



Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Executive Director: Douglas Hendry

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12 September 2019

NOTICE OF MEETING

A meeting of the **HELENSBURGH & LOMOND AREA COMMITTEE** will be held in the **MARRIAGE ROOM, HELENSBURGH AND LOMOND CIVIC CENTRE, HELENSBURGH** on **THURSDAY, 19 SEPTEMBER 2019** at **9:30 AM**, which you are requested to attend.

Douglas Hendry
Executive Director

BUSINESS

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTE OF THE PREVIOUS MEETING OF THE HELENSBURGH AND LOMOND AREA COMMITTEE HELD ON 20 JUNE 2019** (Pages 5 - 12)
4. **PUBLIC QUESTION TIME**
5. **POLICE SCOTLAND UPDATE** (Pages 13 - 14)
Report by Inspector Roderick MacNeill, Police Scotland
6. **AREA SCORECARD FQ1 2019/20** (Pages 15 - 30)
Report by Executive Director with responsibility for Performance and Improvement
7. **MONITORING OF SUPPORTING COMMUNITIES FUND 2018/19** (Pages 31 - 40)
Report by Chief Executive
8. **ROADS AND AMENITIES REVENUE AND CAPITAL UPDATE** (Pages 41 - 44)
Report by Executive Director with responsibility for Roads and Infrastructure Services
9. **RECYCLING PERFORMANCE** (Pages 45 - 50)
Report by Executive Director with responsibility for Roads and Infrastructure Services

REPORTS FOR NOTING

10. HELENSBURGH WATERFRONT DEVELOPMENT PROJECT POSITION STATEMENT (Pages 51 - 60)

Report by Executive Director with responsibility for Commercial Services

11. HELENSBURGH MAKING PLACES REPORT (Pages 61 - 126)

Report by Executive Director with responsibility for Development and Economic Growth

12. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN (Pages 127 - 130)

13. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEWAY UPDATE (Pages 131 - 136)

Report by Executive Director with responsibility for Development and Infrastructure

(a) Appendix 1 (Pages 137 - 138)

E1 (b) Appendix 2 (Pages 139 - 142)

*** 14. EXTENSION TO LICENCE FOR ARGYLL COLLEGE AT KIRKMICHAEL CENTRE** (Pages 143 - 146)

Report by Executive Director with responsibility for Commercial Services

Items marked with an "asterisk" are items, on the basis of information available at the time this Agenda is published, on which the Committee may not have delegated powers to act, and which may therefore require to be referred to the Council or another Committee, and that referral may depend on the decision reached at the meeting.

The Committee will be asked to pass a resolution in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973 to exclude the public for items of business with an "E" on the grounds that it is likely to involve the disclosure of exempt information as defined in the appropriate paragraph of Part 1 of Schedule 7a to the Local Government (Scotland) Act 1973.

The appropriate paragraphs are:-

E1

Paragraph 6

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

Paragraph 13

Information which, if disclosed to the public, would reveal that the authority proposes:-

- (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
- (b) to make an order or direction under any enactment.

E2

Paragraph 9

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

Helensburgh & Lomond Area Committee

Councillor 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	

Shona Barton, Area Committee Manager

Contact: Lynsey Innis, Senior Committee Assistant; Tel: 01546 604338

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**MINUTES of MEETING of HELENSBURGH & LOMOND AREA COMMITTEE held in the
HELENSBURGH AND LOMOND CIVIC CENTRE
on THURSDAY, 20 JUNE 2019**

Present: Councillor Ellen Morton (Chair)

Councillor Lorna Douglas	Councillor Barbara Morgan
Councillor George Freeman	Councillor Aileen Morton
Councillor Graham Archibald Hardie	Councillor Gary Mulvaney
Councillor David Kinniburgh	Councillor Richard Trail

Attending: Shona Barton, Area Committee Manager
Stewart Clark - Marine Operations Manager
Simon Easton – Education Manager
Annette Trevelyan - Education Officer
Stuart Watson - Traffic & Development Manager (via Skype)
Colin Young - Senior Transportation Delivery Officer

1. APOLOGIES FOR ABSENCE

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

2. DECLARATIONS OF INTEREST

There were no declarations of interest intimated.

