



Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Customer Services
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14 December 2017

NOTICE OF MEETING

A meeting of the **HELENSBURGH & LOMOND AREA COMMITTEE** will be held in the **MARRIAGE ROOM, HELENSBURGH & LOMOND CIVIC CENTRE** on **THURSDAY, 21 DECEMBER 2017** at **9:30 AM**, which you are requested to attend.

Douglas Hendry
Executive Director of Customer Services

BUSINESS

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES** (Pages 5 - 12)
Helensburgh and Lomond Area Committee – 21st September 2017
4. **PUBLIC QUESTION TIME**
5. **SECONDARY SCHOOL REPORTING - HERMITAGE ACADEMY** (Pages 13 - 28)
Report by Head Teacher
6. **SUPPORTING COMMUNITIES FUND - PARTICIPATORY BUDGETING PILOT APPROACH 2018/19** (Pages 29 - 30)
Report by Community Planning Manager
7. **CHARITY AND TRUST FUNDS** (Pages 31 - 36)
Report by Finance Manager
8. **COUNCIL PERFORMANCE REPORTING - FQ2 2017/18** (Pages 37 - 44)
Report by Head of Improvement and HR
9. **HELENSBURGH OUTDOOR MUSEUM - ARTS STRATEGY FUND** (Pages 45 - 58)
Report by Development Officer

- 10. PROPERTY UPDATES** (Pages 59 - 64)
Report by Property Development Manager
- 11. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEWAY** (Pages 65 - 72)
Report by Senior Transportation Delivery Officer
- 12. HELENSBURGH WATERFRONT PROJECT**
Report by Regeneration Project Manager (to follow)
- 13. A814 MAIN ROAD CARDROSS WAITING RESTRICTION AMENDMENT - LAYBY AT SCOTT GARDENS DOUBLE YELLOW LINES** (Pages 73 - 80)
Report by Traffic and Development Manager
- 14. HELENSBURGH CAR PARKING PROPOSALS** (Pages 81 - 90)
Report by Traffic and Development Manager
- 15. LUSS CAR PARKING PROPOSALS** (Pages 91 - 100)
Report by Traffic and Development Manager
- 16. NOTICE OF MOTION UNDER STANDING ORDER 13**
Cumberland Avenue, Helensburgh

The Helensburgh & Lomond Area Committee:

1. Notes the proposals for the Cumberland Avenue site that the Helensburgh Community Woodland Group (HCWG) has developed, based on local consultation
2. Welcomes the Helensburgh Community Woodland Group (HCWG's) aspirations to ensure that this green space is developed appropriately, including:
 - a) Reinstating and maintaining broadleaved woodland
 - b) Ensuring public access through the site
 - c) Enhancing the biodiversity of the site

Proposed by Councillor Aileen Morton Seconded by Councillor Gary Mulvaney

17. REPORTS FOR NOTING

- (a) H&L Workplan (Pages 101 - 104)

Helensburgh & Lomond Area Committee

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

Contact: Danielle Finlay, Senior Area Committee Assistant - 01436657646

**MINUTES of MEETING of HELENSBURGH & LOMOND AREA COMMITTEE held in the
MARRIAGE ROOM, HELENSBURGH & LOMOND CIVIC CENTRE
on THURSDAY, 21 SEPTEMBER 2017**

Present:

Councillor Ellen Morton (Chair)

Councillor Barbara Morgan
Councillor Aileen Morton
Councillor Gary Mulvaney
Councillor Lorna Douglas

Councillor Graham Hardie
Councillor David Kinniburgh
Councillor Richard Trail

Attending:

Jane Fowler, Head of Improvement and HR (by Lync) – item 6
Shona Barton, Area Committee Manager
Mark Calder, Project Manager – Transportation
Andrew Collins, Helensburgh Regeneration Project Manager
Ross McLaughlin, Property Development Manager
Colin Young, Strategic Transportation Delivery Officer
Antonia Baird, Community Development Officer
Fionnuala Mendham, Summer Student

1. APOLOGIES

The Chair welcomed everyone to the meeting and general introductions were made.

Apologies were received from Councillor Iain Paterson.

The Chair moved and the Committee unanimously agreed to move item 8 (Helensburgh and Lomond Festive Lighting 2017) to the end of the agenda. The Chair also advised that it was her intention to move an exclusion of press and public for this item as it contains financial background information and the applicant has not given permission for this information to be dealt with in the public domain.

2. DECLARATIONS OF INTEREST

Councillor Trail declared a non-financial interest in relation to Item 13 on the agenda – Request from Helensburgh Heritage Trust – Bonar Law House by reason of him being a Member of the Heritage trust, but having had regard to the objective test in the Councillors Code of Conduct advised that he would remain in the room and take part in the discussion on the item.

3. MINUTE

The minute of the Helensburgh and Lomond Area Committee meet held on 13th June 2017 was approved as a correct record.

4. PUBLIC QUESTION TIME

There were no questions from the public submitted.

5. MONITORING OF GRANTS TO THE THIRD SECTOR 2016/17

A report highlighting the positive outcomes for communities in Helensburgh and Lomond through the allocation of the Council's Third Sector Grant funding in 2016/17, was submitted.

Decision

The Committee agreed the recommendations in the report.

(Ref: Report by Community Planning Manager dated 8th September 2017, submitted).

6. DEVELOPMENT OF AREA SCORECARDS

The Committee considered a report from the Head of Improvement and HR on the development of the Area Scorecards.

Decision

The Committee:-

1. Noted the new look Council scorecard;
2. Noted the roles and responsibilities of elected Members with regard to performance monitoring, review and scrutiny, as set out in the PIF; and
3. Noted the plans for the future development of Area Scorecards, including informal consideration by Members prior to the next Area Committee.

(Ref: Report by Head of Improvement and HR dated 21st September 2017, submitted).

7. JAMES STREET COMMUNITY GARDEN - UPDATE

The Committee considered a report, which provided an update on the James Street Community Garden Association, who are working with the Council to improve the James Street Community Play Park with external funding.

Decision

The Committee:-

1. Approved the terms of the revised agreement;
2. Requested that the Head of Roads and Amenity Services takes all necessary steps to sign the agreement on behalf of the Council;
3. Agreed to endorse the work of the James Street Community Garden Association to bring the area back to life.

(Ref: Report by Project Manager – Transformation dated 8th September 2017, submitted).

8. HELENSBURGH, CARDROSS & DUMBARTON CYCLEWAY PROGRESS UPDATE

A report updating the Committee of the progress made since the Helensburgh and Lomond Area Committee on 13th June 2017, in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycling route linking Helensburgh, Cardross and Dumbarton, was considered.

Councillor Ellen Morton seconded by Councillor David Kinniburgh moved the following motion:-

The Area Committee agrees:-

1. To note the contents of the update report and additional briefing note, including the progress reported with route identification and public consultation since the last report to the Helensburgh and Lomond Area Committee on 13th June 2017;
2. To endorse the identification of a preferred route via Geilston Park road, Cardross Park and Geilston Farm access road for the phase planned for construction in 2017/18 following public consultation and consultation with Cardross Community Council;
3. To note that the design work to update the specification of the cycleway to current best-practice design standards will be complete by mid-October 2017;
4. In order to deliver the decision of Members at the Helensburgh and Lomond Area Committee on 13th June 2017, to approve the Council's continued commitment, as detailed in the update report and additional briefing note, to seek to purchase the necessary land by negotiation with relevant landowners between Cardross and Helensburgh prior to making recommendation to the Helensburgh and Lomond Area Committee as to a requirement for new Compulsory Purchase Order. The revised timescale for progression of land negotiations means the recommendation on the requirement for a CPO will be provided to this Committee on 22nd March 2018, with an update on negotiations provided to the Committee on 21st December 2017; and
5. To support the commitment to consultation on the route within Helensburgh, including efforts to ensure a wide range of stakeholders are involved in the process.

Decision

The Committee resolved accordingly.

(Ref: Report by Strategic Transportation Delivery Officer dated 4th August 2017, submitted).

9. HELENSBURGH PARK AND RIDE

A report informing the Committee of the plan to construct a Park and Ride car park on the former Gasometer site in Grant Street, Helensburgh in 2017/18 was considered.

Decision

The Committee:-

1. Agreed to support the provision of a Park and Ride car park in Grant Street, Helensburgh which will increase the parking provision for commuters and rail users in Helensburgh and relieve pressure on the Town Centre car parks;
2. Noted the requirement to close the HLCC Council Staff car park to all users for the period of the construction works, estimated at 10 weeks;
3. Agreed to support the use of a pay and display system to manage the Park and Ride car park; and
4. Agreed that following completion of construction the Park and Ride car park will be managed and maintained as part of the Council's wider parking estate.

(Ref: Report by Strategic Transportation Delivery Officer dated 4th August 2017, submitted).

10. REGENERATION PROJECTS UPDATE

(a) Helensburgh Waterfront Development - Progress Update

A report providing the Committee with a progress update on the delivery of the Helensburgh Waterfront Development Project, was considered.

Decision

The Committee:-

1. Noted the current position in relation to the Helensburgh Waterfront Development;
2. Agreed the next steps in progressing stakeholder engagement;
3. Agreed with officers recommendations that no new licences for the pierhead carpark should be considered after this season licence ends, on the 20th November 2017; and
4. Agreed the reporting tolerances for the project as set out at section 6.2 and section 6.4 of the report.

(Ref: Report by Helensburgh Regeneration Project Manager dated 12th September 2017, submitted).

(b) Helensburgh CHORD Surplus Fund - Progress Update

A report providing the Committee with an update on the progress of the Helensburgh CHORD – Surplus Fund Works, was considered.

Decision

The Committee noted the position in relation to project delivery of the Helensburgh CHORD – Surplus Fund Works.

(Ref: Report by Helensburgh Regeneration Project Manager dated 12th September 2017, submitted).

11. PROPERTY UPDATE

A report providing the Committee with an update on the development and sale of properties in the Helensburgh and Lomond area, was considered.

Decision

The Committee noted the position as outlined in respect of the various properties.

(Ref: Report by Property Development Manager dated 14th September 2017, submitted).

12. REQUEST FROM HELENSBURGH HERITAGE TRUST - BONAR LAW HOUSE

The Committee considered a report providing detail on the request from the Helensburgh Heritage Trust in relation to the naming of the former Janitor's House at the Helensburgh and Lomond Civic Centre.

Decision

The Committee agreed the request from the Helensburgh Heritage Trust to name the former Janitor's House at the Helensburgh and Lomond Civic Centre to "Bonar Law House".

(Ref: Report by Area Committee Manager dated 7th September 2017, submitted).

13. MEET THE COMMUNITY

The Committee considered a report, providing an update on the responses received following the letter that was issued in July 2017, following their last Area Committee meeting in June.

Decision

The Committee agreed to pursue this initiative but in the first instance have a Business Day meeting with Members only in attendance on a date to be agreed.

(Ref: Report by Area Committee Manager dated 29th August 2017, submitted).

14. REPORTS FOR NOTING

(a) H&L WORKPLAN

The Committee considered the Helensburgh and Lomond work plan for September 2017.

Decision

The Committee noted the Helensburgh and Lomond Work Plan.

(Ref: H&L Work Plan dated September 2017, submitted).

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

15. HELENSBURGH AND LOMOND FESTIVE LIGHTING 2017

A report outlining the arrangements for festive lighting in Arrochar, Roseneath, Kilcreggan, Rhu, Garelochhead and Cardross, as well as asking members to determine a funding request from a community group in Helensburgh to deliver festive lighting independently, was considered.

Councillor Mulvaney seconded by Councillor Ellen Morton moved the following motion:-

The Area Committee:-

- a) Agrees the recommendation as per the paper in respect of the work programme for the villages (4.1);
- b) Welcomes the request from Helensburgh Festive Lighting Charitable Trust to take forward expanded community delivery in 2017 and agrees the funding request, as per the standard Council conditions as set out at 5.4 of the report;
- c) Agrees that any grant award is subject to the following *additional* conditions:
 1. The company or organisation providing paid services to the group should be an arms-length organisation, not connected, associated with the group, or members or trustees of the group.
 2. Volunteer and benefit-in-kind contributions are not eligible for grant award.
 3. The grant award is for the provision of Christmas Lights in Helensburgh on the basis of historic arrangements; their erection and removal; PAT testing and maintenance until Christmas Eve as outlined in the application.
 4. Any goods/items purchased with the funding from the council shall be retained by the group for the provision of festive lighting, and made available to the local community to provide festive lighting if the group is no longer in a position to do so.
 5. Goods/items purchased with the assistance of the grant cannot be disposed of without the prior written consent of the council.
 6. All publicity material, websites, marketing material, switch-on events should prominently and publicly acknowledge the grant award and funding from Argyll and Bute Council.
 7. Funding will be released to cover festive lighting costs in the current year (2017). A bid for funding to support delivery in 2018 will only be considered on the basis of successful delivery in 2017, along with evidence of longer-term sustainability.
- d) Delegates to the Executive Director of Development and Infrastructure in consultation with the Chair and Vice-Chair of the Area Committee to conclude such agreement with the Helensburgh Festive Lighting Charitable Trust, or otherwise ensure the delivery of festive lights across Helensburgh and Lomond in 2017.

Decision

The Committee resolved accordingly.

(Ref: Report by Project Manager – Transformation dated 19th September 2017, submitted).

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School Profile 2017/2018





School Profile 2017/2018

<u>School Name</u>	Hermitage Academy
<u>School Address</u>	Cardross Road, Helensburgh, Argyll G84 7LA
<u>Head Teacher</u>	Robert Williamson

Hermitage Academy in Helensburgh is the largest school in Argyll and Bute and currently has 1296 pupils and is one of the largest schools in Scotland. The school serves the town of Helensburgh and the villages of Cardross, Rhu, Shandon, Garelochhead, Rosneath, Kilcreggan, Cove, Tarbet, Arrochar and Luss. It has a very large geographical catchment area and although no longer classified as a Rural School by the Scottish Government it has a substantial number of pupils who stay in rural areas. The school is a truly comprehensive school, with a very diverse catchment area. It has a town of 16,000 people, a large number of villages with sizeable populations and some more isolated settlements. It also has a considerable number of pupils who stay on farms and other rural dwellings. The school has pupils in every decile of the Scottish Index of Multiple Deprivation (SIMD).

Due to the Royal Navy Base at Faslane on the Gare Loch there is a considerable number of pupils who are from an Armed Forces background. There has also been a number of movements of pupils due to redeployment of the submarine fleet from the south of England to Faslane.

In recent years, the school has undergone significant change, including the appointment of a new Head Teacher in October of this year.

Curricular Vision

Hermitage Academy aims to provide an education for all of our young people which will enable them to:

Achieve their potential, experience success and be well prepared for life beyond school.

Values are enshrined in our **SHARE IT** strategy: Support, Hard Work, Ambition, Respect, Excellence, Integrity and Thoughtfulness.

We are proud to be a **Rights Respecting School**.

