 (1)	
1	21.30	21.98	23.34	
2	8.22	8.24	8.80	
3	10.58	11.31	13.13	
4	10.64	10.86	11.59	
5	12.76	13.35	14.29	
6	21.85	22.48	23.79	
7	19.33	20.00	21.28	
Total	104.68	108.22	116.22	11.54

Notes

- (1) Expenditure Per Zone were derived from information on expenditure per head figures gained from Experian for the Catchment Area Zones for 2023 at 2021 prices. Refer to Written Statement for detail on growth rates and allowance for special forms of trading.

Table 3 – Estimated Comparison Goods Centre Market Share by Zone in 2023 (Base Year)

Table 3 – Estimated Comparison Goods Centre Market Share by Zone 2023 (Base Year) (%)							
	Consumer Demand: Where the Money Comes From (Zone)						
Retail Supply: Where the Money Is Spent	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Within Catchment Area							
Helensburgh Town Centre	29.6	25.0	18.2	24.4	25.3	19.5	36.7
All other locations / centres	0.3	0.4	0	0	0	0	0
<i>Sub-Total</i>	<i>29.9</i>	<i>25.4</i>	<i>18.2</i>	<i>24.4</i>	<i>25.3</i>	<i>19.5</i>	<i>36.7</i>
Outside Catchment Area							
Alexandria – Local Lomond Galleries	0.0	0.0	0.1	0	0.9	0	0
Alexandria Town Centre	0.3	2.7	0.4	0.6	0	0	0
Balloch – Loch Lomond Shoes	0.0	1.2	1.3	0	1.8	0.9	0.7
Braehead Retail Park –, Renfrew	0.6	1.6	3.7	0.6	2.0	0.7	3.0
Braehead Shopping centre, Renfrew	5.9	2.8	12.6	5.7	8.2	5.2	6.7
Clydebank Retail Parks	3.1	5.6	8.3	5.5	3.1	6.8	5.5
Clydebank Town centre	9.6	6.4	2.6	3.5	1.9	6.0	7.2
Drumchapel	1.2	0	2.5	0.2	0	0.2	0
Dumbarton – St James Retail Park	12.2	11.2	13.3	7.9	4.8	4.8	3.3
Dumbarton Town centre	5.1	9.2	4.0	3.7	5.1	2.7	4.5
Edinburgh	1.7	1.0	0.2	0.9	1.3	0	0.1
Glasgow City Centre	21.9	23.4	25.2	37.1	33.3	38.5	28.5
Glasgow Retail Parks	6.7	7.4	4.1	8.2	8.0	10.1	0.9
Greenock Town centre	0	0.8	0.4	0	0	0	0.4
Paisley Town centre	0.3	0.4	0	0	0.4	0	0
Renfrew Town Centre	0	0	0	0	0	0	0
Stirling	0.8	1.0	1.5	0.5	1.0	1.3	1.4
Other	0.7	0.0	1.6	1.2	3.0	3.4	0.9
<i>Sub-Total</i>	<i>70.1</i>	<i>74.6</i>	<i>81.8</i>	<i>75.6</i>	<i>74.7</i>	<i>80.5</i>	<i>63.3</i>
Total	100	100	100	100	100	100	100

Notes

- (1) Refer to Section 3 of Written Statement for Market Share information.

Table 4 – All Comparison Goods Expenditure Pattern and Centre Turnover Estimates in 2023 (Base Year)

Table 4 - All Comparison Goods Expenditure Pattern and Centre Turnover Estimates Catchment Area 2023 (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽²⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	6.30	2.06	1.93	2.60	3.23	4.26	7.09	27.47	5.49	32.96
All other locations / centres	0.06	0.03	0	0	0	0	0	0.09		
<i>Sub-Total</i>	6.36	2.09	1.93	2.60	3.23	4.26	7.09	27.56		
Outside Catchment Area										
<i>Sub-Total</i>	14.94	6.13	8.65	8.04	9.53	17.59	12.24	77.12		
Total ⁽³⁾	21.30	8.22	10.58	10.64	12.76	21.85	19.33	104.68		

Notes

(1) From Table 3.

(2) Refer to Table 3 for expenditure flows.

(3) From Table 2

Table 5 – Estimated All Comparison Good Expenditure Patterns and Centre Turnover in 2023 (Base Year)

Table 5 – Estimated All Comparison Good Expenditure Patterns and Centre Turnover 2023 (Base Year) (£m)								
Retail Supply: Where the Money Is Spent	Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Comparison Goods Turnover Potential	Comparison Goods Floorspace (m ² net)	Average Sales Density (£/m ² net)	Benchmark Average Sales Density (£/m ² net)	Benchmark Comparison Goods Turnover (£m)	Extent of Any Over/Under Trading (£m)
	A ⁽¹⁾	B ⁽¹⁾	C=A+B	D=C/D ⁽²⁾	E	F ⁽²⁾	G=FXD	H
Within Catchment Area								
Helensburgh Town Centre	27.47	5.49	32.96	6,185	5,329	4,581	28.33	+4.63
All other locations / centres	0.09							
<i>Sub-Total</i>	27.56							
Outside Catchment Area								
<i>Sub-Total</i>	77.12							
Total ⁽³⁾	104.68							

Notes

(1) From Table 4.

(2) Refer to Section 3 of Written Statement.

(3) From Table 2.

Table 6 – All Comparison Goods Expenditure Pattern and Centre Turnover Estimates in 2028

Table 6 – All Comparison Goods Expenditure Pattern and Centre Turnover Estimates Catchment Area 2028 (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure ⁽²⁾	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B	C=A+B
Within Catchment Area										
Helensburgh Town Centre	6.51	2.06	2.06	2.65	3.38	4.38	7.34	28.38	5.68	34.06
All other locations / centres	0.06	0.03	0	0	0	0	0	0.09		
<i>Sub-Total</i>	<i>6.57</i>	<i>2.09</i>	<i>2.06</i>	<i>2.65</i>	<i>3.38</i>	<i>4.38</i>	<i>7.34</i>	<i>28.47</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>15.41</i>	<i>6.15</i>	<i>9.25</i>	<i>8.21</i>	<i>9.97</i>	<i>18.10</i>	<i>12.66</i>	<i>79.75</i>		
Total ⁽³⁾	21.98	8.24	11.31	10.86	13.35	22.48	20.00	108.22		

Notes

(1) From Table 3.

(2) Refer to Section 3 of Written Statement.

(3) From Table 2.

Table 7 - Calculation of Potential Comparison Goods Headroom Expenditure in 2028

Table 7 - Calculation of Potential Comparison Goods Headroom Expenditure Helensburgh Town Centre 2028 (£m)					
Centre	2023 Turnover (Base Year)	2028 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2028	Residual Turnover Potential at 2028	Headroom Expenditure at 2028
	A	B	C	D	E
	(1)	(2)	(3)	D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town Centre	32.96	34.06	1.33	32.73	-0.23
Total	32.96	34.06	1.33	32.73	-0.23

Notes

- (1) From Table 4.
- (2) From Table 6.
- (3) Refer to Section 3 of Written Statement.