3. MINUTES

(a) Helensburgh and Lomond Area Committee Meeting 21 March 2019

The minute of the Helensburgh and Lomond Area Committee held on 21 March 2019 was approved as a correct record.

(b) Special Helensburgh and Lomond Area Committee Meeting 24 April 2019

The minute of the Special Helensburgh and Lomond Area Committee held on 24 April 2019 was approved as a correct record subject to the following correction at page 11 of the minute, which should read;

- award £1000 to application no. No.6 - Cove and Kilcreggan Youth Café;

4. PUBLIC QUESTION TIME

Question from Mr Neil Walden, Hermitage Park to the Committee

Mr Walden raised his concerns in relation to recent vandalism and graffiti in Hermitage Park which he has reported to the Hermitage Park Manager, Police Scotland and Ward Members. He re-iterated his previous offer of having CCTV cameras attached to the front of his property. Mr Walden advised that if he was provided with the appropriate materials he would remove the graffiti himself.

Response from the Committee

The Committee was sympathetic to Mr Walden's concerns and noting that the graffiti was down to a few individuals. The Committee noted that the park was not yet fully open and that the Park Manager has been engaging with young people and the Police in relation to this problem.

It was agreed that the concerns raised by Mr Walden would be passed to the Park Manager and to Police Scotland along with the offer for the CCTV camera.

5. POLICE SCOTLAND UPDATE

The Committee gave consideration to a report updating Members on current issues being dealt with by Police Scotland in the Helensburgh and Lomond area and noted that Inspector Roddy MacNeil was unable to attend to speak to his report as he was away dealing with operational matters.

Decision

The Helensburgh and Lomond Area Committee;

1. noted the report; and
2. requested Inspector Roddy MacNeil's attendance the Helensburgh and Lomond Area Committee meeting on 19 September 2019.

(Reference: Report by Inspector Roddy McNeill – Police Scotland, dated 20 June 2019, submitted)

The Chair ruled, and the Committee agreed, to take items out of sequence on the agenda in order to facilitate Officers. The order of business was discussed as recorded in this minute.

*** 6. HELENSBURGH PIER**

The Committee considered a report which provided an update on the condition of Helensburgh Pier. The report provided Members with details of a design analysis which was carried out to ascertain the condition of the pier, along with potential remedial options for future consideration.

Decision

The Helensburgh and Lomond Area Committee;

1. noted the update provided regarding the condition of the pier;
2. endorsed the work between the Council and Helensburgh Seafront Development Project (HSDP) in relation to their aspiration for pontoons, with Officers providing technical advice and support;
3. agreed to recommend to the Argyll and Bute Harbour Board that Officers continue to liaise with 'Waverley Excursions Ltd.' to arrive at the most cost effective and low-cost solution which would allow the Waverley to berth at Helensburgh Pier in the future; and

4. agreed that Officers provide a further update report at a future meeting of the Helensburgh and Lomond Area Committee.

(Reference: Report by Executive Director of Development and Infrastructure Services dated 22 May 2019, submitted)

7. AREA SCORECARD FQ1 2019-20

The Committee considered the Area Scorecard report for Financial Quarter 4 of 2018-2019 (January-March 2019) which illustrated the agreed performance measures.

Decision

The Helensburgh and Lomond Area Committee;

1. noted the performance presented on the Scorecard and supporting commentary;
2. agreed to the temporary solution for the presenting of the car park income until capacity allows the measures to be built within Pyramid;
3. noted that upon receipt of the quarterly performance report the Area Committee Members could contact either the Performance Improvement Officer or the responsible named officer with any queries; and
4. noted that work is ongoing and to respond to the Performance Improvement Officer with requests or comments regarding the layout and format of the report and scorecard.

(Reference: Report by Executive Director of Customer Services dated 20 June 2019, submitted)

8. ARGYLL AND BUTE HEALTH AND SOCIAL CARE PARTNERSHIP REPORTS

(a) Locality Planning Group Option Appraisal October 2018

The Committee gave consideration to a report describing the options appraisal process and the agreed new four model arrangement which replaced the previous nine Locality Planning Group structure within Argyll and Bute. The Committee discussed the requirement for an Elected Member representation on the Helensburgh and Lomond Locality Planning Group.