Recognising Wider Achievement

Hermitage Academy recognises wider achievement wherever possible and has a significant range of strategies to embrace this:

Rights Respecting School, Level 1

Youth Service Courses (CLD)– Fire Reach, Dynamic Youth awards, Employability Award – Scottish Youth Parliament

Rotary Chef Competition

TSI - Saltire Awards- Volunteering in school / local community

Youth groups – Scouts, Girl Guides, BB's, Route 81, Cove Park Art Group, RAF Cadets, Army Cadets, Navy Cadets

Young Carers – variety of opportunities re volunteering, skills development and peer support – programme of life achievements e.g. sailing in large ships for a week

Rural skills – Community volunteering

Variety of sports success – Netball, Table Tennis, Football, Hockey, Rugby – Athletics / Swimming, Sailing, Tennis

Variety of music / drama / dance successes – senior school show, junior school show – local pantomime, local theatre productions – Highland dancing awards, hip hop dancing awards, Bagpipe success, Orchestra success, folk music success – Christmas Concert

Lego competition

STEM Activities

Duke of Edinburgh Award

Toyota Art competition winners

Ladfas lectures – Advanced higher pupils present work

Exchanges – Spanish, French, Georgia

S4 Work experience – during own time and holidays – level 4 award

S6 SQA Leadership Course

French, German & Spanish Exchanges

My World of Work Ambassadors

Tutoring

Extended work experience

Heartstart

Youth Achievement Awards

Dynamic Youth Awards

Duke of Edinburgh

SQA Performance¹

School roll as at Census ^{1a}	S4	S5	S6
2016-2017	240	217	174

Advanced Higher	13/14	14/15	16/17
Number of Presentations ^{1a}	174	126	131
Number of passes Grade A-C	138	108	103
% of number passes Grade A-C	79.3%	85.71%	78.63%
% of number passes Grade A-C Authority Average	79.00%	84.07%	76.98%
% of number passes Grade A-C National Average ²	81.5%	80.9%	80.00%
Number of Awards Grade A-D	158	118	118
% Awarded Grade A-D	90.80%	93.65%	90.08%
% Awarded Grade A-D – Authority Average	89.80%	92.92%	87.76%
% Awarded Grade A-D – National Average	88.7%	88.6%	na

Higher	13/14	14/15	16/17
Number of Presentations ^{1a}	887	942	1039
Number of Awards Grade A-C	667	688	826
% Awarded Grade A-C	75.2%	73.04%	79.50%
% Awarded Grade A-C Authority Average	76.90%	76.98%	75.895
% Awarded Grade A-C National Average ²	77.6%	76.7%	77%
Number of Awards Grade A-D	750	779	904
% Awarded Grade A-D	84.55%	82.70%	87.01%
% Awarded Grade A-D – Authority Average	85.20%	85.61%	85.15%
% Awarded Grade A-D – National Average	85.7%	84.8%	na

SQA Performance (continued)¹

National 5³	13/14	14/15	16/17
Number of Presentations ^{1a}		421	1582
Number of Awards Grade A-C		213	1366
% Awarded Grade A-C	50.00%	50.59%	86.35
% Awarded Grade A-C Authority Average	82.00%	75.31%	81.10%
% Awarded Grade A-C National Average ²	81.30%	79.8%	79.50%
Number of Awards Grade A-D		269	1444
% Awarded Grade A-D	50.00%	63.90%	91.28%
% Awarded Grade A-D – Authority Average	88.17%	84.08%	87.68%
% Awarded Grade A-D – National Average ²	87.3%	86.3%	na

National 4³	13/14	14/15	16/17
Number of Presentations ^{1a}	17	216	437
Number of Passes	17	216	437
% Passed	100%	100%	100%
% Passed Authority Average	100%	100%	100%
% Passed National Average ²	93.90%	93.3%	92.80%

SQA Performance (continued)¹
S4 based on S4 roll

<u>Awards</u>	<u>5 D</u>	<u>5 C</u>	<u>5 B</u>	<u>5A</u>	<u>Number in Cohort</u>
<u>1 or more</u>	<u>90.50%</u>	<u>89.26%</u>	<u>86.78%</u>	<u>72.31%</u>	<u>242</u>
<u>2 or more</u>	<u>85.12%</u>	<u>83.88%</u>	<u>74.38%</u>	<u>54.13%</u>	<u>242</u>
<u>3 or more</u>	<u>80.17%</u>	<u>77.27%</u>	<u>62.40%</u>	<u>33.88%</u>	<u>242</u>
<u>4 or more</u>	<u>71.49%</u>	<u>67.77%</u>	<u>51.24%</u>	<u>25.21%</u>	<u>242</u>
<u>5 or more</u>	<u>60.33%</u>	<u>54.96%</u>	<u>35.12%</u>	<u>16.94%</u>	<u>242</u>
<u>6 or more</u>	<u>33.88%</u>	<u>29.34%</u>	<u>20.25%</u>	<u>8.26%</u>	<u>242</u>

**Virtual
Comparator**

<u>1 or more</u>	<u>88.88%</u>	<u>87.69%</u>	<u>80.74%</u>	<u>65.25%</u>	<u>2420</u>
<u>2 or more</u>	<u>82.48%</u>	<u>79.71%</u>	<u>68.39%</u>	<u>47.93%</u>	<u>2420</u>
<u>3 or more</u>	<u>74.92%</u>	<u>71.45%</u>	<u>58.02%</u>	<u>36.78%</u>	<u>2420</u>
<u>4 or more</u>	<u>67.02%</u>	<u>62.23%</u>	<u>47.85%</u>	<u>28.06%</u>	<u>2420</u>
<u>5 or more</u>	<u>57.89%</u>	<u>51.90%</u>	<u>38.76%</u>	<u>20.66%</u>	<u>2420</u>
<u>6 or more</u>	<u>45.50%</u>	<u>40.79%</u>	<u>28.43%</u>	<u>14.09%</u>	<u>2420</u>

SQA Performance (continued)¹

S5 Based on S4 Roll

<u>Awards</u>	<u>Higher D</u>	<u>Higher C</u>	<u>Higher B</u>	<u>Higher A</u>	<u>Number in Cohort</u>
<u>1 or more</u>	<u>77.82%</u>	<u>77.41%</u>	<u>68.20%</u>	<u>41.84%</u>	<u>239</u>
<u>2 or more</u>	<u>64.85%</u>	<u>61.51%</u>	<u>47.70%</u>	<u>25.52%</u>	<u>239</u>
<u>3 or more</u>	<u>52.30%</u>	<u>48.95%</u>	<u>32.22%</u>	<u>15.06%</u>	<u>239</u>
<u>4 or more</u>	<u>40.59%</u>	<u>36.82%</u>	<u>21.34%</u>	<u>8.37%</u>	<u>239</u>
<u>5 or more</u>	<u>28.45%</u>	<u>24.27%</u>	<u>15.48%</u>	<u>6.69%</u>	<u>239</u>
<u>6 or more</u>	<u>16.74%</u>	<u>12.55%</u>	<u>9.21%</u>	<u>3.35%</u>	<u>239</u>

**Virtual
Comparator**

<u>Awards</u>	<u>Higher D</u>	<u>Higher C</u>	<u>Higher B</u>	<u>Higher A</u>	<u>Number in Cohort</u>
<u>1 or more</u>	<u>67.03%</u>	<u>63.22%</u>	<u>52.85%</u>	<u>34.94%</u>	<u>2390</u>
<u>2 or more</u>	<u>55.56%</u>	<u>51.17%</u>	<u>37.99%</u>	<u>21.34%</u>	<u>2390</u>
<u>3 or more</u>	<u>46.57%</u>	<u>41.67%</u>	<u>28.87%</u>	<u>13.81%</u>	<u>2390</u>
<u>4 or more</u>	<u>36.32%</u>	<u>32.09%</u>	<u>20.88%</u>	<u>8.28%</u>	<u>2390</u>
<u>5 or more</u>	<u>24.60%</u>	<u>22.26%</u>	<u>12.97%</u>	<u>4.31%</u>	<u>2390</u>
<u>6 or more</u>	<u>1.30%</u>	<u>1.26%</u>	<u>0.96%</u>	<u>0.29%</u>	<u>2390</u>

SQA Performance (continued)¹

S6 Based on S4 Roll

Awards	Higher Grade D	Higher Grade C	Higher Grade B	Higher Grade A	Adv H Grade D	Number in Cohort
1 or more	79.13%	77.39%	67.39%	53.48%	30.87%	230
2 or more	69.13%	65.65%	51.74%	35.22%	14.35%	230
3 or more	59.13%	55.22%	42.17%	24.35%	6.09%	230
4 or more	52.17%	48.70%	36.09%	16.52%	0.43%	230
5 or more	46.09%	40.00%	26.09%	11.30%	0.00%	230

Awards	Higher D	Higher Grade C	Higher Grade B	Higher Grade A	Adv H	Number in Cohort
1 or more	72.09%	70.04%	61.65%	46.96%	26.65%	2300
2 or more	64.48%	61.09%	50.48%	34.00%	12.39%	2300
3 or more	58.61%	54.74%	42.52%	24.74%	4.70%	2300
4 or more	50.96%	47.13%	34.09%	16.57%	0.57%	2300
5 or more	43.17%	39.09%	25.04%	9.78%	0.04%	2300

Literacy and Numeracy

S6 pupils based on S4 roll

S6 based on S4 roll	Year	% Level 4 Literacy and Numeracy	% Level 5 Literacy and Numeracy	Number in Cohort
Hermitage Academy	2015	89.07	65.18	247
Virtual Comparator	2015	85.91	62.19	2470
Argyll & Bute	2015	81.42	54.18	958
National	2015	78.58	53.57	55673
Hermitage Academy	2016	86.08	75.11	237
Virtual Comparator	2016	91.43	71.65	2370
Argyll & Bute	2016	83.33	63.92	948
National	2016	84.77	61.22	54632
Hermitage Academy	2017	86.52	82.17	230
Virtual Comparator	2017	93.04	74.04	2300
Argyll & Bute	2017	85.31	69.48	878
National	2017	87.38	63.77	52975

S5 pupils based on S4 roll

S5 based on S4 roll	Year	% Level 4 Literacy and Numeracy	% Level 5 Literacy and Numeracy	Number in Cohort
Hermitage Academy	2015	82.63	71.61	236
Virtual Comparator	2015	90.93	67.5	2360
Argyll & Bute	2015	83.1	58.5	935
National	2015	84.24	57.8	54530
Hermitage Academy	2016	87.83	81.3	230
Virtual Comparator	2016	92.78	71.96	2300
Argyll & Bute	2016	85.29	65.61	884
National	2016	87.02	60.9	52853
Hermitage Academy	2017	91.63	72.8	239
Virtual Comparator	2017	91.63	71	2390
Argyll & Bute	2017	88.48	66.42	807
National	2017	87.5	63.3	51836

S4 pupils based on S4 roll

S4 based on S4 roll	Year	% Level 4 Literacy and Numeracy	% Level 5 Literacy and Numeracy	Number in Cohort
Hermitage Academy	2015	0.88	0.44	226
Virtual Comparator	2015	89.2	55.75	2260
Argyll & Bute	2015	57.81	27.48	877
National	2015	82.63	43.51	52297
Hermitage Academy	2016	5.42	0.42	240
Virtual Comparator	2016	87.33	55.21	2400
Argyll & Bute	2016	58.23	31.05	802
National	2016	83.29	47.61	51297
Hermitage Academy	2017	95.04	66.53	242
Virtual Comparator	2017	91.28	63.76	2420
Argyll & Bute	2017	88.7	53.81	814
National	2017	85.34	52.26	50336

School Leaver Destination Returns (SLDR)⁴

Measure	13/14	14/15	15/16
Number of Total Leavers	260	215	233
Number of Young People entering Higher Education (%)	46.5%	48.4%	50.64%
Number of Young People entering Further Education (%)	20.8%	22.3%	18.45%
Number of Young People entering Training (%)	2.7%	2.8%	2.58%
Number of Young People gaining Employment (%)	17.7%	13.5%	18.45%
Number of Young People gaining Voluntary Work (%)	0.4%	0.5%	0.86%
Number of Young People entering Activity Agreements (%)	0.8%	0.0%	
Number of Young People - Unemployed Seeking (%)	7.7%	10.2%	8.58%
Number of Young People - Unemployed Not Seeking (%)	3.1%	0.5%	0.43%
Number of Young People - Unconfirmed (%)	0.4%	1.9%	
Total number of young people in a Positive Destination (%)	88.8%	87.4%	90.99%
Total number of young people in Other Destination (%)	11.2%	12.6%	9.01%
Total number of young people in a Positive Destination (%) Authority Average	91.0%	93.1%	
Total number of young people in Other Destination (%) Authority Average	9.0%	6.9%	
Total number of young people in a Positive Destination (%) National Average	92.3%	92.9%	
Total number of young people in Other Destination (%) National Average	7.7%	7.1%	

Overview

Measure	12/13	13/14	14/15	15/16	16/17	% change in Roll over 5 years
Roll (as at census)	1323	1362	1309	1331	1296	-2.04%
Clothing and Footwear Grant (number of pupils)	108	117	190	161	151	
Clothing and Footwear Grant (% of number of pupils)	8.2%	8.6%	14.5%	12.1%	11.7%	
Clothing and Footwear Grant (%) - Authority Average ⁵	8.51%	9.54%	15.60%	14.31%	12.98%	
Free School Meals (number of pupils)	127	123	133	132	118	
Free School Meals (% of number of pupils)	9.6%	9%	10.2%	9.92%	9.1%	
Free School Meals (%) - Authority Average	13.1%	12.0%	10.8%	11.2%	10.53%	
Free School Meal - National Average for Secondary Schools (%) ⁶	15.4%	15.5%	15.0%	14.2%	14.1%	

Attendance, Absence and Exclusions⁷

Measure	12/13	13/14	14/15	15/16	16/17	Range of Attendance (%) over 5 years ⁸
Attendance:						1.43%
Attendance (% of school roll)	92.58%	93.05%	92.87%	91.62%	92.56%	
Authorised Absence (% of school roll) ⁹	5.62%	4.79%	4.99%	5.06%	5.26%	
Unauthorised Absence (% of school roll)	1.75%	2.13%	2.11%	3.31%	2.16%	
Attendance Number of Pupils (%) - Authority Average	93.1%	93.1%	92.64%	91.80%	91.58%	
Attendance Number of Pupils (%) - National Average ¹⁰	93.6%	not collated	93.7%	Not collated	Not yet published	

Measure	12/13	13/14	14/15	15/16	16/17
Exclusions:					
Exclusion Openings	243	133	185	81	102
Exclusion Incidents	37	24	33	13	16
Number of Pupils	29	16	25	9	14
Exclusion Incidents per 1000 pupils	28.0	17.61	24.81	9.74	12.31
Exclusion Incidents per 1000 pupils - Authority Average	51.39	52.46	39.81	31.04	No longer available
Exclusion Incidents per 1000 pupils - National Average ¹⁰	32.8	not collated	27.2	Not collated	Not yet published

Footnotes

Data will be anonymised to protect individuals where there are fewer than 5 pupils and or presentations.

SQA Please note that this data is based on current interim results. It does not take into account any updated results due to the SQA Post Result Services and therefore this data could change and is not reflective of leavers exit qualifications which are cumulative. Insight data is updated at the end of February that results post-results service outcomes.

¹ SQA Performance data was collected on 23rd November 2015 from SEEMiS Vision. Information previously provided in the SQA Authority Analysis reports for Committee will differ slightly to information provided here in order to ensure consistency of approach in collating data for comparative purposes.

^{1a} Please note that some schools operate a positive presentation policy whereby they present students, if at all possible or at parental request for higher units however this can impact both the percentage pass rate and the level of awards. Therefore care must be taken when comparing number of presentations to the percentage pass rate.