Table 8 - Comparison Goods Floorspace Need in Helensburgh in 2028

Table 8 - Comparison Goods Floorspace Need Helensburgh Town Centre 2028								
	Headroom Expenditure at 2028 (£m)	Forecast Turnover at 2028 of Commitments (£m)	Adjusted Headroom Expenditure at 2028 after commitments (£m)	Adjustment for Over / Under Trading at Base Year (£m)	Adjusted Residual Headroom Expenditure at 2028 (£m)	Assumed Average Sales density at 2028 (£/m ² net)	Estimated Retail Floorspace Need in 2028 (m ² net)	Estimated Retail Floorspace Need in 2028 (m ² gross)
	A	B	C	D	E	F	G	H
	(1)		C=A+B	(2)	E=C+D	(3)	G=E/F	H=G X 100/65
Catchment Area								
Helensburgh Town Centre	-0.23	0.00	-0.23	+4.63	4.40	4,796	917	1,410
Total	-0.23	0.00	-0.23	+4.63	4.40	4,796	917	1,410

Notes

- (1) From Table 7.
- (2) From Table 5.
- (3) Refer to Section 3 of Written Statement.

Table 9 - All Comparison Goods Expenditure Pattern and Centre Turnover Estimates in 2033

Table 9 - All Comparison Goods Expenditure Pattern and Centre Turnover Estimates Catchment Area 2033 (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽²⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	6.91	2.20	2.39	2.83	3.61	4.64	7.81	30.39	6.08	36.47
All other locations / centres	0.07	0.04	0	0	0	0	0	0.11		
<i>Sub-Total</i>	<i>6.98</i>	<i>2.24</i>	<i>2.39</i>	<i>2.83</i>	<i>3.63</i>	<i>4.64</i>	<i>7.81</i>	<i>30.50</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>16.36</i>	<i>6.56</i>	<i>10.74</i>	<i>8.76</i>	<i>10.68</i>	<i>19.15</i>	<i>13.47</i>	<i>85.72</i>		
Total ⁽³⁾	23.34	8.80	13.13	11.59	14.29	23.79	21.28	116.22		

Notes

- (1) From Table 3.
- (2) Refer to Section 3 of Written Statement.
- (3) From Table 2.

Table 10 - Calculation of Potential Comparison Goods Headroom Expenditure in 2033

Table 10 - Calculation of Potential Comparison Goods Headroom Expenditure Helensburgh Town Centre 2033 (£m)					
Centre	2023 Turnover (Base Year)	2033 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2033	Residual Turnover Potential at 2033	Headroom Expenditure at 2033
	A	B	C	D	E
	(1)	(2)	(3)	D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town centre	32.96	36.47	8.40	28.07	-4.89
Total	32.96	36.47	8.40	28.07	-4.89

Notes

- (1) From Table 5.
- (2) From Table 9.
- (3) Refer to Written Statement.

Table 11- Comparison Goods Floorspace Need in Helensburgh in 2033

Table 11 - Comparison Goods Floorspace Need Helensburgh Town Centre 2033								
	Headroom Expenditure at 2033	Forecast Turnover at 2033 of Commitments (£m)	Adjusted Headroom Expenditure at 2033 after commitments (£m)	Adjustment for Over / Under Trading at Base Year (£m)	Adjusted Residual Headroom Expenditure at 2033 (£M)	Assumed Average Sales density at 2033 (£/m ² net)	Estimated Retail Floorspace Need in 2028 (m ² net)	Estimated Retail Floorspace Need in 2028 (m ² gross)
	A	B	C	D	E	F	G	H
	(1)		C=A+B	(2)	E=C+D	(3)	G=E/F	H=G X 100/65
Within Catchment Area								
Helensburgh Town Centre	-4.89	0.00	-4.89	4.63	-0.26	5,939	-44	-68
Total	-4.89	0.00	-4.89	4.63	-0.26	-	-44	-68

Notes

(1) From Table 10.

(2) From Table 5.

(3) Refer to Section 3 of Written Statement.

Table 1- Catchment Area Population Change by Zone

Table 1 – Catchment Area Population Change by Zone							
Zone	Area	2011 Population (1)	2023 Population Projection (2)	2028 Projected Population (2)	2033 Projected Population (2)	Population Change %	
						2011 - 2023	2023 - 2033
1	Cove	6,742	5,074	4,885	4,708	-1,668	-366
2	Arrochar	2,183	1,722	1,611	1,561	-461	-161
3	Cardross	2,191	2,275	2,268	2,209	84	-66
4	Rhu	2,273	2,219	2,112	2,046	-54	-173
5	Helensburgh West	2,918	2,574	2,512	2,442	-344	-132
6	Helensburgh Central	5,034	4,749	4,559	4,378	-285	-371
7	Helensburgh East	4,576	4,676	4,514	4,358	100	-318
Total		25,917	23,289	22,461	21,702	-2,628	-1,587

Notes

- (1) Population figures for 2011 from 2011 Helensburgh Retail Update 2011.
(2) Population figures for the Catchment Area and individual Zones for 2023, 2028 and 2033 provided by Experian.

Table 2- Catchment Area Total Available Expenditure on Comparison Goods by Zone

Table 2 – Catchment Area Total Available Expenditure on Comparison Goods by Zone (Excluding Expenditure by Special Forms of Trading)				
Zone	Total Expenditure per Zone (£m) ⁽¹⁾			Total Increase 2023 – 2033 £m
	2023	2028	2033	
1	21.30	21.98	23.34	
2	8.22	8.24	8.80	
3	10.58	11.31	13.13	
4	10.64	10.86	11.59	
5	12.76	13.35	14.29	
6	21.85	22.48	23.79	
7	19.33	20.00	21.28	
Total	104.68	108.22	116.22	11.54

Notes

- (1) Expenditure Per Zone were derived from information on Expenditure per head figures gained from Experian for the Catchment Area Zones for 2023 at 2021 prices. Refer to Written Statement for detail on growth rates and allowance for special forms of trading.