Decision

The Helensburgh and Lomond Area Committee agreed that Councillor Lorna Douglas will continue in her representative role on the Helensburgh and Lomond Locality Planning Group.

(Reference: Report by Associate Director of Public Health, Argyll and Bute Health and Social Care Partnership, dated 20 June 2019, submitted)

(b) Engagement Framework and Public Involvement

A report which summarised the development of the Engagement Framework from

the consultation it was based on to its approval by the Integrated Joint Board (IJB); the structures that have been developed to fit under this framework (i.e. the Health and Wellbeing Networks and Conversation Cafés); and how these interact within the Framework was before the Committee for noting.

Decision

The Helensburgh and Lomond Area Committee noted the contents of the report and appended leaflet outlining the engagement pathways.

(Reference: Report by Associate Director of Public Health, Argyll and Bute Health and Social Care Partnership, dated 20 June 2019, submitted)

9. PRIMARY SCHOOL REPORT 2018/19 - HELENSBURGH AND LOMOND

The Committee was presented with a report on the primary schools in Helensburgh and Lomond 2018/19.

Decision

The Helensburgh and Lomond Area Committee;

1. noted the contents of the report; and
2. acknowledged the positive report and commended all staff involved.

(Reference: Report by Executive Director of Customer Services, dated 10 May 2019, submitted)

10. REQUEST FOR FINANCIAL ASSISTANCE HELENSBURGH AND DISTRICT TWINNING ASSOCIATION

The Committee considered a request from the Helensburgh and District Twinning Association for the Committee to agree to utilise the Twinning Budget for 2019/20 for financial assistance towards a visit to Thouars in France in July 2019.

Decision

The Helensburgh and Lomond Area Committee agreed to grant the sum of £833 from the Twinning Budget for 2019/20 towards the costs of the visit to Thouars in July 2019.

Councillor Freeman having moved an amendment which failed to find a seconder asked that his dissent be recorded in the minutes.

(Reference: Report by Executive Director of Customer Services dated 20 June 2019, submitted)

Councillor Aileen Morton left the room at 10.50 a.m. and took no further part in the meeting.

11. DEFENSE MUNITIONS GLEN DOUGLAS - PROPOSED TRO

The Committee gave consideration to a report which explained that the Ministry of Defence has taken the decision to progress a redevelopment of Glen Mallan Jetty in Loch

Long to allow the site to continue to operate as an “Explosives Licenced” facility capable of servicing a range of vessels, including the new Queen Elizabeth Class Aircraft Carriers.

The Committee noted that the resupply operations at the jetty are serviced from the Defence Munitions Glen Douglas (DM Glen Douglas) base and to minimise the risk to the travelling public the report requested that the Committee agree to allow Officers to progress a Traffic Road Order (TRO) to prevent vehicles stopping on defined sections of the A814 Glenmallan and C69 Glen Douglas Road.

Motion

To agree the Officer recommendations.

- Moved by Councillor Ellen Morton, seconded by Councillor Barbara Morgan.

Amendment

To agree the Officer recommendations with additional wording to promote the option of a flexible clearway.

- Moved by Councillor George Freeman, seconded by Councillor Lorna Douglas.

The Motion was carried 5 votes to 3 and the Committee resolved accordingly.

Decision

The Helensburgh and Lomond Area Committee;

1. agreed to progress the Officer proposals to promote a clearway inclusive of the A814 and C69 to the extents of the Inhabited Building Distances (IBD's); and
2. noted the extents will be based on the plans in Appendix 1 and 2 of the report.

(Reference: Report by Executive Director of Development and Infrastructure Services dated 20 June 2019, submitted)

12. FOOTWAY ADOPTION IN HELENSBURGH

The Committee gave consideration to a report which detailed anomalies where carriageways in the Helensburgh and Lomond area were adopted by virtue of being included on the list of public roads but verges and footways have remained in private ownership and control.

Decision

The Helensburgh and Lomond Area Committee;

1. noted the report;
2. agreed that Officers make further contact with the landowner(s) and that Officers should give consideration to the next steps should the landowner(s) not agree adoption; and

3. agreed that any further report which comes to the Area Committee on this matter should provide details of the landowner(s) involved.