² Results up to and including 2012/13 national percentages were sourced from the Annual Statistics Report 2013 (available only as whole percentages). National percentages grades A-C for 2013/14 came from Attainment Statistics (December) 2014. National percentages for 2014/15 and grades A-D for 2013/14 came from Attainment Statistics (August) 2015. Documents produced by SQA.

³ 2013/2014 was the first year National 4 and National 5 Qualifications were offered as part of the SQA diet. Therefore no performance data is available prior to this date. 2014/2015 was the last academic year that Intermediate 1 and Intermediate 2 qualifications were offered as part of the SQA diet of examinations. They have been superseded by National 4 and National 5. Standard Grade qualifications were offered for the last time in 2012/2013 and were superseded by National 4 and National 5.

⁴ SLDR data is published by Skills Development Scotland (SDS) on behalf of The Scottish Government. The year runs from 1st August to 31st July each year and the data is collected on the 1st Monday in October each year. The data shown in this profile is the initial data collected.

- Higher Education includes HNC, HND and Degree courses
- Further Education includes Access, NPAs and Highers
- Training includes Employability Stage Funds 2 and 3 (previously called Get Ready for Work)
- Employment includes Modern Apprenticeships and any employment over 16 hours per week
- Voluntary includes Barnardos, Oxfam, Red Cross and community based volunteering
- Activity Agreements are for young people who are furthest removed from employment/training/education that are receiving mentoring support from a Trusted Professional
- Unemployment includes those young people who can't work through ill health, are caring for others or are pregnant

⁵ 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. Figures are based on census roll figures.

⁶ National Averages for FSM have been taken from Summary statistics for attainment, leaver destinations and healthy living, June 2017 Edition,

⁷ Attendance, Absence and Exclusion information is now collected on a biennial basis by Scottish Government. Data was collected in August for session 2016/17 and has not yet been published.

⁸ Please note that Attendance and Exclusion data can only be compared over a 4 year period as academic session 2017/18 is not yet complete and therefore the data for the current session may change and has not been included. The 4 year percentage change compares 4 full years. Information prior to 2016/17 was extracted from SEEMiS Vision. Data from 2016/17 is extracted from the SEEMiS Business Intelligence Reporting tool.

⁹ 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 Management Circular 3.03.

¹⁰ National Averages for Attendance and Exclusions have been taken from Summary Statistics for Schools in Scotland, No.6 | 2015 Edition.

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**ARGYLL AND BUTE COUNCIL
HELENSBURGH AND LOMOND AREA COMMITTEE**

21 December 2017

**Supporting Communities Fund – Participatory Budgeting Pilot approach
2018/19**

1. SUMMARY

- 1.1 The Supporting Communities Fund, previously the Third Sector Grants is to be distributed by a Participatory Budgeting (PB) method for 2018/19.
- 1.2 A participatory budgeting approach to distribution of the Supporting Communities Fund is a pilot for 2018/19.
- 1.3 The Area Committee will have a role in the process as projects to be put forward to public vote will be agreed by Area Committees in March 2018.
- 1.4 COSLA have produced a briefing on PB for elected members providing more information on the concept and the Government's ambition to have 1% of council budgets distributed through a PB approach by 2020.

2. RECOMMENDATIONS

- 2.1. Members are asked to note the role of the Area Committee in the PB approach to distributing the Supporting Communities Fund.

3. DETAILS

- 3.1 It was agreed by Council on 27 September 2017 that the Supporting Communities Fund be distributed by a PB approach for 2018/19 as a pilot. Recommendations from the pilot will support the council's considerations of how it could best implement the Scottish Government target of 1% of budget distributed through PB by 2020.
- 3.2 Council also agreed the following changes to the fund for the PB pilot:
 - Groups can bid for project costs up to a max of £2,500 per application.
 - Funding is 100%, no requirement for match funding
- 3.3 Using a Participatory Budgeting approach with the Supporting Communities Fund involves the following key stages:
 - The Ideas Stage – community groups have until 22 December 2017 to post their ideas of projects on a dedicated webpage (www.abpb.co.uk) where others can comment, share thoughts and help develop the idea.
 - Applications – the deadline for application to the fund is 22 January 2018.
 - Application assessment – applications will be scored using a strict criteria and recommendations taken to Area Committee in March

2018. Area Committee will make the decision on which projects go forward to public vote.

- Public Vote – people aged 16 years and over who live in Argyll and Bute will be asked to vote for projects within their administrative area. The total funds available is expected to be a minimum of £24,500 per administrative area, and people will be able to vote for a number of projects to allocate the full fund available within their area. Voting will take place in April 2018.

3.4 A webpage has been set up with more information on how the fund will be managed, and how community groups can get involved: www.abpb.co.uk.

3.5 COSLA have produced a briefing on PB for elected members, we are currently waiting on the final version of this and will circulate when we have this.

4. CONCLUSION

4.1 Distributing the Supporting Communities Fund through a Participatory Budgeting approach as a pilot involves several changes to the process. It is important that these are communicated to community groups to support as many groups as possible to apply to the fund. The findings of the PB approach to the Fund will inform how best the council can approach this way of distribution of funds in the future. A cross council working group has been established to develop and deliver this project, and provide recommendations for similar projects in the future.

5. IMPLICATIONS

Policy: Project provides recommendations for similar projects in the future to help meet policy objective of 1% distributed by PB, by 2020.

Finance: Scottish Government provided funding to support this pilot.

Personnel: None

Legal: None

Equal Opportunities: The grant allocation is consistent with the Equal Opportunities policy of Argyll and Bute Council.

Rona Gold
Community Planning Manager
Community Planning and Community Development
17 November 2017

For further information please contact: communitydevelopment@argyll-bute.gov.uk

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND AREA
COMMITTEE

STRATEGIC FINANCE

DECEMBER 2017

CHARITY AND TRUST FUNDS

1. EXECUTIVE SUMMARY

- 1.1 This report sets out the proposed method for the distribution of the charities and trust funds in the Helensburgh & Lomond area.
- 1.2 The recommendation is to agree the proposed distribution of the available funds.

CHARITY AND TRUST FUNDS**2. INTRODUCTION**

- 2.1 This report sets out the proposed method for the distribution of the charities and trust funds in the Helensburgh & Lomond area.

3. RECOMMENDATIONS

- 3.1 To approve the proposed method for the distribution of the charities and trust funds shown in Appendix 1.

4. DETAIL

- 4.1 There are a number of trust funds for which a procedure requires to be established for both the identification of the recipients and the process for distribution of the income. This report set out the proposed method of distributing the charities and trust funds.
- 4.2 The Council administers a total of 4 charities and 7 Trust Funds in the Helensburgh & Lomond area which make up Argyll and Bute.

	Registered Charities	Trust funds
Helensburgh & Lomond	3	5
Council Wide	1	2
	4	7

- 4.3 The proposed distribution methodologies have been reviewed and the proposals will minimise the amount of time spent on the distribution of the various trust funds and charities. However, if there are opportunities in the future to combine or transfer trust funds a report will be brought to the Area Committee at the appropriate time.
- 4.4 Appendix 1 sets out the proposed method of distribution for each charity and trust fund.

5. CONCLUSION

- 5.1 This report sets out the estimated income for each charitable and trust fund and a proposed basis of distribution of the available funds.

6. IMPLICATIONS

6.1	Policy –	Sets proposed approach to distribution.
6.2	Financial -	Proposals for use of income set out in report.
6.3	Legal -	Proposes proper use of charity and trust funds.
6.4	HR -	None.
6.5	Equalities -	None.
6.6	Risk -	None.
6.7	Customer Service -	None.

Kirsty Flanagan, Head of Strategic Finance

For further information please contact Peter Cupples, Finance Manager – Corporate Support 01546-604183.

Appendix 1 – Analysis of Charities and Trust Funds

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HELENSBURGH & LOMOND**Appendix 1****Trust Funds**

Name	Purpose	Distribution Proposal	Capital (Restricted) Funds £	Accumulated Funds for Distribution £
Helensburgh & Faslane Cemeteries Fund	Upkeep of tombstones etc in District cemeteries.	Transfer to Roads and Amenity Services annually when it is confirmed that the cemetery is being maintained. If no work is being undertaken do not make the transfer until such time as work is to be carried out.	8,351	2,957
Ballyhennan Churchyard	Upkeep of churchyard	Transfer to Roads and Amenity Services annually when it is confirmed that the cemetery is being maintained. If no work is being undertaken do not make the transfer until such time as work is to be carried out.	378	161
Sundry Bequests - Former Dumbarton Cemeteries	Upkeep of tombstones etc in District cemeteries.	Transfer to Roads and Amenity Services annually when it is confirmed that the cemetery is being maintained. If no work is being undertaken do not make the transfer until such time as work is to be carried out.	2,119	692
Cardross War Memorial	Upkeep of war memorial.	The war memorial is being maintained by Roads and Amenity Services through their Central Repairs budget and on this basis the funds should be transferred to the Service the next time maintenance work is being undertaken.	689	54
Clydesdale Air Raid Distress Fund	For benefit of the former Helensburgh District Council Area.	Advertise to combine with Cardross War Memorial Fund.	2,703	765

Registered Charitable Trusts

Name	Purpose	Distribution Proposal	Capital (Restricted) Funds £	Accumulated Funds for Distribution £
Kidston Park Trust	Provide a public park, or recreation ground for the inhabitants of Helensburgh, and for the purposes of boating and bathing in the Gareloch.	Transfer to Roads and Amenity Services annually.	1,986	2,194
Miss Annie Dickson Burgh Bequest	The relief of distress in the Burgh of Helensburgh.	Transfer funds on an annual basis to Social work to distribute the funds.	2,819	1,302
Logie Baird Prize Fund	Advancement of Education by providing an annual prize to a pupil at Hermitage Academy, Helensburgh, for most ability in Science and Mathematics.	Paid to the Hermitage Academy school funds.	200	1,708

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ARGYLL AND BUTE COUNCIL**HELENSBURGH AND
LOMOND AREA COMMITTEE****CUSTOMER SERVICES****21 DECEMBER 2017**

AREA SCORECARD FQ2 2017-18

1 Background

- 1.1 This paper presents the Area Scorecard and Report for financial quarters 1&2 of 2017-18 (April-September 2017).
- 1.2 The Scorecard and Report are being developed and commentary added as a new feature. Some success measures still require commentary. This is a new process and work with responsible officers is ongoing to embed the process.

2 Recommendations

- 2.1 It is recommended that the Area Committee notes the performance presented on the Scorecard and supporting commentary where available.
- 2.2 The Area Committee are asked to note that work in ongoing to embed the new reporting process going forward.
- 2.3 The Area Committee are asked to comment on the content and format of the Scorecard and Report for possible improvements.

Douglas Hendry
Executive Director, Customer Services

Jane Fowler
Head of Improvement & HR

For further information, please contact:

Sonya Thomas
Performance and Improvement Officer
Improvement and HR
01546 604454

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H&L Area Scorecard 2017-18								
Performance element	Status	Trend	FQ1 2017/18 Target	FQ1 2017/18 Actual	FQ2 2017/18 Target	FQ2 2017/18 Actual	Owner	Comments
Corporate Outcome No 1 - People live active, healthier and independent lives								
CC26_01-Number of new affordable homes completed per annum. (Housing Services)	●	↑	7	7	30	30	Allan Brandie	Qtr 1 2017/18 During Quarter 1 there were 2 completions in the Glenshellach development in Oban. No further completions were anticipated during quarter 1. Qtr 4 2016/17 Data updated on Pyramid - 27/04/17. Final quarter 4 figures confirm the annual target exceeded by 40%. 154 completions against a target of 110.
CC1 Affordable social sector new builds - H&L (Housing Services)	●	↓	5	5	0	0	Allan Brandie	H&L FQ2 2017-18 No further completions scheduled for this year. A number of projects including Jutland Court and Succoth etc are onsite and will complete next year

Performance element	Status	Trend	FQ1 2017/18 Target	FQ1 2017/18 Actual	FQ2 2017/18 Target	FQ2 2017/18 Actual	Owner	Comments
Corporate Outcome No.2 - People live in safer and stronger communities								
Car Parking income to date (StreetScene)	●	↑↑	£211,195	£205,718	£502,426	£590,760	Stuart Watson	Car Parking Income - FQ2 2017-18 Car parking income council wide has increased. This increase can be attributed to a variety of factors but it is believed that a more effective and visible on street presence is a factor.
Car Parking income to date - H&L (Streetscene H&L)	●	↑↑	£52,325	£44,349	£124,480	£127,232	Stuart Watson	Car Parking Income - H&L FQ2 2017-18 Car parking income for B&C is above anticipated target for FQ2 2017-18. The income has increased on the same period last year (FQ2 2017-17), which was £87,629.
A&B % community councils with emergency plan (Civil Contingencies)	●	⇒	55 %	57 %	55 %	57 %	Carol Keeley	ABC FQ2 2017/18 Regular contact is made to encourage CC's and Community Groups to update and exercise existing plans. Those that have not responded are contacted regularly with the exception of those that do not wish to be contacted. Remaining kit bags in storage have been distributed across the Council area October 2017
H&L % community councils with emergency plan (Civil Contingencies)	●	⇒	80 %	13 %	80 %	13 %	Carol Keeley	H&L FQ2 2017-18 The only area in H&L that has completed a plan is Cardross CC. Regular contact is made with Tony Davy and the Cardross plan is updated regularly. No responses have been received from Arrochar & Tarbet, Cove & Kilcreggan, Garelochhead and Luss and Arden. Helensburgh, Rhu & Shandon and Rosneath & Clynder have intimated that they do not wish to produce a community emergency plan and no contact is to be made in this regard in future.
Dog fouling - A&B total complaints (StreetScene)	●	↓↓	78	83	78	110	Tom Murphy	A&B Dog Fouling Complaints Dog Fouling complaints had decreased during the middle part of the year from 52 in Jan to 25 in June, rising back up to 48 in Oct. Wardens will continue to follow up on complaints and rely on witness support to act upon reported cases. The Dept. will work with the Comms team to address the issue and provide clear information on the support needed to catch dog owners who fail to lift up after their dog. Area teams will target specific problem areas over the winter months and engage with community groups and schools to give advice on good dog management and ways to work with the council in getting the message out to the wider public. We have 4 Wardens on 12 month contracts in each area targeting Dog Fouling, Littering and Fly Tipping and they have been actively engaging with the public on these matters.