Table 3 – Estimated Comparison Goods Centre Market Share by Zone in 2023 (Base Year)

**Table 3 – Estimated Comparison Goods Centre Market Share by Zone
2023 (Base Year)
(%)**

	Consumer Demand: Where the Money Comes From (Zone)						
Retail Supply: Where the Money Is Spent	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Within Catchment Area							
Helensburgh Town Centre	29.6	25.0	18.2	24.4	25.3	19.5	36.7
All other locations / centres	0.3	0.4	0	0	0	0	0
<i>Sub-Total</i>	<i>29.9</i>	<i>25.4</i>	<i>18.2</i>	<i>24.4</i>	<i>25.3</i>	<i>19.5</i>	<i>36.7</i>
Outside Catchment Area							
Alexandria – Local Lomond Galleries	0.0	0.0	0.1	0	0.9	0	0
Alexandria Town Centre	0.3	2.7	0.4	0.6	0	0	0
Balloch – Loch Lomond Shoes	0.0	1.2	1.3	0	1.8	0.9	0.7
Braehead Retail Park –, Renfrew	0.6	1.6	3.7	0.6	2.0	0.7	3.0
Braehead Shopping centre, Renfrew	5.9	2.8	12.6	5.7	8.2	5.2	6.7
Clydebank Retail Parks	3.1	5.6	8.3	5.5	3.1	6.8	5.5
Clydebank Town centre	9.6	6.4	2.6	3.5	1.9	6.0	7.2
Drumchapel	1.2	0	2.5	0.2	0	0.2	0
Dumbarton – St James Retail Park	12.2	11.2	13.3	7.9	4.8	4.8	3.3
Dumbarton Town centre	5.1	9.2	4.0	3.7	5.1	2.7	4.5
Edinburgh	1.7	1.0	0.2	0.9	1.3	0	0.1
Glasgow City Centre	21.9	23.4	25.2	37.1	33.3	38.5	28.5
Glasgow Retail Parks	6.7	7.4	4.1	8.2	8.0	10.1	0.9
Greenock Town centre	0	0.8	0.4	0	0	0	0.4
Paisley Town centre	0.3	0.4	0	0	0.4	0	0
Renfrew Town Centre	0	0	0	0	0	0	0
Stirling	0.8	1.0	1.5	0.5	1.0	1.3	1.4
Other	0.7	0.0	1.6	1.2	3.0	3.4	0.9
<i>Sub-Total</i>	<i>70.1</i>	<i>74.6</i>	<i>81.8</i>	<i>75.6</i>	<i>74.7</i>	<i>80.5</i>	<i>63.3</i>
Total	100	100	100	100	100	100	100

Notes:

(1) Refer to Section 3 of Written Report.

Table 4 – All Comparison Goods Expenditure Pattern and Centre Turnover Estimates 2023 (Base Year)

Table 4 - All Comparison Goods Expenditure Pattern and Centre Turnover Estimates 2023 (Base Year) (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽²⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	6.30	2.06	1.93	2.60	3.23	4.26	7.09	27.47	5.49	32.96
All other locations / centres	0.06	0.03	0	0	0	0	0	0.09		
<i>Sub-Total</i>	6.36	2.09	1.93	2.60	3.23	4.26	7.09	27.56		
Outside Catchment Area										
<i>Sub-Total</i>	14.94	6.13	8.65	8.04	9.53	17.59	12.24	77.12		
Total ⁽³⁾	21.30	8.22	10.58	10.64	12.76	21.85	19.33	104.68		

Notes

- (1) Table 3.
- (2) Refer to Section 3 of Written Statement.
- (3) From Table 2.

Table 5 – Estimated All Comparison Good Expenditure Patterns and Centre Turnover 2023 (Base Year)

Table 5 – Estimated All Comparison Good Expenditure Patterns and Centre Turnover 2023 (Base Year) (£m)								
Retail Supply: Where the Money Is Spent	Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Comparison Goods Turnover Potential	Comparison Goods Floorspace (m ² net)	Average Sales Density (£/m ² net)	Benchmark Average Sales Density (£/m ² net)	Benchmark Comparison Goods Turnover (£m)	Extent of Any Over/Under Trading (£m)
	A ⁽¹⁾	B ⁽¹⁾	C=A+B	D ⁽²⁾	E =C/D	F ⁽²⁾	G=FXD	H
Within Catchment Area								
Helensburgh Town Centre	27.47	5.49	32.96	6,185	5,329	4,581	28.33	4.63
All other locations / centres	0.09							
<i>Sub-Total</i>	<i>27.56</i>							
Outside Catchment Area								
<i>Sub-Total</i>	<i>77.12</i>							
Total	104.68							

Notes

(1) From Table 4

(2) Refer to Section 3 of Written Statement.

Table 6 - Adjusted Comparison Goods Centre Market Share by Zone in 2028

**Table 6 - Adjusted Comparison Goods Centre Market Share by Zone
2028
(%)**

	Consumer Demand: Where the Money Comes From (Zone) ⁽¹⁾						
Retail Supply: Where the Money Is Spent	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Within the Study Area							
Helensburgh Town Centre	35.0	35.0	35.0	35.0	35.0	35.0	35.0
All other locations / centres	0	0	0	0	0	0	0
<i>Sub-Total</i>	<i>35.0</i>	<i>35.0</i>	<i>35.0</i>	<i>35.0</i>	<i>35.0</i>	<i>35.0</i>	<i>3500</i>
Outside Survey Area							
Alexandria - Local Lomond Galleries							
Alexandria Town Centre							
Balloch - Loch Lomond Shoes							
Braehead Retail Park - Renfrew							
Braehead Shopping centre, Renfrew							
Clydebank Retail Parks							
Clydebank Town Centre							
Drumchapel							
Dumbarton - St James Retail Park							
Dumbarton Town centre							
Edinburgh							
Glasgow City Centre							
Glasgow Retail Parks							
Greenock Town Centre							
Paisley Town Centre							
Renfrew Town Centre							
Stirling							
Other							
<i>Sub-Total</i>	<i>65.0</i>	<i>65.0</i>	<i>65.0</i>	<i>65.0</i>	<i>65.0</i>	<i>65.0</i>	<i>65.0</i>
Total	100	100	100	100	100	100	100

Notes

(1) Refer to Section 4 of Written Statement.

Table 7 – Adjusted All Comparison Goods Expenditure Pattern and Centre Turnover Estimates in 2028

Table 7 - Adjusted All Comparison Goods Expenditure Pattern and Centre Turnover Estimates 2028 (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽²⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	7.69	2.88	3.96	3.80	4.67	7.87	7.00	37.87	7.57	45.44
All other locations / centres	0	0	0	0	0	0	0	0		
<i>Sub-Total</i>	<i>7.69</i>	<i>2.88</i>	<i>3.96</i>	<i>3.80</i>	<i>4.67</i>	<i>7.87</i>	<i>7.00</i>	<i>37.87</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>14.29</i>	<i>5.36</i>	<i>7.35</i>	<i>7.06</i>	<i>6.68</i>	<i>14.61</i>	<i>13.00</i>	<i>70.35</i>		
Total ⁽³⁾	21.98	8.24	11.31	10.86	13.35	22.48	20.00	108.22		

Notes

(1) From Table 6.

(2) Refer to Section 3 of Written Statement.

(3) From Table 2.

Table 8 - Calculation of Potential Comparison Goods Headroom Expenditure in 2028

Table 8 - Calculation of Potential Comparison Goods Headroom Expenditure Helensburgh Town Centre 2028 (£m)					
Centre	2023 Turnover (Base Year)	2028 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2028	Residual Turnover Potential at 2028	Headroom Expenditure at 2028
	A	B	C	D	E
	(1)	(2)	(3)	D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town Centre	32.96	45.44	1.33	44.11	11.15
Total	32.96	45.44	1.33	44.11	11.15

Notes

- (1) From Table 4.
- (2) From Table 7.
- (3) Refer to Section 3 of Written Statement.