(Reference: Report by Executive Director of Development and Infrastructure Services dated 20 June 2019, submitted)

13. HELENSBURGH, CARDROSS AND DUMBARTON CYCLEWAY UPDATE

The Committee gave consideration to a report which updated Members of the progress made since the Helensburgh and Lomond Area Committee met on 21 March 2019 in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.

Decision

The Helensburgh and Lomond Area Committee;

1. agreed to support the construction of the approximate 285m section of the route linking Cardross Station and the Geilson Burn in summer 2019;
2. noted the outcomes of the community and landowner consultation undertaken on the route of the cycleway linking Helensburgh to Cardross (Phase 1) and Cardross to Dumbarton (Phase 2);
3. agreed to instruct Officers to engage with Sustrans and landowners in relation to Phase 1 (Colgrain to Cardross) in order to identify if further agreement can be gained in relation to the alternative route, on the north side of the railway (Option 2);
4. agreed to instruct Officers to further engage with Sustrans and landowners to undertake necessary land investigation, design and road safety audits to identify a deliverable route for the cycleway from Ferry Road, Cardross to the eastern edge of Cardross, and subsequently to Ardoch. This section of route should be designed to avoid land take from residential gardens and priority should be given to investigate options of delivering route Option 1 on Phase 2, Section 1 (Cardross to Ardoch);
5. agreed to instruct Officers to progress land investigation, design development and landowner engagement to develop a fully deliverable route on the south side of the A814 through Ardoch (Option 4) and under the railway line at Ardoch along the seaward side of the railway line to the boundary with West Dunbartonshire Council at Havoc (Option 7). The delivery of this section of route will provide an alternative to the A814 Lea Brae, thereby increasing safety for pedestrian and cyclists. This route will link into the existing section constructed by West Dunbartonshire Council from Dumbarton to Havoc, will keep this section of the route away from the A814 road and will not impact on any existing residential gardens; and
6. agreed that Officers are to bring back reports to each Helensburgh and Lomond Area Committee with an update as appropriate on delivery of the phases of the project.

(Reference: Report by Executive Director of Development and Infrastructure Services dated 20 June 2019, submitted)

14. HELENSBURGH WATERFRONT PROJECT

A report which provided information on the proposed mitigation measures which are intended to address the parking issue, as far as practicable, during the Helensburgh Waterfront Development construction phase was before the Committee for noting.

Decision

The Helensburgh and Lomond Area Committee noted the report.

(Reference: Report by Executive Director of Development and Infrastructure Services dated May 2019, submitted)

15. HELENSBURGH AND LOMOND AREA COMMITTEE WORKPLAN

The Helensburgh and Lomond Committee Workplan as at June 2019 was before the Committee for noting.

Decision

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

(Reference: Helensburgh and Lomond Workplan dated 20 June 2019, submitted)

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Helensburgh and Lomond Area Committee

September 19 – 2019

Police Scotland Update

1. New Divisional Commander in place, Chief Superintendent John Patterson
2. Resource levels remain favourable across the sub division.
3. Operation Ironworks (Policing of National Park) funding is being utilised for extra patrols on A82 corridor, Luss etc. Has allowed rostered officers to spend more time at the Helensburgh side.
4. Recent publicity around increase in vandalisms has resulted in a number of names being passed to police and at the time of this update, enquiry is ongoing to attain full details of persons and all will be visited by officers with a view to both detecting offenders and deterring further acts of vandalism.
5. One youth charged with damaging a vehicle and enquiry ongoing to possibly link him to other similar offences.
6. Plain clothes officers on patrol as close to 24/7 as resources allow, town centre, Co-Op and Hermitage Park being given attention.
7. Police Scotland Youth Volunteers (PSYV) group going from strength to strength, have attended numerous events including Helensburgh Royal visit, Stand up to Cancer event, are involved in The Step Safe survey for Helensburgh CC which will be passed to A&B Council. Travelling to work at the Solheim Cup in September at Gleneagles
8. Police Scotland introducing new Call Assessment Model (CAM) designed to triage all calls to police and prioritise more efficiently and effectively what we attend and when. Better use of diary appointments for instance. Early stages, being trialled in other areas. Should streamline the service and provide better response to higher priority calls.
9. Business as usual

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ARGYLL AND BUTE COUNCIL
**HELENSBURGH AND
LOMOND AREA COMMITTEE**
CUSTOMER SERVICES
19 SEPTEMBER 2019