Performance element	Status	Trend	FQ1 2017/18 Target	FQ1 2017/18 Actual	FQ2 2017/18 Target	FQ2 2017/18 Actual	Owner	Comments
Dog fouling - number of complaints H&L (Streetscene H&L)		↑	12	42	12	34	Stuart McCracken	Dog Fouling Complaints H&L Wardens will continue to follow up on complaints and rely on witness support to follow up on reported cases. The Dept. will work with the Comms team to address the issue and provide clear information on the support needed to catch dog owners who fail to lift up after their dog. The Area team will look at specific problem sites and target these over the winter months.
LEAMS - Argyll and Bute monthly average (Cleanliness Monitoring Systems)	●	↓	75	79	75	79	Tom Murphy	LEAMS ABC FQ2 2017-18 Litter monitoring over the area has provided evidence to show that as a council we are meeting the criteria set out via Keep Scotland Beautiful in the main part and falling short where we find areas of weed and detritus evident on pavements. As a Department we will look to address this issue by better integration of Roads & Amenity staff focusing on weedkilling and removal of detritus from footpaths and cyclical cleaning in line with current schedules. Roads and Amenity Officers will invite KSB officers to discuss the 2017 annual report and advise on further actions where necessary.
LEAMS - H&L Helensburgh (Cleanliness Monitoring Systems)	●	↓	73	76	73	74	Stuart McCracken	H&L Helensburgh FQ2 2017-18 The area has achieved its target through continued hard work and vigilance of staff. There is still room for improvement with weed control and cleaning of detritus in problem areas. Discussions with Keep Scotland Beautiful are expected during which these improvements will be discussed. The date for these discussions has yet to be set
Corporate Outcome No.3 - Children and young people have the best possible start								
Corporate Outcome No.4 - Education, skills and training maximises opportunities for all								
% Positive destinations (Authority Data)			92.0 %	91.8 %	92.0 %	0%	Eileen Kay	FQ2 2017-18 No update due for FQ2 2017-18 FQ1 2017/18 92.7% of young people sustained a positive destination six months after the initial leaver report from the 2015/16 leaver cohort. This is above the national Scottish figure of 91.4%
HMIE positive School Evaluations - by area Sec (Authority Data)			0%	0%	0%	0%	Maggie Jeffrey	FQ2 2017-18 No inspections were carried out.
HMIE positive School Evaluations - H&L Sec (Authority Data)	●	⇒	0 %	0 %	0 %	0 %	Maggie Jeffrey	FQ2 2017-18 No inspections were carried out in FQ2 2017-18 FQ1 2017-18 No inspections were carried out in FQ1 2017-18
Corporate Outcome No.5 - The economy is diverse and thriving								
Householder Planning Apps: Ave no of Weeks to Determine - ABC (Planning Applications)	●	↑	8.0 Wks	5.6 Wks	8.0 Wks	6.7 Wks	Peter Bain	FQ2 2017/18 Despite a reduction in performance during FQ2 from the previous period the time period for determination of householder planning applications remains well within the 8 week target and compares favourably to the national average (7.1 weeks) and the rural authorities benchmarking group (7 weeks)
no of Weeks to Determine - H&L (Planning Applications)	●	↓	8.0 Wks	6.2 Wks	8.0 Wks	6.3 Wks	Peter Bain	FQ2 2017/18 Turnaround of H&L householder applications remains below the 8 week target for the 20th consecutive quarter
PR23_03-Pre-application enquiries processed within 20 working days (Planning Applications)	●	↓	75.0 %	74.6 %	75.0 %	72.4 %	Peter Bain	Pre-Application Performance There continues to be a significant year on year increase in pre-application submissions placing additional strain on decreasing resources. In 2016/17 the pre-app submission level was up 15.3% (an additional 177 enquiries) on the previous year. 2016/17 has also been a transitional year for DM with significant changes in key staff members at all professional levels of service provision. During this period delivery of timely pre-app responses has dipped below the service target of 75% but has in fact improved during FQ4 2016/17 (72.4%) and FQ 1 2017/18 (74.6%). The introduction of pre-app charging (Aug 2017) is expected to reduce demand for pre-app services and should make workloads more manageable, progress of pre-application submissions will continue to be monitored and micro-managed on a regular basis as part of individual officers work plans

Performance element	Status	Trend	FQ1 2017/18 Target	FQ1 2017/18 Actual	FQ2 2017/18 Target	FQ2 2017/18 Actual	Owner	Comments
% of Pre-App Enquiries Processed in 20 working days in H&L (Planning Applications)	●	↓	75.0 %	93.5 %	75.0 %	84.7 %	Peter Bain	FQ2 2017/18 Turnaround of pre-apps remains above the 75% target for the 11th consecutive quarter
Corporate Outcome No.6 - We have infrastructure that supports sustainable growth								
RA14_05-Percentage of street lighting repairs completed within 10 days. (Street Lighting - Maintenance)			75 %		75 %		Lyndis Davidson	
Street lighting - % H&L faults repaired within 10 days (Street Lighting - Maintenance)			75 %		75 %		Lyndis Davidson	
No of Complaints ref Waste Collection (StreetScene)		↓	No Target	17	No Target	14	Tom Murphy	
No of Complaints ref Waste Collection H&L (Streetscene H&L)		↓	No Target	6	No Target	2	Allan MacDonald (Streetscene)	FQ2 2017-18 - No of Complaints ref Waste Collection H&L Two complaints were registered through the FQ2 period, this level of performance from our waste collection services is excellent, considering the large number of properties both domestic and commercial and also the different wide range of services being delivered, from general waste collections, kerbside co-mingle collections, glass recycling and food waste kerbside collections.
RA24_02-Percentage of waste recycled, composted and recovered. (Waste Management Performance)	●	↑	40.0 %	45.6 %	40.0 %	49.3 %	Jim Smith	Percentage of waste recycled ,composted and recovered 49.3% recycled ,composted and recovered in Q2 (35.4% recycled/composted and 13.9% recovered) Percentage of waste recycled ,composted and recovered 45.6% recycled ,recovered and composted in Q1 (33% recycling/composting and 12.6% recovery) .
H&L - No of Tonnes of Waste Recycled, Composted & Recovered (Waste Management Performance)		↑	No Target	1,632 Tonnes	No Target	2,220 Tonnes	Alan Millar	H&L Totals - FQ2 2017-18 50.2% recycled, composted and recovered in Q2 (41.7% recycled/composted and 8.5% recovered)

Corporate Outcome - People live active, healthier and independent lives

CC28_01-Number of new affordable homes completed per annum.



CCL Affordable social sector new builds - H&L



Corporate Outcome - People live in safer and stronger communities

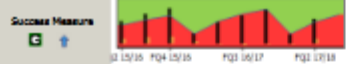
Dog fouling - ABS total complaints



Dog fouling - number of complaints H&L



Car Parking income to date



Car Parking income to date - H&L



ABS % community councils with emergency plan



H&L % community councils with emergency plan



LEAMS - Argyll and Bute monthly average



LEAMS - H&L Helensburgh



Corporate Outcome - The economy is diverse and thriving

PR23_03-Pre-application enquiries processed within 20 working days



% of Pre-App Enquiries Processed in 20 working days in H&L



Householder Planning Apps: Ave no of Weeks to Determine - ABC



Householder Planning Apps: Ave no of Weeks to Determine - H&L

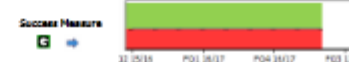


Corporate Outcome - Education, skills and training maximises opportunities for all

% Positive destinations



HMI2 positive School Evaluations - H&L Sec



Corporate Outcome - We have infrastructure that supports sustainable growth

No of Complaints ref Waste Collection



No of Complaints ref Waste Collection H&L



RA24_02-Percentage of waste recycled, composted and recovered.



H&L - No of Tonnes of Waste Recycled, Composted & Recovered



RA14_03-Percentage of street lighting repairs completed within 10 days.



Street lighting - % H&L faults repaired within 10 days



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ARGYLL AND BUTE COUNCIL

Helensburgh & Lomond Area
Committee

Development and Infrastructure
Services

21 December 2017

Helensburgh Outdoor Museum – Arts Strategy Fund

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to provide members with detail on the proposed operation and management of the Helensburgh Arts Strategy Fund, relative to the town's award winning Outdoor Museum.
- 1.2 At its meeting on 13 December 2016, the Committee agreed to allocate £55,500 from CHORD Surplus Funds for the further development of the Outdoor Museum, and at its meeting on 11 April 2017, the Committee noted:
- 1.3 That officers will convene a **Design Panel** over the summer months, which shall consider the issues highlighted in the draft Strategy document, and bring forward recommendations for consideration and approval by the Helensburgh & Lomond Area Committee.
- 1.4 This report therefore seeks to provide a draft Arts Strategy document produced, through the Design Panel for Committee's consideration.

2. RECOMMENDATIONS

It is recommended that the Helensburgh and Lomond members:

- 2.1 Approve the proposed operation and management of the Helensburgh Arts Strategy Fund, relative to the town's award winning Outdoor Museum.

ARGYLL AND BUTE COUNCIL

**Helensburgh & Lomond Area
Committee**

**Development and Infrastructure
Services**

21 December 2017

Helensburgh Outdoor Museum – Arts Strategy Fund

3. INTRODUCTION

- 3.1 The purpose of this report is to provide members with detail on the proposed operation and management of the Helensburgh Arts Strategy Fund, relative to the town's award winning Outdoor Museum.
- 3.2 On 13 December 2016, members agreed to the allocation of £55,500, from CHORD Surplus Funds, towards the further development of Helensburgh's Outdoor Museum. Further to which, at its meeting on 11 April 2017, the Committee noted:
- 3.3 That officers will convene a Design Panel over the summer months, which shall consider the issues highlighted in the draft Strategy document, and bring forward recommendations for consideration and approval by the Helensburgh & Lomond Area Committee.
- 3.4 This report therefore seeks to provide a draft Arts Strategy document for Committee's consideration and approval that has been produced to reflect the views of the Design Panel.

4. RECOMMENDATIONS

It is recommended that the Helensburgh and Lomond members:

- 4.1 Approve the proposed operation and management of the Helensburgh Arts Strategy Fund, relative to the town's award winning Outdoor Museum.

5. DETAIL

- 5.1 Helensburgh's award winning Outdoor Museum displays a collection of treasured objects brought forward by local residents/organisations in the town – stories of local, national and international significance, and makes them available to people of Helensburgh, Scotland and beyond. The Museum has been very well received by the local community, visitors to the town, and by the arts, heritage and culture bodies in Scotland and further afield. The Museum

received the prestigious Saltire Art in Public Places Award with the focus on how art contributes to a distinctive quality of place. The Outdoor Museum has been shortlisted for / commended by the FX International Design Awards in the Best Museum 2016 category, with judges stating that every town should have an outdoor museum. The Area Committee has set aside £55,500 to add to the Outdoor Museum in future years and requested that officers bring forward a strategy to incorporate detail on the creation, operation and management of the Fund.

- 5.2 Phase 1 of museum development saw the delivery of 10 community-led artworks at a total cost of £61,476.30, resulting in an average unit cost of £6,147.63.
- 5.3 A Design Panel has been convened which includes representatives from Helensburgh Community Council, Rhu and Shandon Community Council, the Arts Society Lomond, elected members and members of the public.
- 5.4 The Design Panel have contributed to the development of the Arts Strategy (Appendix 1) which contains assessment criteria and a scoring matrix for consideration by Committee. These have been designed to provide a fair and transparent process for applications to be assessed.
- 5.5 A total fund of £15,000 will be made available per annum.
- 5.6 Applications for funding are available for up to 50% of total costs incurred in developing, fabricating/producing and installing an artwork to a maximum of £3,000.
- 5.7 Applications for total costs and plinth allocations will be assessed and scored by the Design Panel and recommendations brought to Helensburgh and Lomond Area Committee for final approval.
- 5.8 Applications for development costs (to a maximum value of £500) will be assessed and determined by the Design Panel.

6. CONCLUSION

- 6.1 The Outdoor Museum has been well received both locally and nationally as is evidenced by the numerous award nominations. Approval of a strategy for the future development of this arts/culture asset will enable us to invite applications for and begin to create a critical mass of individual works within the collection, with the potential that the Outdoor Museum becomes a visitor attraction in its own right.

7. IMPLICATIONS

- 7.1 **Policy:** The delivery of this project fits with the Council's Corporate Plan, Single Outcome Agreement and approved Development Plan key actions and policy for safeguarding our built heritage and town centre regeneration.
- 7.2 **Financial:** The Area Committee has set aside £55,500 from the CHORD Surplus Funds for the future enhancement of the Outdoor Museum.
- 7.3 **Legal:** None
- 7.4 **HR:** None. The fund will be managed by the Economic Development Officer, who will provide updates to the Area Committee.
- 7.5 **Equalities:** None
- 7.6 **Risk:** None
- 7.7 **Customer Service:** None

Executive Director of Development and Infrastructure Services – Pippa Milne
Policy Lead – Aileen Morton

For further information contact: Mhairi Gardiner, Helensburgh and Lomond
Development Officer, Transformation Projects and Regeneration Tel: 01436 658 817

APPENDICES

Appendix 1: Outdoor Museum Art Strategy

Outdoor Museum Art Strategy



Discussion Paper

November 2017

1. Purpose of Grant

A total budget of £55,000, which allows for a maximum award of £15,000 in any given year, has been allocated by Argyll and Bute Council to the Outdoor Museum. Awards are available for up to a maximum of £3,000 based on a maximum intervention of 50% of the total costs incurred in developing, fabricating / producing and installing an art work in the Outdoor Museum, Colquhoun Square, Helensburgh.

2. Submission Process

There will be one call for applications per year advertised on the Argyll and Bute website, with a maximum available funding pot of £15,000 per annum for a minimum of three years.

Application Type	Maximum Available Funding	Match Required	Scored by	Final Decision by
Type 1	£500	50%	Design Panel	Design Panel
Type 2	£3,000 (inclusive of any prior Type 1 award)	50%	Design Panel	Area Committee
Type 3	£0	0%	Design Panel	Area Committee

Applications are to be made no later than **Friday 2nd March 2018** with scoring and awards to be made in June 2018.

All works covered by an award must be completed within 12 months of that award being made e.g. if an application for development costs was determined on 5th April 2018, the respective works must be complete by 5th April 2019. If the same group subsequently makes an application for production/installation costs, those works would need to be complete within 12 months of the later award date.

3. Application Types

Type 1: Applications for Development Costs

The maximum funding available for initial development costs is £500 in respect of any single application and for not more than two such awards to be made in any given year. A minimum of 50% match funding is required for applications to be considered. This award can cover the following costs:

- Appointing an artist to develop a design;
- Professional advice on technical aspects of production of design;
- Professional advice on production costs.

Applications for development costs will be accepted once annually. Applications for development costs should complete this form and return to projects.east@argyll-bute.gov.uk Applications will be assessed by the Design Panel based on eligibility and scoring criteria in Section 4.

Type 2: Applications for Total Costs

The maximum total funding available for developing, fabricating/producing and installing an art work is 50% of total costs up to a maximum of £3,000. A minimum of 50% match funding is required for applications to be considered.

Applications for total costs will be accepted once annually. Applicants for total costs should complete this form and return to projects.east@argyll-bute.gov.uk Applications will be assessed by the Design

Panel based on assessment and scoring criteria in Section 4 and recommendations taken to the Helensburgh and Lomond Area Committee for final approval.

Type 3: Applications for Plinths (No funding required)

If you wish to donate an artwork to the Outdoor Museum, applications for the allocation of a plinth are welcomed. Applications for plinths with no requirement for funding should complete this form and return to projects.east@argyll-bute.gov.uk Applications will be assessed by the Design Panel based on assessment and scoring criteria in Section 4 with recommendations taken to the Helensburgh and Lomond Area Committee for final approval.

In order for your application to be considered, you must supply all information required by

Friday 2nd March 2018

If your submission is incomplete it will not be progressed.

4. Assessment Criteria

The below criteria applies to all application types unless otherwise stated.