Table 9 - Comparison Goods Floorspace Need in Helensburgh in 2028

Table 9 - Comparison Goods Floorspace Need Helensburgh Town Centre 2028								
	Headroom Expenditure at 2028	Forecast Turnover at 2028 of Commitments (£m)	Adjusted Headroom Expenditure at 2028 after commitments (£m)	Adjustment for Over / Under Trading at Base Year (£m)	Adjusted Residual Headroom Expenditure at 2028 (£m)	Assumed Average Sales density at 2028 (£/m ² net)	Estimated Retail Floorspace Need in 2028 (m ² net)	Estimated Retail Floorspace Need in 2028 (m ² gross)
	A	B	C	D	E	F	G	H
	(1)		C=A+B	(2)	E=C+D	(3)	G=E/F	H=G X 100/65
Within Catchment Area								
Helensburgh Town centre	11.15	0.00	11.15	4.63	15.78	4,796	3,290	5,061
Total	11.15	0.00	11.15	4.63	15.78	-	3,290	5,061

Notes

(1) From Table 8.

(2) From Table 5.

(3) Refer to Section 3 of Written Statement.

Table 10 - All Comparison Goods Expenditure Pattern and Centre Turnover Estimates in 2033

Table 10 - All Comparison Goods Expenditure Pattern and Centre Turnover Estimates 2033 (£m)										
Retail Supply: Where the Money Is Spent	Study Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽²⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	8.17	3.08	4.60	4.06	5.00	8.33	7.45	40.69	8.14	48.83
All other locations / centres	0	0	0	0	0	0	0	0		
<i>Sub-Total</i>	<i>8.17</i>	<i>3.08</i>	<i>4.60</i>	<i>4.06</i>	<i>5.00</i>	<i>8.33</i>	<i>7.45</i>	<i>40.69</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>15.17</i>	<i>5.72</i>	<i>8.53</i>	<i>7.53</i>	<i>9.29</i>	<i>15.46</i>	<i>13.83</i>	<i>75.53</i>		
Total ⁽³⁾	23.34	8.80	13.13	11.59	14.29	23.79	21.28	116.22		

Notes

- (1) From Table 6.
- (2) Refer to Section 4 of Written Statement.
- (3) From Table 2.

Table 11 - Calculation of Potential Comparison Goods Headroom Expenditure in 2033

Table 11- Calculation of Potential Comparison Goods Headroom Expenditure Helensburgh Town Centre 2033 (£m)					
Centre	2023 Turnover (Base Year)	2033 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2033	Residual Turnover Potential at 2033	Headroom Expenditure at 2033
	A	B	C	D	E
	(1)	(2)	(3)	D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town Centre	32.96	48.83	8.40	40.43	7.47
Total	32.96	48.83	8.40	40.43	7.47

Notes

- (1) From Table 4.
- (2) From Table 10.
- (3) Refer to Section 4 of Written Statement.

Table 12 - Comparison Goods Floorspace Need in Helensburgh in 2033

Table 12 - Comparison Goods Floorspace Need Helensburgh Town Centre 2033								
	Headroom Expenditure at 2033	Forecast Turnover at 2028 of Commitments (£m)	Adjusted Headroom Expenditure at 2028 after commitments (£m)	Adjustment for Over / Under Trading at Base Year (£m)	Adjusted Residual Headroom Expenditure at 2033 (£m)	Assumed Average Sales density at 2033 (£/m ² net)	Estimated Retail Floorspace Need in 2028 (m ² net)	Estimated Retail Floorspace Need in 2028 (m ² gross)
	A	B	C	D	E	F	G	H
	(1)		C=A+B	(2)	E=C+D	(3)	G=E/F	H=G X 100/65
Within Catchment Area								
Helensburgh Town Centre	7.47	0.00	7.47	4.63	12.10	5,939	2,037	3,133
Total	7.47	0.00	7.47	4.63	12.10	-	2,037	3,133

Notes

(1) From Table 11.

(2) From Table 5.

(3) Based Refer to Section 3 of Written Statement.

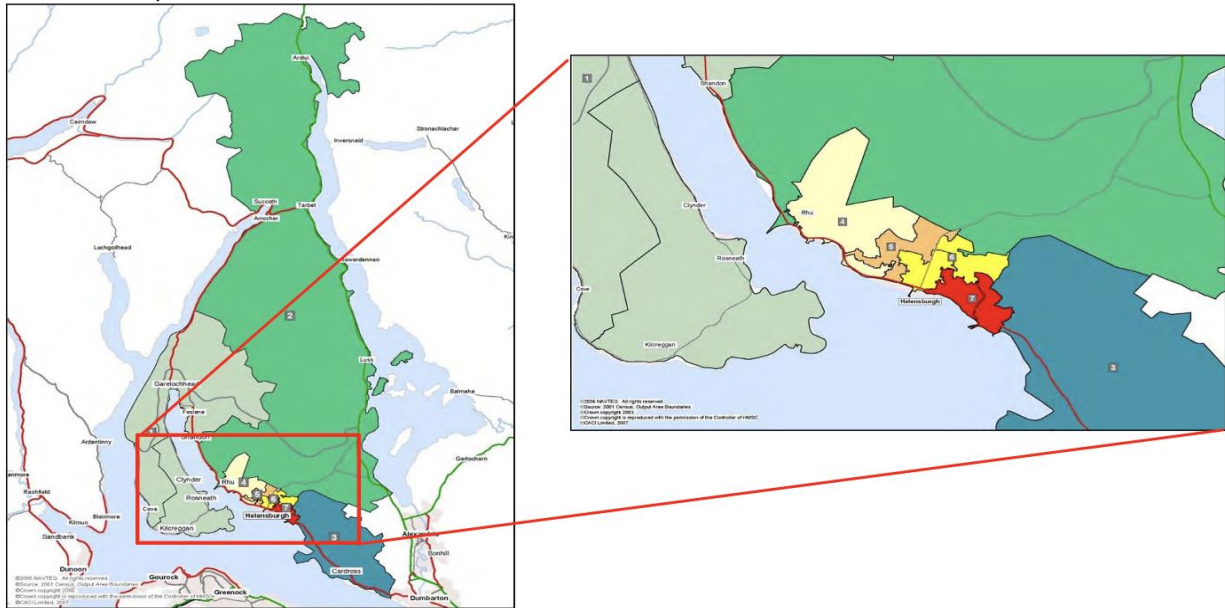
APPENDIX 3

Convenience Retail Floorspace Need Assessment

Retail Floorspace Need Assessment

Helensburgh Retail Study Update 2023

Household Survey Area and Constituent Zones



Scenario 1: Market Share

Table 1 - Population Change by Zone

Table 1 – Catchment Population Change by Zone							
Zone	Area	2011 Population (1)	2023 Population Projection (2)	2028 Projected Population (2)	2033 Projected Population (2)	Population Change %	
						2011 - 2023	2023 - 2033
1	Cove	6,742	5,074	4,885	4,708	-1,668	-366
2	Arrochar	2,183	1,722	1,611	1,561	-461	-161
3	Cardross	2,191	2,275	2,268	2,209	84	-66
4	Rhu	2,273	2,219	2,112	2,046	-54	-173
5	Helensburgh West	2,918	2,574	2,512	2,442	-344	-132
6	Helensburgh Central	5,034	4,749	4,559	4,378	-285	-371
7	Helensburgh East	4,576	4,676	4,514	4,358	100	-318
Total		25,917	23,289	22,461	21,702	-2,628	-1,587

Notes

- (1) Population figures for 2011 from 2011 Helensburgh Retail Update 2011.
 (2) Population figures for the Catchment Area and individual Zones for 2023, 2028 and 2033 provided by Experian.