AREA SCORECARD FQ1 2019/20

1 Background

- 1.1 This paper presents the Area Report and Scorecard for Financial Quarter 1 2019/20 (April-June 2019) and illustrates the agreed performance measures.
- 1.2 A summary of all the measures is now included at the start of the report. The summary provides an overview of the number of measures and how many are Red, Amber, Green or No Target.
- 1.3 As agreed at the previous Area Committee meeting the individual car park income is presented in the covering report as follows:

Car Park	FQ1 18/19	FQ2 18/19	FQ3 18/19	FQ4 18/19	FQ1 19/20
Arrochar	2,051	3,792	7,283	7,048	9,273
Luss	45,008	50,907	20,324	12,268	35,009
H'Burgh Pier	8,964	8,775	5,553	8,234	6,231
Sinclair Street	895	1,289	1,206	2,001	1,010
TOTAL	56,918	64,763	34,366	29,551	51,523

It should be noted that the Duck Bay on and off street Traffic Regulation Orders have not been progressed, and as a result have had an impact on income received.

In the report there are no 'trend' arrows for the car park income as it is a cumulative total.(Appendix 2).

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

- 1.4 To improve the response to performance queries, it is requested that either Sonya Thomas or the Responsible Named Officer are contacted once the Quarterly Performance Report is received with any queries. This should enable some queries being resolved or clarified prior to the Area Committee meeting, and therefore being carried forward as Actions at a subsequent meeting.
- 1.5 A short key to symbols / layout is attached. (Appendix 1).
- 1.6 From Financial Year 2019/20 a new suite of Business Outcomes aligned to the Corporate Plan are used. For information these are attached. (Appendix 3)

2 Recommendations

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

3.0 IMPLICATIONS

3.1	Policy	None
3.2	Financial	None
3.3	Legal	None
3.4	HR	None
3.5	Fairer Scotland Duty	No impact assessment required for this report.
3.5.1	Equalities – protected characteristics	N/A
3.5.2	Socio-economic Duty	N/A
3.5.3	Islands	N/A
3.6	Risk	None
3.7	Customer Service	None

Pippa Milne, Executive Director

Jane Fowler
Head of Customer Support Services

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

Appendix 1: Key to symbols
 Appendix 2: Word Report in pdf format
 Appendix 3: Business Outcomes aligned to Corporate Plan

PERFORMANCE REPORTS – KEYS TO SYMBOLS

WORD REPORT

STATUS SYMBOL

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

TREND ARROW

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

NAME IN BRACKETS (StreetScene)

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

GREY SUCCESS MEASURE

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

WHITE SUCCESS MEASURE

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

ON GRAPHS IN PYRAMID

GREEN

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

RED

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

KEY

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

THE SCORECARD

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

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HELENSBURGH & LOMOND FQ1 OVERALL PERFORMANCE SUMMARY

The tables below present a summary of all of the success measures included in the Scorecard. They show the performance against targets, and the trend against the previous quarters performance. Measures with No Trend Data are the cumulative Car Parking Income measures.