4.1 Principles

All applications should meet the following principles:

- That proposed art works must have a direct connection with Helensburgh, Lomond and the immediate local area, its history and/or culture;
- That proposed art works must not be seen as a means of advertising any business;
- That the subject matter of any art works should not cause offence i.e. likely to be upsetting, insulting, or objectionable to some or most people;
- That the materials and methods of fabrication/production for any art work should be of commensurate type and quality as the original installations i.e. artefacts encapsulated in acrylic, bronze and/or stone reproductions of original artefacts;
- Artworks must be in keeping with the character of the Outdoor Museum and surrounding area;
- Interpretation material should be provided to accompany any artwork. This should be included on the plinth itself and provided to be published on the Outdoor Museum website. Applicants must account for costs and design implications of any associated interpretation material;
- Art works should be designed to require little or preferably no maintenance.

4.2 Scoring Matrix

Criteria	Allocation of score on a scale of 1 to 3
Community Link – proposal must demonstrate a strong link with Helensburgh and the surrounding area.	1 – partial compliance 2 – good evidence of compliance shown 3 – comprehensive evidence provided
Quality – Proposals should provide a high quality artwork of commensurate quality to the existing collection (<i>not applicable to Type 1 applications for Development costs</i>)	1 – partial compliance 2 – good evidence of compliance shown 3 – comprehensive evidence provided
Character – Proposals should be in keeping with the	1 – partial compliance

character of the surrounding streetscape and should not present an obtrusive or incongruous feature	2 – good evidence of compliance shown 3 – comprehensive evidence provided
Risk – applicant to provide assurance that the artwork can be delivered and installed	1 – partial compliance 2 – good evidence of compliance shown 3 – comprehensive evidence provided
Durability – artworks should be produced in a material which is durable and appropriate with minimal maintenance requirements (<i>not applicable to Type 1 applications for Development costs</i>)	1 – partial compliance 2 – good evidence of compliance shown 3 – comprehensive evidence provided

5. Application Form

Please make sure you refer to the guidance in the application pack.

Please complete the form clearly in black ink or type.

Q1	Tell us about you/your organisation		
Name of organisation			
Name of main contact (<i>To whom correspondence will be sent</i>)			
Title	First Name	Surname	
Job Title or Role within Organisation			
Address For Correspondence			
Postal Town		Full Post Code	
Telephone No:			
E-Mail Address:			
Organisation's Website Address:			
Q2	If you are a branch of a larger organisation or a member of an umbrella body, please tell us which one.		
Q3	What is the legal status of your organisation? (If applicable please give registration No/s e.g. Charity No/Company No.)		
Charity No:		Company No:	

Q4	If you are applying on behalf of an organisation, how many people are involved in running your organisation?												
Committee Members		Paid Staff Full Time		Paid Staff Part Time		Volunteers		Trustees					
Q5	What ages are the people your organisation works with?												
0-5	<input type="checkbox"/>	6-10	<input type="checkbox"/>	11-16	<input type="checkbox"/>	17-25	<input type="checkbox"/>	26-59	<input type="checkbox"/>	60+	<input type="checkbox"/>	All Ages	<input type="checkbox"/>
Q6	Please indicate which type of application you are submitting				<input type="checkbox"/>	Type 1 Development Costs (maximum £500)							
					<input type="checkbox"/>	Type 2 Total Costs (maximum £3000)							
					<input type="checkbox"/>	Type 3 Artwork Donation (no funding required)							
Q7	What value of grant are you requesting (£)?												
Q8	What percentage of the total project costs (including VAT) does this represent?												
Q9	Please provide details of the sources of match funding.												
Q10	What is the proposed artwork? (Please describe the form, design, material, method of fixing and interpretation materials of the artwork. Include details of the durability and quality of materials and workmanship and how the artwork responds to the surrounding environment. Please attach any drawings/sketches as required)												
Q11	Please detail the link between the proposed artwork and the wider community.												
Q12	Please describe the required positioning of the artwork. (Please include details of the type of plinth required and how the artwork will be positioned)												

Q13	Please detail how the proposed artwork will be delivered. (Please provide details of any consultants involved in the project and their role and a timescale for delivery)
Q14	Please detail any maintenance requirements for the proposed artwork.
Q15	What barriers or challenges have you thought about in delivering the artwork and are there contingency plans in place?

FINANCE SECTION

Q16	Tell us how much money you need in order to fund the project you are applying for and give us a breakdown.		
	Item / Activity	Net (£)	VAT (£)
	<i>EG. Appointment of artist to develop and produce artwork.</i>	£1,500	
A	Total cost		
B	How much of this total are you funding from your resources?		

C	How much is coming from other agencies?		
D	Total amount requested in this application (Amount requested D= A-B-C) Please do not request more than 50% of the total cost of the project/activity - up to a maximum of £3,000.		

Q17	Tell us about any other grant or current applications you have made to Argyll and Bute Council within the past 3 years. (This should include any contracts you have with the Council to deliver services)		
	Grant and Year	Description / Amount	Successful
			Yes <input type="checkbox"/> No <input type="checkbox"/> Pending <input type="checkbox"/>
			Yes <input type="checkbox"/> No <input type="checkbox"/> Pending <input type="checkbox"/>
			Yes <input type="checkbox"/> No <input type="checkbox"/> Pending <input type="checkbox"/>
Q18	Are you applying to any other funders for what you have described in this application? (If you have a pending application please let us know the outcome as soon as possible)		
	Grant Scheme/Funder	Description / Amount	Successful
			Yes <input type="checkbox"/> No <input type="checkbox"/> Pending <input type="checkbox"/>
			Yes <input type="checkbox"/> No <input type="checkbox"/> Pending <input type="checkbox"/>
			Yes <input type="checkbox"/> No <input type="checkbox"/> Pending <input type="checkbox"/>
			Yes <input type="checkbox"/> No <input type="checkbox"/> Pending <input type="checkbox"/>
Q19	Tell us your bank details		
	Please ensure that these are accurate and include all accounts / funds held		
	Account name of organisation		

Bank / Building Society name	
Bank / Building Society address	
Sort code (6 digits)	Account Number (8 digits)
Building Society roll number (if applicable)	
Who from your group is authorised to sign cheques?	
Name	Position
Name	Position
Name	Position
If your Treasurer is not one of the authorised signatories, please give the Treasurers name	
Q20	Your Signature Must be the main contact as stated in question 2
I confirm that to the best of my knowledge and belief, all replies given on this application are true and accurate. I understand that the supporting information may be requested at any stage of this application.	

Signature:	Date:
-------------------	--------------

Q21 Declaration		
<p>I confirm that I am authorised to sign this declaration on behalf of the applicant.</p> <p>To the best of my knowledge and belief all information provided in this application is true and accurate.</p>		
Post Held:		
Title	First Name	Surname
Address		
Post Code	Postal town	
Telephone No		
Signature		Date

Please email, post or hand in your completed application form with **all** required paperwork to:

**Mhairi Gardiner, Helensburgh and Lomond Civic Centre, 38 East Clyde Street,
Helensburgh, G84 7PG**

projects.east@argyll-bute.gov.uk

ARGYLL AND BUTE COUNCIL**Helensburgh and Lomond Area Committee****CUSTOMER SERVICES****21st December 2017****PROPERTY UPDATE**

1.0 EXECUTIVE SUMMARY

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

RECOMMENDATIONS

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

2.0 INTRODUCTION

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

3.0 RECOMMENDATIONS

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

4.0 DETAIL

Updates on the 11 properties are as follows:-

Old School House (Rainbow Centre), School Road, Kilcreggan - Sold

- 1.1 Sale completed on 15th September 2017. New owner is converting the former school into residential accommodation.

Unit 2 Ferry Road Rosneath – Sold

- 1.2 Sale completed on 6th September 2017. New owner bringing back into retail use and opened as Needle and Anchor.

Former Marriage Rooms, 25 West King Street – Sold

- 1.3 The sale completed on 27th October. New owner is currently refurbishing for office use.

Scotcourt House, James Street Helensburgh – Sold

- 1.4 Sale completed on 21st September. New owner is currently renovating and converting into martial arts centre and refurbished offices.

Former Hermitage Academy, Colgrain – Sold

- 1.5 The site of the former Hermitage Academy has now been sold to housebuilder Taylor Wimpey. The sale completed on 24th November and development work has now commence to deliver 95 new homes.

52 + 52A Sinclair Street – Under Offer

- 1.6 The premises at 52A Sinclair Street are currently under lease to Gordon's Chemist. Originally they requested to acquire this shop and the office next door at 52 Sinclair Street to allow them greater storage facilities. Gordon's have now requested a new lease of 52A/52 Sinclair Street instead.

- 1.7 Gordon's have been permitted a temporary licence to occupy number 52 and are currently using this part of the building for business storage. A new lease is currently being prepared to include 52 and 52A.
- 1.8 Missives are at a progressed stage and both parties have expressed a desire to conclude a contract as soon as possible. The new lease will include a condition that the tenant undertakes to complete the outstanding repairs to the Firehose Tower that the tenant is responsible for under the current lease within a specified timescale. The council will grant a renunciation of the existing lease once such an undertaking is secured.

1 East Princes Street / 48,50 Sinclair Street (former Municipal Buildings) – Under Offer

- 1.9 The property is currently under offer with Peckham's. All contractual matters have been addressed to mutual satisfaction. The offer from Peckham's is subject to the purchaser obtaining a liquor licence, planning permission, and building warrant. In regard to the liquor licence, they have been granted a provisional licence at the April 2017 Licensing Board. Whilst a licence confirmation (full licence) has not yet been applied for this is a delegated matter and can be processed in a matter of days. Planning permission was also granted in November 2016. The building warrant is the only outstanding matter and we have confirmed that Peckham's take possession of the building 28 days after issue of the warrant.
- 1.10 The building warrant has now been submitted but a number of amendments are required to meet Council and Scottish Fire and Rescue Service requirements. Once a new design and drawings have been provided a final consultation is required with a specialised fire consultant due to the age and complexity of the building. We anticipate this transaction will conclude in December 2017 or January 2018. We will continue to liaise closely with the purchaser.
- 1.11 It is noteworthy that an auction / sale of a number of items of civic furniture that were surplus to requirements following the sale of the Marriage rooms and pending sale of the Municipal buildings took place in early November. The sale included a number of historic chairs, tables, bookcases and other sundry items. Peckhams have purchased a number of items and shall be re-conditioning them for use within their new restaurant and dining area which they have programmed to open in May 2018 as first phase of their development.

Unit 1 Ferry Road Rosneath – Under Offer

- 1.12 The sale of Unit 1 is progressing. A number of matters have been addressed with the purchaser. The Council considers there to be no impediment to the sale of Unit 1 to the current occupier.
- 1.13 Estates are liaising with Governance and Law to bring matters to an early conclusion and the prospective purchaser is being required, within a specified timescale, to conclude matters one way or another.
- 1.14 Property Development and Estates have also asked the known users of the storage container situated in the rear car park to remove it. The contact has confirmed that they are investigating opportunities to relocate the container as well as long term permanent storage for it.

Blairvadach, Shandon by Helensburgh – Offers under consideration

- 1.15 Blairvadach is large former Council Office building and substantial estate grounds. The property is allocated for Housing for 115 units and has been marketed as a development opportunity for over a year by selling agents Ballantynes. The building has featured in ‘The Mail on Sunday’ as building of the week and was advertised in publication Commercial Property Monthly (May 2017).
- 1.16 A closing date for the sale of the property was set for the 4th August and offers / expressions of interest were received and considered in liaison with the Council’s selling agents. The property is fairly challenging to develop due to the sloping topography, presence of the listed building and large number of units involved / phasing. This is reflected in the offers that have been received which require detailed analysis in terms of the deliverability of scheme, capital receipt, certainty and phasing of payments. The Council is engaging with a preferred purchaser to clarify these matters. It is likely that any sale shall be predicated on achieving planning permission and other consents which shall take several months to conclude.

Hermitage Park Depot, Sinclair Street – For Sale

- 1.17 This amenity services depot and associated workshop, cottage and greenhouse adjacent to Hermitage Park was vacated earlier this year by operational staff and has been declared surplus to operational requirements. The site is being fully marketed on the Council’s website and ‘For Sale’ signs have been erected on the site. A viewings day was held in October and was also very successful.
- 1.18 We have already received a number of enquiries and sent out schedules / particulars to numerous parties from a wide interest range. Site particulars note that the site may be suitable for a residential development with vehicle access off Sinclair Street.
- 1.19 Given there is a good level of interest in the site we are keeping the matter of a closing date under review. Discussions are ongoing with an adjacent landowner in terms of a mutually agreeable right of access which we seek to conclude prior to any closing date being set.

1 West Clyde Street, Former Mariners Site - Purchased

- 1.20 Council has now acquired the site of the former Mariners Pub at 1 West Clyde Street. Sale completed on 24th November. Site forms part of Helensburgh Waterfront Development and will be included into Pierhead Masterplan.

5. IMPLICATIONS

5.1 The implications are as outlined in the table below.

Table 4.1: Implications	
Policy	None
Financial	Continue to pursue sale or lease of properties that shall generate financial income to Council

Legal	All property transactions are being progressed with close liaison between the PDET and legal services.
HR	None
Equalities	None
Risk	None
Customer Service	None

Douglas Hendry, Executive Director of Customer Services,

8th December 2017

For further information contact:

David Logan, Special Projects and Quality Improvement Manager, 01546 604322

Ross McLaughlin, Property Development Manager, 01436 658 914

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ARGYLL AND BUTE COUNCIL**Helensburgh and Lomond Area
Committee****DEVELOPMENT AND INFRASTRUCTURE****21 December 2017**

Helensburgh, Cardross and Dumbarton Cycleway Update

1.0 EXECUTIVE SUMMARY

- 1.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 21 September 2017 in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 1.2. In 2017/18 it is planned to extend the route through Cardross Village from Station Road to the eastern edge of Cardross on the A814. As identified at the public consultation event held in Cardross on Monday 19 June 2017 and supported by Cardross Community Council, the preferred route follows an alignment which requires negotiation with multiple landowners covering Geilston Park road, Cardross Playing Fields/Cardross Park and the farmland west of Geilston Burn.
- 1.3. Contact has been made with all of the identified landowners and negotiations are ongoing in order to gain the necessary permissions / ownership to construct the preferred route in 2017/18.
- 1.4. Ground investigation works and outline design work has been undertaken for the preferred route in order to quantify the work required to construct the route, including the bridge over Geilston Burn.
- 1.5. The construction of the 2017/18 phase will be funded by successful grant applications to Strathclyde Partnership for Transport (SPT) and Sustrans.
- 1.6. Council Officers continue to work toward purchasing the necessary land to allow further phases of the route between Cardross and Helensburgh to be constructed in 2018/19 onward. Based on progress of these negotiations with landowners, a recommendation will be submitted to the 22 March 2018 Helensburgh and Lomond Area Committee on the requirement for a new Compulsory Purchase Order (CPO).
- 1.7. Further discussions have taken place with Sustrans in order to identify potential availability of their specialist Street Design Team. The Sustrans Street Design team are experienced in community led consultation and their involvement would provide a specialist resource capable of in-depth community

orientated consultation in order to identify the requirements of the community and assist the community in developing potential solutions. Sustrans have confirmed that due to wider interest in accessing the skills of the Street Design team they have initiated a new application/'bid' process for the team. The application process starts on 22 Jan 2018 with the projects to be supported in 2018/19 expected to be announced in late March 2018. While this new process will slightly delay the start of the consultation process, the programme has sufficient flexibility to accommodate this without impact on the overall timescale.