Table 2 – Total Available Expenditure on Convenience Goods by Zone

Table 2 – Total Available Expenditure on Convenience Goods by Zone (Excluding Expenditure by Special Forms of Trading)				
	Total Expenditure per Zone (£m) ⁽¹⁾			Total Increase 2023 – 2033 £m
Zone	2023	2028	2033	
1	16.85	15.42	14.39	
2	6.33	5.64	5.29	
3	7.86	7.45	7.03	
4	7.84	7.10	6.66	
5	8.77	8.14	7.66	
6	14.94	13.64	12.68	
7	13.94	12.80	11.97	
Total	76.53	70.19	65.68	-10.85

Notes:

- (1) Expenditure Per Zone were derived from information on Expenditure per head figures gained from Experian for the Catchment Area Zones for 2023 at 2021 prices. Refer to Written Statement for detail on growth rates and allowance for special forms of trading.

Table 3 – Estimated Convenience Goods Centre Market Share by Zone in 2023

**Table 3 – Estimated Convenience Goods Centre Market Share by Zone
2023 (Base Year)
(%)**

	Consumer Demand: Where the Money Comes From (Zone) ⁽¹⁾						
Retail Supply: Where the Money Is Spent	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Within the Catchment Area							
Helensburgh Town Centre	35	35	35	35	35	35	35
All other locations / centres (Morrisons & other)	35	35	35	35	35	35	35
Sub-Total	70	70	70	70	70	70	70
Outside Catchment Area							
Alexandria							
Braehead Shopping Centre, Renfrew							
Clydebank							
Dumbarton							
Glasgow							
Renfrew							
Other local Centres / stores							
Sub-Total	30	30	30	30	30	30	30
Total	100	100	100	100	100	100	100

Notes

(1) Refer to Section 4 of Written Statement.

Table 4 – Estimated Convenience Goods Expenditure Pattern and Centre Turnover in 2023

Table 4 – Estimated Convenience Goods Expenditure Pattern and Centre Turnover 2023 (Base Year) (£m)										
Retail Supply: Where the Money Is Spent	Catch Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽²⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	5.90	2.22	2.75	2.74	3.07	5.23	4.88	26.79	2.68	29.47
All other locations / centres	5.90	2.22	2.75	2.74	3.07	5.23	4.88	26.79		
<i>Sub-Total</i>	11.80	4.44	5.5	5.48	6.14	10.46	9.76	53.58		
Outside Catchment Area										
<i>Sub-Total</i>	5.05	1.89	2.36	2.36	2.63	4.48	4.18	22.96		
Total ⁽³⁾	16.85	6.33	7.86	7.84	8.77	14.94	13.94	76.53		

Notes:

- (1) From Table 3.
- (2) Refer to Section 3 of Written Statement.
- (3) From Table 2.

Table 5 - Estimated Convenience Goods Expenditure Pattern and Centre Turnover Estimates at 2023

**Table 5 - Estimated Convenience Goods Expenditure Pattern and Centre Turnover Estimates at the Base Year
Helensburgh Town Centre
2023
(£m)**

Retail Supply: Where the Money Is Spent	Total Expenditure Drawn from Survey Area ⁽¹⁾	Estimated Inflow Expenditure ⁽¹⁾	Total Convenience Goods Turnover Potential	Convenience Goods Floorspace (m ² net) ⁽²⁾	Average Sales Density (£/m ² net) ⁽²⁾	Benchmark Average Sales Density (£/m ² net) ⁽³²⁾	Benchmark Convenience Goods Turnover (£m)	Extent of Any Over/Under Trading (£m)
	A	B	C=A+B	D	E=C/D	F	G=FXD	H
Within Catchment Area								
Helensburgh Town Centre	26.79	2.68	29.47	2,815	10,468	10,350	29.14	0.33
All other locations / centres	26.79							
<i>Sub-Total</i>	53.58							
Outside Catchment Area								
<i>Sub-Total</i>	22.96							
Total	76.53							

Notes

(1) From Table 4.

(2) Refer to Section 3 of Written Statement.

Table 6 - Convenience Goods Expenditure Pattern and Centre Turnover Estimates in 2028

Table 6 - Convenience Goods Expenditure Pattern and Centre Turnover Estimates 2028 (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽³⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	5.40	1.97	2.61	2.49	2.85	4.77	4.48	24.57	2.46	27.03
All other locations / centres	5.40	1.97	2.61	2.49	2.85	4.77	4.48	24.57		
<i>Sub-Total</i>	<i>10.80</i>	<i>3.94</i>	<i>4.48</i>	<i>5.22</i>	<i>5.70</i>	<i>9.54</i>	<i>9.60</i>	<i>49.14</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>4.62</i>	<i>1.70</i>	<i>2.97</i>	<i>1.88</i>	<i>2.44</i>	<i>4.10</i>	<i>3.20</i>	<i>21.05</i>		
Total ⁽²⁾	15.42	5.64	7.45	7.10	8.14	13.64	12.80	70.19		

Notes

- (1) From Table 3
- (2) From Table 2
- (3) Refer to Section 3 of Written Statement.

Table 7 - Calculation of Potential Convenience Goods Headroom Expenditure in 2028

Table 7 - Calculation of Potential Convenience Goods Headroom Expenditure Helensburgh Town Centre 2028 (£m)					
Centre	2023 Turnover (Base Year)	2028 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2028	Residual Turnover Potential at 2033	Headroom Expenditure at 2033
	A	B	C	D	E
	(1)	(2)		D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town centre	29.47	27.03	0.89	26.14	-3.33
Total	29.47	27.03	0.89	26.14	-3.33

Notes

- (1) From Table 5.
- (2) From Table 6.