1.8. A capital grant fund request has been submitted to SPT for £100,000 in 2018/19. If successful, this will provide 50% of the forecast costs of constructing another section of the route. It is planned to submit a similar grant funding request to Sustrans when applications for 2018/19 open in early 2018.

1.9. It is recommended that the Helensburgh and Lomond members:

1.9.1. Note the contents of this update report including the progress reported since the last report to the Helensburgh and Lomond Area Committee on 21 September 2017.

1.9.2. Note the Council's continued commitment to seek to purchase the necessary land by negotiation with relevant landowners between Cardross and Helensburgh prior to making a recommendation to the 22 March 2018 Helensburgh and Lomond Area Committee as to the requirement for a new Compulsory Purchase Order.

1.9.3. Endorse the continued efforts of Council Officers to progress designs and land negotiations in order to construct the planned section from Cardross Station to the A814 in 2017/18.

ARGYLL AND BUTE COUNCIL

Helensburgh and Lomond Area
Committee

DEVELOPMENT AND INFRASTRUCTURE

21 December 2017

Helensburgh, Cardross and Dumbarton Cycleway Update

2.0 INTRODUCTION

- 2.1. Argyll and Bute Council has a long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 2.2. In 2017/18 it is planned to extend the route through Cardross Village from Station Road to the eastern edge of Cardross on the A814. The preferred route for this phase was identified through the public consultation event held in Cardross on Monday 19 June 2017. Design work for this phase has been developed, Council Officers have been engaging with relevant landowners to gain agreement to allow the route to be constructed.
- 2.3. The construction of the 2017/18 phase will be funded by successful grant applications to Strathclyde Partnership for Transport (SPT) and SUSTRANS.

3.0 RECOMMENDATIONS

It is recommended that the Helensburgh and Lomond members:

- 3.1. Note the contents of this update report including the progress reported since the last report to the Helensburgh and Lomond Area Committee on 21 September 2017.
- 3.2. Note the Council's continued commitment to seek to purchase the necessary land by negotiation with relevant landowners between Cardross and Helensburgh prior to making a recommendation to the 22 March 2018 Helensburgh and Lomond Area Committee as to the requirement for a new Compulsory Purchase Order
- 3.3. Endorse the continued efforts of Council Officers to progress designs and land negotiations in order to construct the planned section from Cardross Station to the A814 in 2017/18

4.0 DETAIL

- 4.1. The provision of a safe and attractive walking and cycling route linking Helensburgh, Cardross and Dumbarton will close a gap in the active travel network in Argyll and Bute. The route will provide residents and visitors to Helensburgh and Cardross with a safe and convenient walking and cycling route within and between these settlements, including school pupils attending Hermitage Academy. Extending the route to Dumbarton links into the National Cycle Network (NCN) which signs walking and cycling routes to Loch Lomond, Glasgow, Edinburgh and destinations further afield including elsewhere in Argyll & Bute. West Dunbartonshire Council (WDC) confirm they have constructed the element of the Cycleway within their boundary to link the route into the wider NCN.
- 4.2. In 2017/18 it is planned to construct the phase linking from Cardross Railway Station to the junction with the A814 opposite the Geilston Gardens access road.
- 4.3. In order to provide the most direct route, the preferred route is via Geilston Park between Station Road and the playing fields. From Geilston Park the preferred route follows the south side of the playing fields and Cardross Park, crosses Geilston Burn in the vicinity of the railway and follows the north side of the railway to Murray's Crossing. Between Murray's Crossing and the A814 at the junction opposite the Geilston Gardens access road the route will utilise a combination of the existing farm access road, which will be upgraded to provide a suitable walking and cycling route, and separated, dedicated cycleway. Sections of the cycleway not on an existing road or track will be constructed to a minimum 2.5m width.
- 4.4. Construction of the 2017/18 phase of the route is reliant on the cooperation of the landowners, with whom the Council has initiated negotiations based on the preferred route. At present, these negotiations are ongoing with the objective of reaching agreements to allow construction work in spring 2018.
- 4.5. Construction costs of the phase to be constructed in 2017/18 are covered by successful grant fund applications to Strathclyde Partnership for Transport (SPT) for £75,000 and Sustrans for £75,000, providing a total budget of £150,000. In order to draw on these funds work must be complete by 31 March 2018.
- 4.6. The designs for the phases of construction planned from 2017/18 onwards have been updated to a minimum 2.5m wide shared-use walking and cycling path, referred to as a cycleway. This change is to allow the Council to access Sustrans funding as the previously proposed 2m wide shared-use path would not meet the minimum standards required by Sustrans to access funding. Widening the planned cycleway also improves accessibility to a safe route removed from the busy A814 for those with mobility aids including wheelchairs and to parents/guardians with a child's pram or buggy.
- 4.7. Phases of the Cycleway planned for construction from 2018/19 onwards require the Council to obtain the necessary land and future grant funding agreements to deliver these phases of the route. Council Officers continue to seek to engage with the relevant landowners and a final offer will be submitted to landowners and their agent once details of the land-take of the route have been fully determined and appropriate negotiations have taken place. The progress of these negotiations will directly influence any decision to progress a Compulsory

Purchase Order (CPO). An update on the land negotiations and a recommendation on the requirement for a new CPO will be presented to the Helensburgh and Lomond Area Committee on Thursday 22 March 2018.

- 4.8. Should a CPO be required to purchase any of the land required for the cycleway between Cardross and Helensburgh, a new CPO will require to be approved by the Council as design updates, such as widening the cycleway, have resulted in minor changes to the land required. The CPO approved by the Council in 2015 does not specify the land required for the updated design.
- 4.9. Consultation is planned for 2018/19 on the preferred route and design of the Cycleway between the edge of Helensburgh at Waitrose/Hermitage Academy and Helensburgh Town Centre/Sinclair St, including linking into the existing cycle routes to Rhu/HMNB Clyde/Garelochhead and via Blackhill to Arden. Holding the consultation over an extended period will allow engagement with a wide range of stakeholders including schools, community groups, community councils and significant employers in addition to traditional public consultation events. This will allow a deeper involvement with the public and key stakeholders to produce a design which will serve the needs of residents, visitors and businesses while commanding demonstrable public support.
- 4.10. It is planned to seek to draw on the specialist Sustrans Street Design Team to support the consultation. The Sustrans Street Design team are experienced in community led consultation and their involvement would provide a specialist resource capable of in-depth community orientated consultation in order to identify the requirements of the community and assist the community in developing potential solutions. Sustrans have confirmed that due to wider interest in accessing the skills of the Street Design team they have initiated a new application/'bid' process for the team. The application process starts on 22 Jan 2018 with the projects to be supported in 2018/19 expected to be announced in late March 2018. While this new process will slightly delay the start of the consultation process, the programme has sufficient flexibility to accommodate this without impact on the overall timescale.
- 4.11. In order to continue to progress the project in 2018/19, a capital grant fund request has been submitted to SPT for £100,000 in 2018/19. If successful, this will provide 50% of the forecast costs of constructing another section of the route. It is planned to submit a similar grant funding request to Sustrans when applications for 2018/19 open in early 2018

5. CONCLUSION

- 5.1. The Helensburgh, Cardross and Dumbarton Cycleway is an important piece of active travel infrastructure for Argyll & Bute that will link the settlements of Cardross and Helensburgh to a wider active travel network in the Helensburgh and Lomond area and to the central belt.
- 5.2. Design work on the preferred route between Cardross Station and the junction with the A814 opposite the Geilston Gardens access road has been updated and

discussions with the relevant landowners is in progress. This continues to progress the delivery of this phase of the Cycleway in 2017/18.

- 5.3. Progress continues to be made towards the phased implementation of this project, with future phases reliant on acquisition of the necessary land and the securing of additional external funding. A final offer will be submitted to landowners and their agent when details of the land-take of the route have been fully determined and appropriate negotiations have taken place.
- 5.4. The Council will continue to seek opportunities to maximise public input to the project to ensure the Cycleway serves the needs of residents, visitors and businesses within Argyll & Bute. The plan to undertake consultation on the route within Helensburgh will progress this.
- 5.5. The Council's ongoing commitment to deliver this project is demonstrated by the grant fund application made to SPT for 2018/19 and planned funding application to Sustrans when applications open.

6. 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 construction and land purchase planned for 2017/18 will be funded by grant fund awards from SPT and Sustrans.
There is evidence to indicate that people who are more active, for example by walking or cycling, are less likely to require social care services in later life which could result in a future saving to the Council although the value of this would be difficult to quantify. |
| 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 | Equalities | Completion of this project will provide opportunities for all in the Helensburgh – Cardross – Dumbarton corridor to travel more sustainably and actively by walking and cycling. The route has been designed to be DDA compliant and will provide a safe route removed from the |

A814 accessible to those with mobility aids including wheelchairs and to parents/guardians with a child's pram or buggy.

- 6.6 Risk There is a reputational risk to the Council if the project is not completed within a reasonable timeframe.
- 6.7 Customer Services None.

Pippa Milne, Executive Director, Development and Infrastructure
Councillor Aileen Morton, Policy Lead Economic Development and Strategic Transportation

11 November 2017

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

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ARGYLL AND BUTE COUNCIL**Helensburgh & Lomond Area
Committee****Development & Infrastructure
Services****21st December 2017**

**A814 Main Road Cardross Waiting Restriction Amendment– Layby at Scott
Gardens Double Yellow Lines**

1.0 EXECUTIVE SUMMARY

- 1.1 The layby on Main Road, Cardross located at its junction with Scott Gardens is increasingly being used as a parking place. This has resulted in a restriction of the sightline visibility for vehicles entering the Main Road from Scott Gardens which is now a road safety concern. This requirement for visibility sightlines at this location was highlighted by the Area Road's Engineer at the planning stage for the development of Scott Gardens.
- 1.2 It is proposed to include the layby as part of the restricted parking along the A814 and to have the area marked with double yellow lines.
- 1.3 The existing A814 Main Road Cardross Waiting Restriction Traffic Regulation Order excluded this layby at the time the order was prepared in 1971; the layby was used as a parking place to allow visitors to park next to the Gardens.
- 1.4 The Scott Gardens housing complex was built on the Garden site approximately 10 years ago. Recently the nearby former Muirholm Inn site has also been redeveloped into a retail shop (Co-op).
- 1.5 There have been material changes in the area since the layby was excluded from the original No Waiting restriction in 1971. The proposed A814 Main Road Cardross Waiting Restriction Amendment will reflect current circumstances ensuring that road safety is maintained and the visibility sightlines remain clear in both directions as required at the planning approval stage.
- 1.6 There were three valid objections to the proposal lodged during the formal public statutory consultation period.
- 1.7 Members are requested to consider the information contained within the report and agree to permit the proposed No Waiting restriction in the layby at Scott Gardens, Cardross and to have the layby marked with double yellow lines.

ARGYLL AND BUTE COUNCIL

Helensburgh & Lomond Area
Committee

Development & Infrastructure
Services

21st December 2017

**A814 Main Road Cardross Waiting Restriction Amendment – Layby at Scott
Gardens Double Yellow Lines**

2.0 INTRODUCTION

2.1 The layby on Main Road, Cardross located at its junction with Scott Gardens is increasingly being used as a parking place. This has resulted in a lack of visibility for vehicles exiting from Scott Gardens and become a road safety concern. The requirement to maintain sightlines at this location was raised by the Area Road's Engineer at the planning stage of the redevelopment of Scott Gardens.

2.2 The existing traffic order prohibits the parking of vehicles on Main Road excluding this layby and it is now proposed to amend the original order to make this length of road a restricted parking area. Please refer to the Location Plan in Appendix 1 for further details.

2.3 The process has now reached the stage where representations from local residents wishing to object to the proposal are considered by the Area Committee.

3.0 RECOMMENDATIONS

3.1 Members are requested to consider the information contained within the report and agree to permit the proposed No Waiting restriction in the layby at Scott Gardens, Cardross and to have the layby marked with double yellow lines.

4.0 DETAIL

4.1 The existing traffic order excluded this layby because at the time the order was prepared in 1971, the layby was used as a parking place to serve the Gardens.

4.2 Approximately ten years ago Dunbritton Housing Association were permitted to construct sheltered housing accommodation on the site of the Gardens. The layby was retained and marked as a non-parking area to support the

visibility sightlines to allow safe access for the residents exiting onto the main road.

- 4.3 In general over the past ten years this has operated successfully, however, more recently there has been a perceived increase in drivers using the layby as a parking area and Dunbritton Housing Association are now regularly receiving complaints from the residents who are finding it more difficult to enter onto the main road.
- 4.4 In addition, the nearby former Muirholm Inn site has also been redeveloped into a retail shop (Co-op); which is now operational. There is a potential for ad hoc parking with shoppers using this location as a convenient place to stop for short visits into the shop.
- 4.5 There were three valid objections to the proposal lodged during the statutory consultation. In order to be valid, an objector must clearly state their name, address and grounds of objection.
- 4.6 Officers have subsequently met with the objectors to explain the changes in the hope that they would understand the reasons and therefore remove their objection.
- 4.7 The objectors wished to maintain their objections and have been notified that the next stage in the process is for the Area Committee to consider objections to the proposal. The objections have been summarised in Appendix 2.
- 4.8 Members are requested to give the objections due consideration and to decide whether or not there are reasonable grounds to refuse the proposal to amend the original order and make the length of A814 Main Road, Cardross, which incorporates the layby, a restricted parking area marked with double yellow lines.

5.0 CONCLUSION

- 5.1 There have been material changes in the area since the layby was excluded from the No Waiting restriction in 1971.
- 5.2 The proposed A814 Main Road Cardross Waiting Restriction Amendment will reflect current circumstances ensure the sightlines are maintained in both directions and that road safety is not compromised.

6.0 IMPLICATIONS

6.1	Policy:	Parking Policy 2014
6.2	Financial:	Any physical work required to be

		carried out i.e. signing and lining will be funded by the Roads Revenue Budget
6.3	Legal	Traffic Regulation Order will be implemented
6.4	HR	None
6.5	Equalities	None
6.6	Risk	None
6.7	Customer Service	None

Executive Director of Development & Infrastructure: Pippa Milne
Policy Lead Councillor Roddy McCuish

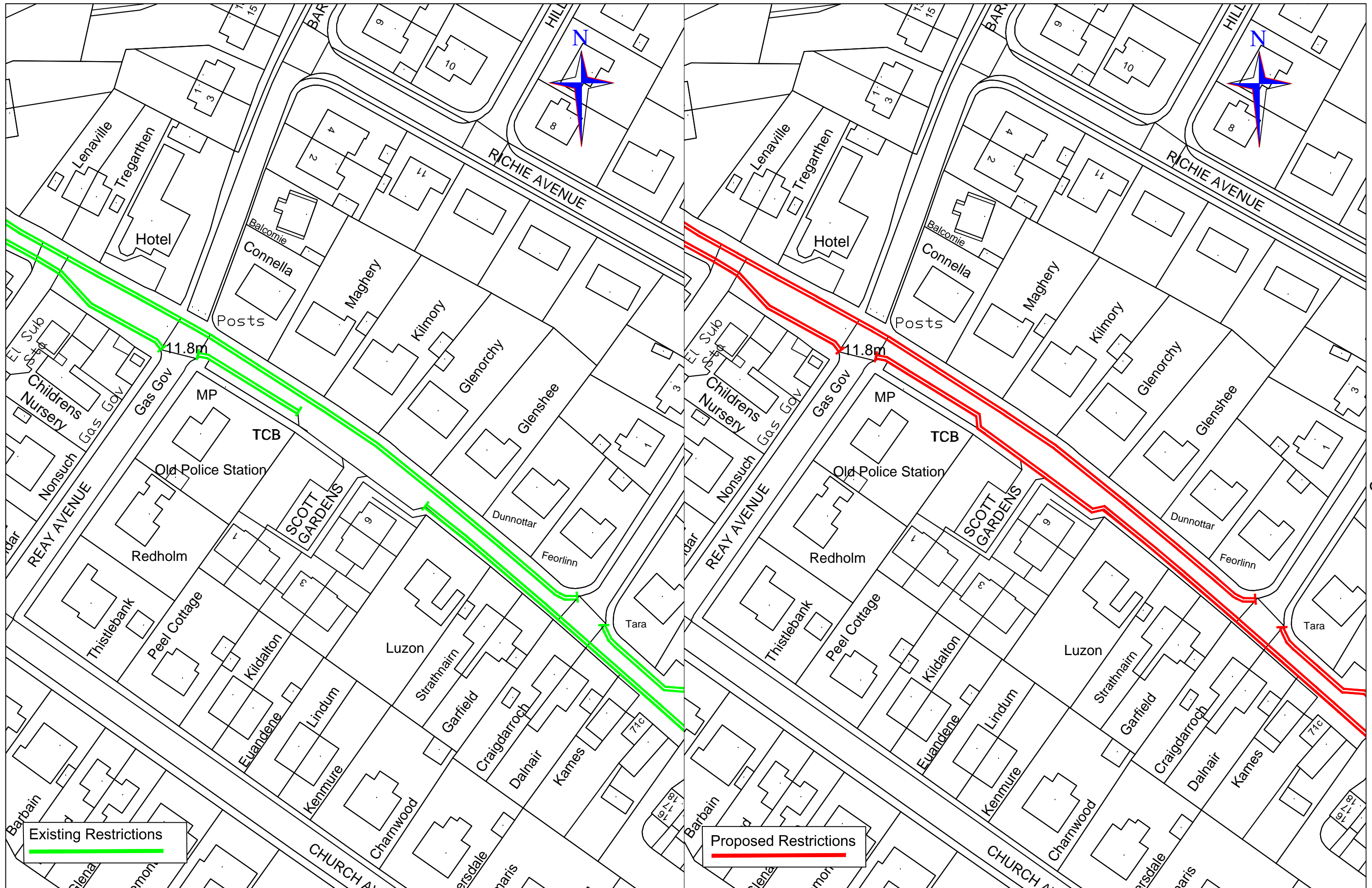
November 2017


For further information contact: Stuart Watson, Traffic & Development Manager
on 01546 604 889


APPENDICES

Appendix 1: Location Plan

Appendix 2: Summary of Objection



Existing Restrictions


Proposed Restrictions


ISSUING OFFICE: ROADS AND AMENITY SERVICES
 1A MANSE BRAE, LOCHGILPHEAD, PA31 8RD
 DEVELOPMENT AND INFRASTRUCTURE SERVICES

PROPOSED WAITING RESTRICTION A814 MAIN ROAD, CARDROSS

Date: November 2016
 Drawing No: T390
 Scale: 1:1000



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Appendix 2 – List of Objection

Name of Objector	Date Received	Grounds of Objection
Mr F Cullen and Mrs M Cullen	20/2/17	<p>Loss of Amenity – layby is used to allow manoeuvring of vehicles when parking in drive of house opposite and is used on a regular basis by delivery drivers and also by HGV drivers. It can also be used to access the telephone box</p> <p>Road Safety – use of the layby makes it easier for vehicle drivers to locate addresses on this stretch of road</p> <p>Disputes the view that there is a road safety issue that would make the proposed measures necessary</p> <p>Unnecessary expenditure of public funds – disagrees that current pattern of infrequent stopping and parking of vehicles in the layby justifies spending public money on changing the existing use.</p>
Mrs A.R. Brown	20/2/17	<p>Loss of Amenity – uses layby to allow self and visitors to use the pelican crossing to access house rather than using drive and reversing onto the road when exiting.</p> <p>Loss of Amenity – layby is the only stopping place on the A814 for a considerable distance and can be used to access the adjacent telephone box</p> <p>Road Safety – questions validity of the view that there is a road safety issue caused by vehicles parked in the layby and notes that visibility has not changes since the junction was created.</p>
Mr W.M Brown	20/2/17	<p>Loss of Amenity and Road Safety – uses the layby on a regular basis to allow elderly resident passenger to cross road to home on the other side of the road using the pedestrian crossing rather than reversing from the house drive way onto the road.</p>

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ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND
AREA COMMITTEE

DEVELOPMENT & INFRASTRUCTURE
SERVICES

21 DECEMBER 2017

TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
Helensburgh Town Centre Traffic Regulation Order

1.0 EXECUTIVE SUMMARY

- 1.1 In May 2014 the Council took on the responsibility for enforcing parking restrictions across Argyll and Bute. By assuming this responsibility we are able to ensure effective traffic management in our town centres. This is known as decriminalised parking enforcement (DPE).
- 1.2 This move was as a result of Police Scotland no longer employing traffic wardens.
- 1.3 Effective traffic management has a number of benefits, including supporting the local economy by ensuring parking turnover, safeguarding access for blue badge holders, for deliveries, for loading and for emergency vehicles as well as ensuring road safety by managing inconsiderate and irresponsible parking.
- 1.4 Our amenity wardens patrol all areas of Argyll and Bute where parking restrictions are in force. These include, but are not limited to, areas with yellow lines, pay and display bays, loading and unloading areas, disabled bays, limited waiting areas and off-street parking areas.
- 1.5 In Helensburgh the public realm improvement works were still ongoing at the time of introduction, meaning we were unable to fully implement DPE until May 2015, when the pre-planned restricted parking zone (RPZ) went live.
- 1.6 Within the RPZ motorists can park only in marked bays; parking anywhere else is a violation of the parking regulations. On-street parking remains free of charge but is limited to one hour.
- 1.7 Following a reasonable bedding-in period for DPE it was always intended to carry out a parking review across the Council area; this is the process we are currently going through.
- 1.8 The draft TRO for Helensburgh Town Centre has been to public advert and

15 objections were submitted in response to the TRO.

1.9 This report details the TRO objections and proposed recommendation for members.

Recommendation

That Members approve the following:

- that the no waiting at any time restriction at the West Montrose Street/Sinclair Street junction is approved.
- that the 60 minute restriction for James Street and John Street is not progressed, however, that the bays and signs in both sections are marked correctly. These locations would remain unrestricted in regards to permitted period of stay but vehicles would be required to park in marked bays. Any vehicle out-with marked bays may be subject to a Penalty Charge Notices (PCNs).

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND
AREA COMMITTEE

DEVELOPMENT & INFRASTRUCTURE
SERVICES

21 DECEMBER 2017

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
HELENSBURGH TOWN CENTRE TRAFFIC REGULATION ORDERS**

2.0 INTRODUCTION

This report provides a summary of the parking review process to date and the issues raised through the member workshop and informal public consultation. The report also provides an overall programme for the implementation of any changes to the current arrangements and the associated statutory consultation process.

3.0 RECOMMENDATIONS

3.1. That Members approve the following:

- that the no waiting at any time restriction at the West Montrose Street/Sinclair Street junction is approved.
- that the 60 minute restriction for James Street and John Street is not progressed, however, that the bays and signs in both sections are marked correctly. These locations would remain unrestricted in regards to permitted period of stay but vehicles would be required to park in marked bays. Any vehicle out-with marked bays may be subject to a Penalty Charge Notices (PCNs).

4.0 DETAIL

Parking Review

4.1. Members will be aware that a review of car parking throughout Argyll and Bute is currently being progressed. This process involved holding a series of workshops with Members and Officers to discuss the provision of parking in all four administrative areas of Argyll and Bute. Following the workshops an informal public consultation was carried out on a series of draft parking proposals prior to member approval. This has been followed by a statutory consultation process on the proposed changes to the existing Traffic Regulation Orders.

4.2. The Process for the Helensburgh & Lomond parking review (Helensburgh Town Centre is summarised as follows:-

- *Member Workshop.*
- *Public consultation exercise.*
- *Report to the Area Committee with a list of proposals for statutory consultation. (Any changes to charges which reduce income to be reported to the EDI Committee in line with the Council's parking policy).*
- *Advertise drafts of any TROs as part of the statutory consultation process.*
- *Representations considered by Area Committee.*
- *Finally, consideration will be given to any representations received and Traffic Regulation Orders will be progressed as part of the legal process.*

The process is currently at bullet point five & six above.

- 4.3. Following implementation of any changes, a review will be carried out to ensure any alterations have had a positive effect.

The parking reviews are being undertaken in line with the Council's Parking Policy Framework which seeks to:

- *Improve road safety for all road users.*
- *Improve traffic management to reduce pollution, conserve fossil fuels, contribute to sustainable development and reduce the environmental impact that multiple motor vehicles have.*
- *Ensure that all adopted measures contribute positively towards the economic viability of our towns. Including suspension of charges for specific events aimed at encouraging economic and community growth; such as Festivals.*
- *Encourage modal shift to non-car enabled journeys with a view to reducing the amount of space in our town centres occupied by parked vehicles.*
- *Ensure adequate provision is maintained for disabled drivers, whose dependence on cars is often critical to their quality of life.*
- *Encourage the use of peripheral parking areas away from town centres and the use of park & ride where practical.*
- *Establish and exercise a consistent approach to parking provision across Argyll and Bute.*

- 4.4. The proposals for Helensburgh Town Centre were published as a single draft Traffic Regulation Order (TRO) and included proposals James Street, John Street and West Montrose Street/Sinclair Street.

- 4.5. The overall financial impact of the proposals in this report cannot be quantified at this time, however, the implications are, broadly speaking, expected to be cost neutral but would need monitored to manage within overall budget. This would include a review of parking management at the end of 2019, or earlier should cost pressures become apparent.
- 4.6. The draft TRO for the proposed the following changes:-
- John Street (between West Clyde Street and West Princes Street):
 - Change from unrestricted parking to 60 minutes limited waiting;
 - Restriction applies between 08.00 and 18.00 hours, Monday to Saturday.
 - James Street (between West Clyde Street and West Princes Street):
 - Change from unrestricted parking to 60 minutes limited waiting;
 - Restriction applies between 08.00 and 18.00 hours, Monday to Saturday.
 - West Montrose Street/Sinclair Street junction:
 - Introduce a no waiting at any time restriction at this location.
- 4.7. We have completed Consultation 3 (public advert stage) for the TRO and we received 15 objections to the draft TRO. We have written to the objectors to further explain the proposals and we have received confirmation from 8 objectors confirming that they wish to maintain their objection. Seven of the objectors have not responded, however, we consider their objections to be maintained in the absence of a formal withdrawal. A summary of the objections can be found in Appendix 1.
- 4.8. There were no objections to the proposed restriction at the West Montrose Street / Sinclair Street junction.
- 4.9. The main objections in regards to John Street and James Street were that both are largely residential streets and the 60 minute restriction would have a detrimental and unfair effect on residents.
- 4.10. There were concerns raised that businesses in this area would suffer as a result of the proposed changes. It is noted that while these streets are within the RPZ they are not within the main shopping zone and the proposals may not create an upswing in economic benefit to town centre business.
- 4.11. It was also noted that permits were not being offered to residents. The issue of permits is not allowable under the RPZ Order, however, the provision of such may be worth considering within any future review
- 4.12. John Street and James Street are both within the Restricted Parking Zone (RPZ) but are not limited to 60 minute stay. Within the RPZ it is a requirement to park within a marked and signed bay, however, whether or not the draft TRO is progressed both section of James Street and John

Street would benefit from clearer signs and lines; John Street in particular will require old restriction road markings to be removed.

- 4.13. Officers recommend that the no waiting at any time restriction at the West Montrose Street/Sinclair Street junction is approved.
- 4.14. Officers recommend that the 60 minute restriction for James Street and John Street is not progressed, however, that the bays and signs in both sections are marked correctly. These locations would remain unrestricted in regards to permitted period of stay but vehicle would be required to park in marked bays. Any vehicle out-with marked bays maybe subject to Penalty Charge Notices (PCNs).

5.0 CONCLUSION

This report provides detail of the objections to the draft TRO for Helensburgh Town Centre. This report details the recommendations for Members to consider in terms of next steps for this Order.

6.0 IMPLICATIONS

- 6.1 Policy Parking Policy 2014
- 6.2 Financial Any physical work required to be carried out on the road network, i.e. signing and lining will be funded by the roads revenue budget. Car parking revenues are budgeted as income; the overall financial impact of the proposals in this report cannot be quantified at this time, however, the implications are, broadly speaking, expected to either be cost neutral or lead to increase in parking income. There will be a review of parking management at the end of 2019, or earlier should cost pressures become apparent.
- 6.3 Legal That the TRO be implemented as recommended.
- 6.4 HR None
- 6.5 Equalities None
- 6.6 Risk Safer roads for all road users.
- 6.7 Customer Service None

Executive Director of Development & Infrastructure Services - Pippa Milne
Policy Lead Councillor - Roddy McCuish
November 2017

For further information contact: Stuart Watson, Traffic & Development Manager,
01564 60 4889

APPENDICES

Appendix 1 Summary of responses

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Appendix 1 – Summary of Objections

Unreasonable to businesses and residents.
Unnecessary and unreasonable to residents.
The proposals could lead to an increase of vehicle movements and road safety risk (James Street – nose in parking is on a bus route)
Could lead to irresponsible parking elsewhere (including on verges) and outside the RPZ
Lead to an increase in personal danger, further to walk at night from car to home.
Unfair to elderly residents, particularly when they are carrying shopping from further away.
Adverse effect on local businesses (garages)
There is no permit system available within the RPZ.
Offers no benefits to residents or visitors
The streets in question are predominantly residential.
60 minutes is not a long enough period.
The proposals wouldn't lead to any significant increase to businesses.

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ARGYLL AND BUTE COUNCIL**HELENSBURGH AND LOMOND
AREA COMMITTEE****DEVELOPMENT & INFRASTRUCTURE
SERVICES****21 DECEMBER 2017**

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
LUSS TRAFFIC REGULATION ORDERS**

1.0 EXECUTIVE SUMMARY

- 1.1 In May 2014 the Council took on the responsibility for enforcing parking restrictions across Argyll and Bute. By assuming this responsibility we are able to ensure effective traffic management in our town centres. This is known as decriminalised parking enforcement (DPE).
- 1.2 This move was as a result of Police Scotland no longer employing traffic wardens.
- 1.3 Effective traffic management has a number of benefits, including supporting the local economy by ensuring parking turnover, safeguarding access for blue badge holders, for deliveries, for loading and for emergency vehicles as well as ensuring road safety by managing inconsiderate and irresponsible parking.
- 1.4 Our amenity wardens patrol all areas of Argyll and Bute where parking restrictions are in force. These include, but are not limited to, areas with yellow lines, pay and display bays, loading and unloading areas, disabled bays, limited waiting areas and off-street parking areas.
- 1.5 Following a reasonable bedding-in period for DPE it was always intended to carry out a parking review across the Council area; this is the process we are currently going through.
- 1.6 A number of meetings with the various parties (Community Council, public, businesses) were held in 2016 and 2017.
- 1.7 The draft TRO has been to public advert and a significant number of objections were submitted in response to the TRO.
- 1.8 This report details the TRO objections and proposed recommendation for members.