Table 8 – Quantitative Retail Floorspace Need in 2028

Table 8 – Quantitative Retail Floorspace Need Helensburgh Town Centre 2028								
Centre	Headroom Expenditure at 2028 Before Commitments (£m)	Forecast Turnover at 2028 of Commitments (£m)	Headroom Expenditure at 2028 After Commitments (£m)	Adjustment for Over/Under Trading at the Base Year (£m)	Residual Headroom Expenditure at 2028 (£m)	Assumed Average Sales Density at 2028 (£ Per Sq M Net) (2)	Estimated Retail Floorspace Need (Sq M Net)	Estimated Retail Floorspace Need (Sq M Gross)
	A ₍₁₎	B	C=A-B	D ₍₂₎	E=C+D	F ₍₂₎	G=E/F	H=Gx100/6 ₅
Within Catchment Area								
Helensburgh Town Centre	-3.33	0.0	-3.33	0.33	-3.00	10.666	-281	-432
Total	-3.33	0.0	-3.33	0.33	-3.00	10.666	-281	-432

Notes:

(1) From Table 7.

(2) Refer to Section 3 of Written Statement.

Table 9 - Convenience Goods Expenditure Pattern and Centre Turnover Estimates in 2033

Table 9 - Convenience Goods Expenditure Pattern and Centre Turnover Estimates 2033 (£m)										
Retail Supply: Where the Money Is Spent	Study Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽³⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	5.04	1.85	2.46	2.33	2.68	4.44	4.20	23.00	2.30	25.30
All other locations / centres	5.04	1.85	2.46	2.33	2.68	4.44	4.20	23.00		
Sub-Total	10.08	3.70	4.92	4.66	5.36	8.88	8.40	46.00		
Outside Catchment Area										
Sub-Total	4.31	1.59	2.11	2.00	2.30	3.80	3.57	19.68		
Total ⁽²⁾	14.39	5.29	7.03	6.66	7.66	12.68	11.97	65.68		

Notes

- (1) From Table 3
- (2) From Table 2
- (3) Refer to Section 3 of Written Statement.

Table 10 - Calculation of Potential Convenience Goods Headroom Expenditure in 2033

Table 10- Calculation of Potential Convenience Goods Headroom Expenditure Helensburgh Town Centre 2033 (£m)					
Centre	2023 Turnover (Base Year)	2033 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2033	Residual Turnover Potential at 2033	Headroom Expenditure at 2033
	A	B	C	D	E
	(1)	(2)		D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town Centre	29.47	25.30	0.82	24.48	-4.99
Total	29.47	25.30	0.82	24.48	-4.99

Notes

(1) From Table 4.

(2) From Table 9.

Table 11 – Quantitative Retail Floorspace Need in 2033

Table 11 – Quantitative Retail Floorspace Need Helensburgh Town Centre 2033								
Centre	Headroom Expenditure at 2033 Before Commitments (£m)	Forecast Turnover at 2033 of Commitments (£m)	Headroom Expenditure at 2033 After Commitments (£m)	Adjustment for Over/Under Trading at the Base Year (£m)	Residual Headroom Expenditure at 2033 (£m)	Assumed Average Sales Density at 203 (£ Per Sqm Net)	Estimated Retail Floorspace Need (Sqm Net)	Estimated Retail Floorspace Need (Sqm Gross)
	A ⁽¹⁾	B	C=A-B	D ⁽²⁾	E=C+D	F ⁽³⁾	G=E/F	H=Gx100/6 ₅
Within Catchment Area								
Helensburgh Town Centre	-4.99	0.0	-4.99	0.33	-4.66	10,642	-437	-672
Total	-4.99	0.0	-4.99	0.33	-4.66	10,642	-437	-672

Notes

(1) From Table 10.

(2) From Table 5.

(3) Refer to Section 3 of Written Statement.

Retail Floorspace Need Assessment

Helensburgh Retail Study Update 2023

Scenario 2 - Market Shares Adjusted Upwards

Household Survey Area and Constituent Zones

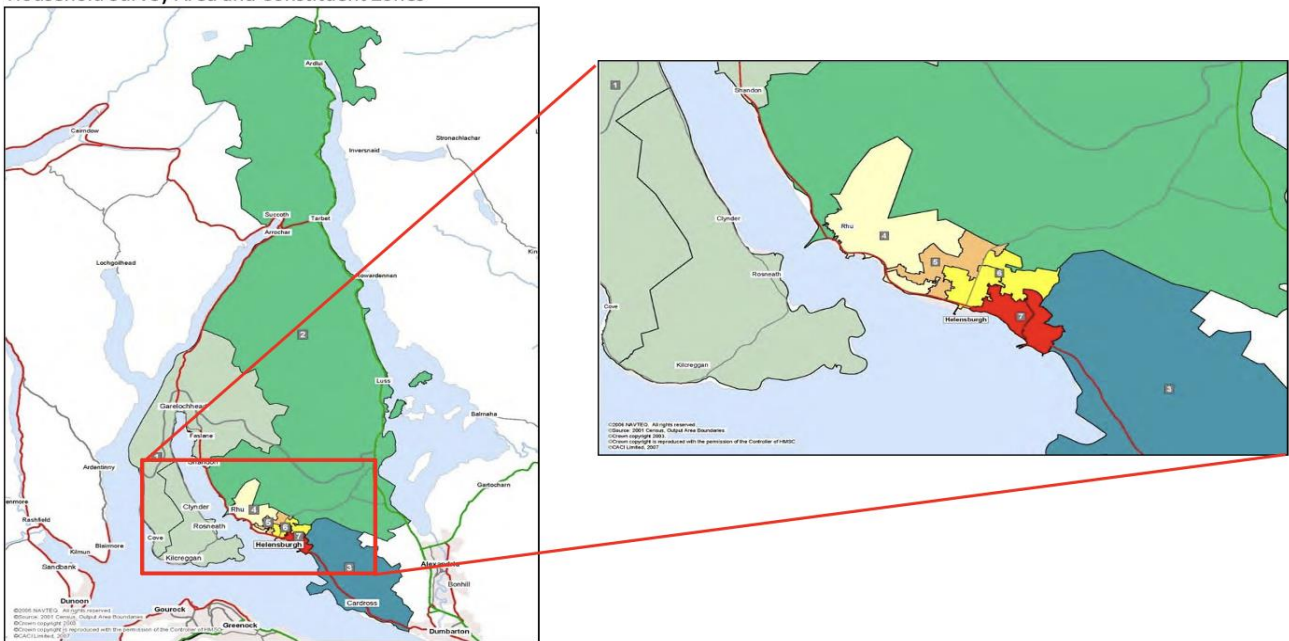


Table 1 – Catchment Area Population

Table 1 – Catchment Area Population							
Zone	Area	2011 Population (1)	2023 Population Projection (2)	2028 Projected Population	2033 Projected Population	Population Change %	
						2011 - 2023	2023 - 2033
1	Cove	6,742	5,074	4,885	4,708	-1,668	-366
2	Arrochar	2,183	1,722	1,611	1,561	-461	-161
3	Cardross	2,191	2,275	2,268	2,209	84	-66
4	Rhu	2,273	2,219	2,112	2,046	-54	-173
5	Helensburgh West	2,918	2,574	2,512	2,442	-344	-132
6	Helensburgh Central	5,034	4,749	4,559	4,378	-285	-371
7	Helensburgh East	4,576	4,676	4,514	4,358	100	-318
Total		25,917	23,289	22,461	21,702	-2,628	-1,587

Notes

- (1) Population from 2011 Retail Update
 (2) Population information for Catchment Area and individual zones provided by Experian.