Recommendation

Officers consider that there are five options available to the Area Committee in regards to the proposed TROs, these are:-

1. Do nothing: this is in reflection to the strength of feeling and significant number of objections to the Council proposals. It is unlikely that a legally deliverable solution acceptable to residents could be reached.
2. Refer the draft TROs as they stand to a Reporter: There is a significant cost attached to this. The Reporter then refers the recommendations back to the Area Committee.
3. Refer the draft TRO with changes to a Reporter: There is a significant cost attached to this. The Reporter then refers the recommendations back to the Area Committee for final decision. There are only a few options available without re-starting the TRO process
4. Start again with a new TRO: It is unlikely a legal solution could be reached which meets the expectations of the objectors
5. Implement an experimental TRO: the Draft Experimental TROs are very similar to the original draft TRO. This may be unpopular with those who objected to the draft TROs.

Options two to five above would require, to varying degrees, a significant Officer resource to progress and may meet similar objections to the draft TRO.

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND
AREA COMMITTEE

DEVELOPMENT & INFRASTRUCTURE
SERVICES

DECEMBER 2017

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE
LUSS TRAFFIC REGULATION ORDERS**

2.0 INTRODUCTION

2.1 This report provides a summary of the parking review process to date. The report also provides a number of options available to Members for consideration.

3.0 RECOMMENDATIONS

Officers consider that there are five options available to the Area Committee in regards to the proposed TROs, these are:-

- 3.1 Do nothing: this is in reflection to the strength of feeling and significant number of objections to the Council proposals. It is unlikely that a legally deliverable solution acceptable to residents could be reached.
- 3.2 Refer the draft TROs as they stand to a Reporter: There is a significant cost attached to this. The Reporter then refers the recommendations back to the Area Committee.
- 3.3 Refer the draft TRO with changes to a Reporter: There is a significant cost attached to this. The Reporter then refers the recommendations back to the Area Committee for final decision. There are only a few options available without re-starting the TRO process
- 3.4 Start again with a new TRO: It is unlikely a legal solution could be reached which meets the expectations of the objectors
- 3.5 Implement an experimental TRO: the Draft Experimental TROs are very similar to the original draft TRO. This may be unpopular with those who objected to the draft TROs.

Options two to five above would require, to varying degrees, a significant Officer resource to progress and may meet similar objections to the draft TRO.

4.0 DETAIL

Parking Review

4.1. Members will be aware that a review of car parking throughout Argyll and Bute is currently being progressed. This process involved holding a series of workshops with Members and Officers to discuss the provision of parking in all four administrative areas of Argyll and Bute. Following the workshops an informal public consultation was carried out on a series of draft parking proposals prior to member approval. This has been followed by a statutory consultation process on the proposed changes to the existing Traffic Regulation Orders.

4.2. The Process for the Helensburgh & Lomond parking review (Luss Village) is summarised as follows:-

- *Member Workshop.*
- *Public consultation exercise.*
- *Report to the Area Committee with a list of proposals for statutory consultation. (Any changes to charges which reduce income to be reported to the EDI Committee in line with the Council's parking policy).*
- *Advertise drafts of any TROs as part of the statutory consultation process.*
- *Representations considered by Area Committee.*
- *Finally, consideration will be given to any representations received and Traffic Regulation Orders will be progressed as part of the legal process.*

The process is currently at bullet point five & six above.

4.3. Following implementation of any changes, a review will be carried out to ensure any alterations have had a positive effect.

The parking reviews are being undertaken in line with the Council's Parking Policy Framework which seeks to:

- *Improve road safety for all road users.*
- *Improve traffic management to reduce pollution, conserve fossil fuels, contribute to sustainable development and reduce the environmental impact that multiple motor vehicles have.*
- *Ensure that all adopted measures contribute positively towards the economic viability of our towns. Including suspension of charges for specific events aimed at encouraging economic and community growth; such as Festivals.*
- *Encourage modal shift to non-car enabled journeys with a view to reducing the amount of space in our town centres occupied by parked vehicles.*

- *Ensure adequate provision is maintained for disabled drivers, whose dependence on cars is often critical to their quality of life.*
- *Encourage the use of peripheral parking areas away from town centres and the use of park & ride where practical.*
- *Establish and exercise a consistent approach to parking provision across Argyll and Bute.*

4.4. The proposals for Luss Village, including the Old A82 Road, were published as two separate Orders, one for speed limit changes and the other dealing with parking/loading restrictions.

4.5. The draft TRO for the change to speed limits for the Old A82 Road included:-

- A 20mph speed limit from the north A82 junction to south of the Loch Lomond Arms Hotel.
- A 30mph speed limit from south of the Loch Lomond Arms Hotel to beyond the show ground;
- A 40mph speed limit from beyond the show ground to the south A82 junction.

4.6. The draft TRO for the restriction of parking and loading for Luss Village and the Old A82 included:-

- A restricted parking zone (RPZ) covering Pier Road, Church Road and School Road (between Pier Road and Murray Place) with permits limited to one per residence or business.
 - Ten standard bays and three disabled bays were included to allow visitor parking on Church Road. The permitted stay in the standard bays was limited to 2 hours with no return within one hour. This restriction applied between 08.00 and 20.00 hours. The disabled bays were unrestricted.
 - Nineteen standard bays and one disabled bay were included to allow visitor parking on Pier Road. The permitted stay in the standard bays was limited to four hours with no return within one hour. These bays were pay and display. This restriction applied between 08.00 and 20.00 hours. The disabled bays was unrestricted and free.
 - Blue Badge holders were permitted to park within the RPZ out-with marked bays provided they did not cause an obstruction.
- A no loading & no waiting restriction from the north junction with the A82 to Luss Sports Ground.
 - Seven bays were provided opposite Luss Primary School. The permitted stay in these bays was limited to 30 minutes with no return for one hour. This restriction applied between 08.00 and 20.00 hours.
 - Unrestricted free parking was available opposite Luss Sports Ground.

- 4.7. The extent of each speed limit was agreed on-site between a Council Officer and Police Scotland.
- 4.8. Officers held a public meeting for Objectors to attend on 3 October 2017 to explain the Council TROs and offer a comparison between the Council and the alternative proposals. A summary of the comparison can be seen in Appendix 1.
- 4.9. Officers have completed Consultation 3 (public advert stage) for the Speed Limit TRO and we received 289 objections to the draft TRO. Officers have, following the meeting held on 3 October 2017, written to the objectors to further explain the proposals, however; no confirmation from any of the objectors has been received stating that they wish to withdraw their objection. A summary of the objections can be found in Appendix 2.

Officers have completed Consultation 3 (public advert stage) for the RPZ TRO and 292 objections to the draft TRO were received. Officers have, following the meeting held on 3 October 2017, written to the objectors to further explain the proposals, however; no confirmation has been received from any of the objectors stating that they wish to withdraw their objection. A summary of the objections can be found in Appendix 3.

- 4.10. There has been a number of comments on road safety issues within Luss Village. The accident database held by Argyll and Bute Council and populated by Police Scotland data highlights that the last reported incident occurred on 2 July 2011. The report indicates that the incident involved two vehicles only and was the result of a poor turning manoeuvre.
- 4.11. Due to the high number of objections and strength of feeling against the Council proposal it is unlikely that a legally deliverable solution acceptable to residents could be developed.
- 4.12. Andrew Carrie Traffic & Transportation Limited carried out the traffic assessment "Traffic Management Scheme for Luss" November 2016 for Luss Estates. Although the schemes are broadly comparable (refer to Appendix 1 table) it was the view of Roads Officers that this alternative scheme would rely on a significant enforcement commitment by Police Scotland to operate effectively.
- 4.13. The Council's Legal Services had commented on issues they had with the Andrew Carrie Traffic & Transportation Limited report and proposals. These included questions as to which users if any would be prevented from using the roads if the roads became "access only" roads, how and by whom such an "access only" proposal could be enforced, the apparent lack of evidence supporting the use of "access only" restrictions, and the compliance or otherwise of the recommendations with equalities legislation. An opinion was obtained from Scott Blair, Advocate, who is a specialist with many years' experience in local government law, and he was of the opinion that the concerns of Legal

Services were well founded. He was of the view that the proposals within the Andrew Carrie report were likely to be problematic in terms of (i) pure vires (that is whether the Council could competently proceed as proposed) and also (ii) expediency *even if competent*. He agreed that there were issues which included the enforceability of what was proposed, policing considerations which ought to be a factor taken into account, safety and accessibility issues for emergency and other vehicles, lack of evidence of a disability impact assessment having been carried out, the practicability or otherwise of a key pad system of access in relation for example to delivery services, the particular requirements of a pedestrianised zone, etc.

4.14. Officers consider that there are five options available to the Area Committee in regards to the proposed TROs, these are:-

1. Do nothing:

- This would involve making minimal changes in and around the village. In order to minimise the number of vehicles entering the village, signage could be installed including:
 - Additional signs on the Old A82 directing visitors to the off-street car park;
 - Signage advising that Luss Village is a conservation village with narrow streets and not suitable for traffic.

2. Refer the draft TROs as they stand to a Reporter:

- There would be a significant cost incurred to do this;
- Any recommendations the Reporter makes are then referred back to the Area Committee for consideration. The final decision still rests with the Committee.
- This is unlikely to reduce the significant opposition to the Councils draft TRO.

3. Refer the draft TRO with changes to a Reporter:

- There would be a significant cost incurred to do this;
- The possible changes are limited to:
 - Reducing the restricted period from 08.00 – 20.00 to something less onerous, e.g. 08.00 – 18.00;
 - Making the pay & display bays on Pier Road free;
 - Increasing the number of Permits available. The Draft Order restricts the number of permits to one per business or residence.
 - Removing the no loading restriction on the Old A82.
- Any recommendations the Reporter makes are then referred back to the Area Committee for consideration. The final decision still rests with the Committee.
- This is unlikely to fully address the significant opposition to the Councils draft TRO.

4. Start again with a new TRO:

- Any TRO developed for the Village of Luss would require a degree of compromise in order to meet the competing demands (businesses, villagers, visitors).
 - It is difficult to envisage an Order which all these groups would be able to accept and which would be enforceable by Argyll and Bute Council and/or the Police.
5. Implement an experimental TRO. This option is likely to take additional enforcement, monitoring and communication with the community in terms of feedback on the enforcement and monitoring. This process differs slightly to a conventional TRO in that following initial consultation, an order is made that can be left in place for up to 18 months during which time its effectiveness is monitored. This would involve additional communications with stakeholders and community with a final decision having to be reached at the end of the 18 month period as to whether or not parts of the order are made permanent.
- Speed Limit to include Luss Village (20mph). Speed Limit plan shown in Appendix 4.
 - Luss RPZ Option 1 is the same as the current draft RPZ TRO except that:
 - The pay & display charges have been withdrawn on Pier Road.
 - The limit of the RPZ has been extended to include the end section of School Road and Murray Place;
 - The no loading/unloading restriction on the Old A82 has been removed.
 - Luss RPZ Option 2 is similar to the draft RPZ TRO, except for the following:
 - All bays within the village have been removed. No parking is permitted except for permit holders and Blue Badge holders.
 - The limit of the RPZ has been extended to include the end section of School Road and Murray Place;
 - The no loading/unloading restriction on the Old A82 has been removed.
- 4.15. Options two to five above would require, to varying degrees, a significant Officer resource to progress and may meet similar objections to the draft TRO.

5.0 CONCLUSION

5.1 This report provides detail of the objections to the draft Speed Restriction and RPZ Orders. The numbers of objections received and the strength of feeling amongst the objectors is significant. This report details the options available for Members to consider in terms of next steps for these Orders.

6.0 IMPLICATIONS

6.1 Policy	Parking Policy 2014
6.2 Financial	Any physical work required to be carried out on the road network, i.e. signing and lining will be funded by the roads revenue budget. Car parking revenues are budgeted as income; the overall financial impact of the proposals in this report cannot be quantified at this time, however, the implications are, broadly speaking, expected to either be cost neutral or lead to increase in parking income. There will be a review of parking management at the end of 2018, or earlier should cost pressures become apparent.
6.3 Legal	That the TRO be implemented as published.
6.4 HR	None
6.5 Equalities	None
6.6 Risk	Safer roads for all road users.
6.7 Customer Service	None

Executive Director of Development and Infrastructure Services Pippa Milne
Policy Lead Councillor Roddy McCuish
November 2017

For further information contact: Stuart Watson, Traffic & Development Manager,
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Helensburgh and Lomond Area Committee Workplan 2017-18

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
December 2017 Meeting					
21 December 2017	Property Updates	Estates Ross McLaughlin	Regular updates		Update on surplus properties in Helensburgh and Lomond
21 December 2017	Helensburgh Waterfront Project	Regeneration Team Andrew Collins John Gordon	Regular updates		Regular updates to Area Committee on progress of Helensburgh Waterfront project
21 December 2017	Helensburgh to Cardross Cycleway	Strategic Transportation Colin Young	Regular updates		Regular updates on progress with Helensburgh to Cardross Cycleway
21 December 2017	Performance Review – Area Scorecard	Improvement and HR	Quarterly reporting of Area Scorecard performance		
21 December 2017	Secondary School Reports	Education Anne Paterson/ Louise Connor	Annual report on Hermitage Academy		
21 December 2017	Charity and Trust Funds	Peter Cupples	Annual Report		Annual report on disbursement of

Helensburgh and Lomond Area Committee Workplan 2017-18

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
					funds
21 December 2017	Participatory Budgeting	Rona Gold, Community Planning Manager	Update report on Supporting Communities Fund procedure		
21 December 2017	Helensburgh and Luss Parking Proposals	Stuart Watson, Traffic Development Manager			
21 December 2017	A814 Main Road Cardross Waiting Restriction Amendment - Layby at Scott Gardens Double Yellow Lines	Stuart Watson, Traffic Development Manager			
21 December 2017	Helensburgh Outdoor Museum – Arts Strategy Fund	Mhairi Gardiner, Development Officer			
March 2018					
22 March 2018	Participatory Budgeting	Rona Gold, Community Planning Manager	Update report on Supporting Communities Fund procedure		
22 March 2018	Performance Review – Area Scorecard	Sonya Thomas, Performance Management and Improvement Officer	Quarterly reporting of Area Scorecard performance		

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Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
22 March 2018	Update from Police Scotland	Local Police Inspector	Annual update		
22 March 2018	Helensburgh Waterfront Project	Regeneration Team Andrew Collins John Gordon	Regular updates		Regular updates to Area Committee on progress of Helensburgh Waterfront project
22 March 2018	Helensburgh to Cardross Cycleway	Strategic Transportation Colin Young	Regular updates		Regular updates on progress with Helensburgh to Cardross Cycleway
Future Items					
	Primary School Reports	Education Anne Paterson/ Wendy Brownlie	Annual report on Primary Schools in Helensburgh and Lomond		
	Hermitage Academy – Curriculum Review	Education Anne Paterson/ Louise Connor	Update on progress		
	Helensburgh Shopfronts	Economic Development Andrew Collins	Update report		
	H & L Economic	Economic	Regular updates and		Annual update on

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Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	Development Action Plan (EDAP)	Development Ishabel Bremner	annual refresh of Plan		progress of EDAP (Timetable of reporting to be agreed)