Table 2 – Total Available Expenditure on Convenience Goods by Zone

Table 2 – Total Available Expenditure on Convenience Goods by Zone (Excluding Expenditure by Special Forms of Trading)				
	Total Expenditure per Zone (£m)			Total Increase 2023 – 2033 £m
Zone	2023 ⁽¹⁾	2028 ⁽²⁾	2033 ⁽²⁾	
1	16.85	15.42	14.39	
2	6.33	5.64	5.29	
3	7.86	7.45	7.03	
4	7.84	7.10	6.66	
5	8.77	8.14	7.66	
6	14.94	13.64	12.68	
7	13.94	12.80	11.97	
Total	76.53	70.19	65.68	-10.85

Notes

- (1) Expenditure Per Zone were derived from information on Expenditure per head figures gained from Experian for the Catchment Area Zones for 2023 at 2021 prices. Refer to Written Statement for detail on growth rates and allowance for special forms of trading.

Table 3 – Estimated Convenience Goods Centre Market Share by Zone in 2023

**Table 3 – Estimated Convenience Goods Centre Market Share by Zone
2023 (Base Year)
(%)**

	Consumer Demand: Where the Money Comes From (Zone) ⁽¹⁾						
Retail Supply: Where the Money Is Spent	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Within the Catchment Area							
Helensburgh Town Centre	35	35	35	35	35	35	35
All other locations / centres (Morrisons & other)	35	35	35	35	35	35	35
<i>Sub-Total</i>	<i>70</i>	<i>70</i>	<i>70</i>	<i>70</i>	<i>70</i>	<i>70</i>	<i>70</i>
Outside Catchment Area							
Alexandria							
Braehead Shopping Centre, Renfrew							
Clydebank							
Dumbarton							
Glasgow							
Renfrew							
Other local Centres / stores							
<i>Sub-Total</i>	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>
Total	100	100	100	100	100	100	100

Notes

(1) Refer to Section 4 of Written Statement

Table 4 – Estimated Convenience Goods Expenditure Pattern and Centre Turnover at 2023

Table 4 – Estimated Convenience Goods Expenditure Pattern and Centre Turnover 2023 (Base Year) (£m)										
Retail Supply: Where the Money Is Spent	Catch Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽²⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	5.90	2.22	2.75	2.74	3.07	5.23	4.88	26.79	2.68	29.47
All other locations / centres	5.90	2.22	2.75	2.74	3.07	5.23	4.88	26.79		
<i>Sub-Total</i>	<i>11.80</i>	<i>4.44</i>	<i>5.5</i>	<i>5.48</i>	<i>6.14</i>	<i>10.46</i>	<i>9.76</i>	<i>53.58</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>5.05</i>	<i>1.89</i>	<i>2.36</i>	<i>2.36</i>	<i>2.63</i>	<i>4.48</i>	<i>4.18</i>	<i>22.96</i>		
Total ⁽³⁾	16.85	6.33	7.86	7.84	8.77	14.94	13.94	76.53		

Notes

- (1) From Table 3
- (2) From Table 2
- (3) Refer to Section 4 of Written Statement.

Table 5 - Estimated Convenience Goods Expenditure Pattern and Centre Turnover Estimates at 2023

**Table 5 - Estimated Convenience Goods Expenditure Pattern and Centre Turnover Estimates at the Base Year
Helensburgh Town Centre
2023
(£m)**

Retail Supply: Where the Money Is Spent	Total Expenditure Drawn from Survey Area ⁽¹⁾	Estimated Inflow Expenditure ⁽¹⁾	Total Convenience Goods Turnover Potential	Convenience Goods Floorspace (m ² net) ⁽²⁾	Average Sales Density (£/m ² net) ⁽²⁾	Benchmark Average Sales Density (£/m ² net) ⁽²⁾	Benchmark Convenience Goods Turnover (£m)	Extent of Any Over/Under Trading (£m)
	A	B	C=A+B	D	E=C/D	F	G=FXD	H
Within Catchment Area								
Helensburgh Town Centre	26.79	2.68	29.47	2,815	10,468	10,350	29.14	0.33
All other locations / centres	26.79							
<i>Sub-Total</i>	<i>53.58</i>							
Outside Catchment Area								
<i>Sub-Total</i>	<i>22.96</i>							
Total	76.53							

Notes

- (1) From Table 4
- (2) Refer to Section 3 of Written Statement.

Table 6 – Estimated Adjusted Convenience Goods Centre Market Share by Zone in 2028

Table 6 – Estimated Adjusted Convenience Goods Centre Market Share by Zone 2028 (%)							
	Consumer Demand: Where the Money Comes From (Zone) ⁽¹⁾						
Retail Supply: Where the Money Is Spent	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7
Within Catchment Area							
Helensburgh Town Centre	60	60	60	60	60	60	60
All other locations / centres (Morrisons & other)	30	30	30	30	30	30	30
<i>Sub-Total</i>	<i>90</i>	<i>90</i>	<i>90</i>	<i>90</i>	<i>90</i>	<i>90</i>	<i>90</i>
Outside Catchment Area							
Alexandria							
Braehead Shopping Centre, Renfrew							
Clydebank							
Dumbarton							
Glasgow							
Renfrew							
Other local centres / areas							
<i>Sub-Total</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>	<i>10</i>
Total	100	100	100	100	100	100	100

Notes

(1) Refer to Section 4 of Written Statement

Table 7 – Estimated Adjusted Convenience Goods Centre Market Share by Zone in 2028

Table 7 - All Convenience Goods Expenditure Pattern and Centre Turnover Estimates 2028 (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽³⁾	C=A+B
Within Catchment Area										
Helensburgh Town Centre	9.25	3.38	4.47	4.26	4.88	8.18	7.68	42.10	4.21	46.31
All other locations / centres	4.63	1.69	2.24	2.13	2.44	4.09	3.84	21.06		
<i>Sub-Total</i>	<i>13.88</i>	<i>5.07</i>	<i>6.71</i>	<i>6.39</i>	<i>7.32</i>	<i>12.27</i>	<i>11.52</i>	<i>63.16</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>1.54</i>	<i>0.57</i>	<i>0.74</i>	<i>0.71</i>	<i>0.82</i>	<i>1.37</i>	<i>1.28</i>	<i>7.03</i>		
Total ⁽²⁾	15.42	5.64	7.45	7.10	8.14	13.64	12.80	70.19		

Notes

- (1) From Table 6
- (2) From Table 2
- (3) Refer to Section 3 of Written Statement.

Table 8- Calculation of Potential Convenience Goods Headroom Expenditure in 2028

Table 8- Calculation of Potential Convenience Goods Headroom Expenditure Helensburgh Town Centre 2028 (£m)					
Centre	2023 Turnover (Base Year)	2028 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2028	Residual Turnover Potential at 2028	Headroom Expenditure at 2028
	A	B	C	D	E
	(1)	(2)		D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town Centre	29.47	46.31	0.89	45.42	15.95
Total	29.47	46.31	0.89	45.42	15.95

Notes

- (1) From Table 4.
- (2) From Table 7.

Table 9- Convenience Goods Floorspace Need in Helensburgh Town Centre in 2028

Table 9- Convenience Goods Floorspace Need in Helensburgh Town Centre 2028								
	Headroom Expenditure at 2028	Forecast Turnover at 2028 of Commitments (£m)	Adjusted Headroom Expenditure at 2028 after commitments (£m)	Adjustment for Over / Under Trading at Base Year (£m)	Adjusted Residual Headroom Expenditure at 2028 (£m)	Assumed Average Sales density at 2028 (£/m ² net)	Estimated Retail Floorspace Need in 2028 (m ² net)	Estimated Retail Floorspace Need in 2028 (m ² gross)
	A	B	C	D	E	F	G	H
	(1)		C=A+B	(2)	E=C+D	(3)	G=E/F	H=G X 100/65
Within Catchment Area								
Helensburgh Town Centre	15.95	0.00	15.95	0.33	16.28	10,666	1,526	2,347
Total	15.95	0.00	15.95	0.33	16.28	10,666	1,526	2,347

Notes

- (1) From Table 8
- (2) From Table 5
- (3) Refer to Section 3 of Written Statement.

Table 10 - All Convenience Goods Expenditure Pattern and Centre Turnover Estimates in 2033

Table 10 - All Convenience Goods Expenditure Pattern and Centre Turnover Estimates 2033 (£m)										
Retail Supply: Where the Money Is Spent	Catchment Area ⁽¹⁾							Total Expenditure Drawn from Survey Area	Estimated Inflow Expenditure	Total Turnover
	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	A	B ⁽³⁾	C=A+B
Within the Catchment Area										
Helensburgh Town Centre	8.63	3.17	4.22	4.00	4.60	7.61	7.18	39.41	3.94	43.35
All other locations / centres	4.32	1.59	2.11	2.00	2.30	3.80	3.59	19.71		
<i>Sub-Total</i>	<i>12.95</i>	<i>4.76</i>	<i>6.33</i>	<i>6.00</i>	<i>6.90</i>	<i>11.41</i>	<i>10.77</i>	<i>59.12</i>		
Outside Catchment Area										
<i>Sub-Total</i>	<i>1.44</i>	<i>0.53</i>	<i>0.70</i>	<i>0.66</i>	<i>0.76</i>	<i>1.27</i>	<i>1.20</i>	<i>6.56</i>		
Total ⁽²⁾	14.39	5.29	7.03	6.66	7.66	12.68	11.97	65.68		

Notes

- (1) From Table 6.
- (2) From Table 2.
- (3) Refer to Section 3 of Written Statement.

Table 11 - Calculation of Potential Convenience Goods Headroom Expenditure in 2033

Table 11 - Calculation of Potential Convenience Goods Headroom Expenditure Helensburgh Town Centre 2033 (£m)					
Centre	2023 Turnover (Base Year)	2033 Turnover Potential	Turnover Allocation for Existing Retailing 2023-2033	Residual Turnover Potential at 2033	Headroom Expenditure at 2033
	A	B	C	D	E
	(1)	(2)		D=B-C	E=D-A
Within Catchment Area					
Helensburgh Town Centre	29.47	43.35	0.82	42.53	13.06
Total	29.47	43.35	0.82	42.53	13.06

Notes

- (1) From Table 4.
- (2) From Table 10.

Table 12 - Convenience Goods Floorspace Need in Helensburgh Town Centre in 2033

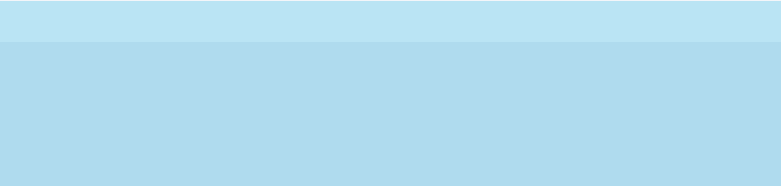
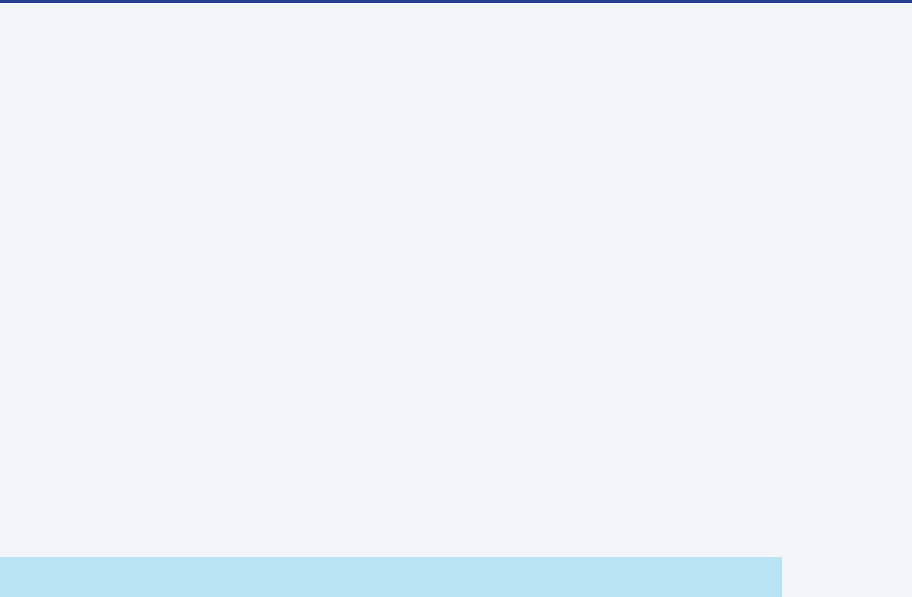
Table 12- Convenience Goods Floorspace Need in Helensburgh Town Centre 2033 (£m)								
	Headroom Expenditure at 2033	Forecast Turnover at 2033 of Commitments (£m)	Adjusted Headroom Expenditure at 2033 after commitments (£m)	Adjustment for Over / Under Trading at Base Year (£m)	Adjusted Residual Headroom Expenditure at 2033 (£m)	Assumed Average Sales density at 2033 (£/m ² net)	Estimated Retail Floorspace Need in 2033 (m ² net)	Estimated Retail Floorspace Need in 2033 (m ² gross)
	A (1)	B	C C=A+B	D (2)	E E=C+D	F (3)	G G=E/F	H H=G X 100/65
Within Catchment Area								
Helensburgh Town Centre	13.06	0.00	13.06	0.33	13.39	10,642	1,258	1,935
Total	13.06	0.00	13.06	0.33	13.39	10,642	1,258	1,935

Notes

- (1) From Table 11.
- (2) From Table 5.
- (3) Refer to Section 3 of Written Statement.



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