SUMMARY OF PERFORMANCE AGAINST TARGETS

FQ4 18/19	FQ1 19/20	
12	13	GREEN
10	9	RED
9	9	NO TARGET
31	31	TOTAL No. OF MEASURES

SUMMARY OF THE TREND AGAINST PREVIOUS QUARTER

TREND	●	●	NO TARGET
↑	6	4	4
⇒	4	1	0
↓	3	2	5
NO TREND	0	2	0

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Corporate Outcome No 1 - People live active, healthier and independent lives								
Number of affordable social sector new builds - H&L (Housing Services)	●	↓	16	16	0	0	Allan Brandie	FQ1 2019/20 - H&L There were no completion during quarter 1.
								FQ4 2018/19 - H&L ACHA handed over 16 units at Castlewood (formerly Jutland) Court, Helensburgh - 16 remain to be completed in 2019/20. One development is currently on site.
PR103_01-Number of new affordable homes completed per annum. (Housing Services)	●	↓	45	45	0	0	Allan Brandie	FQ1 2019/20 - A&B No completions were scheduled in the first quarter, however a record number of potential projects could be completed this year, and there are currently 11 developments onsite. Development on Site: Bute and Cowal - 1 Helensburgh and Lomond - 1 Oban, Lorn and the Isles - 5 Mid Argyll, Kintyre and Islay - 4
								FQ4 2018/19 - A&B 45 units in total - bringing annual completions to 107. ACHA handed over 16 units at Castlewood (formerly Jutland) Court, Helensburgh - 16 remain to be completed in 2019/20. They also completed a special needs unit (for a Gypsy/Traveller family) in North Connel. Fyne Homes completed 16 units (including 1 bespoke special needs unit) at Queen's (formerly Spence) Court site in Dunoon. And 4 units were delivered by end March 2019 at Minard (phase 2). Link completed 8 units at Albany Street, Oban. Overall, a very positive outcome for the year given the original projections at start of 2018.

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Corporate Outcome No.2 - People live in safer and stronger communities								
Car Parking income to date - H&L (Streetscene H&L) ANNUAL CUMULATIVE TOTAL	●		£202,436	£185,598	£97,380	£51,523	Stuart Watson	FQ1 2019/20 - H&L The income for FQ1 was £51,523 which is a shortfall of £45,857 against the target of £97,380. This is due in part due to a delay in progressing traffic regulation order for Duck Bay, on and off street parking.
								FQ4 2018/19 - H&L The income for FQ4 was £51,523 which is a shortfall of £45,857 against the target of £97,380. This is due in part due to a delay in progressing traffic regulation order for Duck Bay, on and off street parking. However other impacts through year may have arisen from poor weather or other events. The annual cumulative total for 2018/19 is £185,598 against a target of £202,436.
Car Parking income to date - A&B (StreetScene) ANNUAL CUMULATIVE TOTAL	●		£997,076	£950,084	£309,304	£245,425	Stuart Watson	FQ1 2019/20 - A&B The income for FQ1 was £245,425 which represents a shortfall of £63,879 against the target income of £309,304. This is due in part due to a delay in progressing traffic regulation order for Duck Bay and Mull, on and off street parking.
								FQ4 2018/19 - A&B The income for FQ4 was £171,615 which represents a shortfall of £55,088 against the target income of £226,703. This is due in part due to a delay in progressing traffic regulation order for Duck Bay, on and off street parking. However other impacts through year may have arisen from poor weather or other events. The annual cumulative total for 2018/19 is £950,084 against a target of £997,076.
Total number of Penalty Charge Notice Figures - H&L		↑	No Target	801	No Target	1,099	Keith Tennant	FQ1 2019/20 - H&L H&L has one warden on long term absent during this quarter and duties are being covered by Wardens in other areas. Line painting is required on resurfaced areas and at John Street in Helensburgh, bay markings and the removal of yellow lines is required to allow enforcement. None the less enforcement has improved due to effective programming. FQ4 2018/19 - H&L H&L one warden was absent for around half of the time period. Line painting required on resurfaced areas. Within RPZ, John Street is still awaiting bay markings and removal of yellow lines to allow enforcement.
Total number of Penalty Charge Notice Figures - A&B		↑	No Target	1,479	No Target	2,099	Keith Tennant	FQ1 2019/20 - A&B Commentary provided at area level.
								FQ4 2018/19 - A&B Commentary provided at area level.

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Dog fouling - total number of complaints H&L (Streetscene H&L)		↓	No Target	33	No Target	28	Tom Murphy	FQ1 2019/20 - H&L A total number of 28 complaints were received over the FQ1 period, this is a reduction from the previous quarter. The service is very much aware of the public perception surrounding this issue and it is hoped we can see a continued reduction in the complaint numbers. It is hoped that community forums will assist with this issue.
								FQ4 2018/19 - H&L A total number of 33 complaints were received over the FQ4 period, the service is very much aware of the public perception on this issue and it would be hoped that we can see a reduction in the complaint numbers. It would also be hoped that local community forums would assist the Council in dealing with this.
Dog fouling - total number of complaints A&B (StreetScene)		↓	No Target	78	No Target	72	Tom Murphy	FQ1 2019-20 - A&B Complaints are still coming in regarding dog fouling, however, the Council are continuing to work alongside Police Scotland and our communications team to provide advice to all parts of our community and involving school children as part of the dog fouling campaign.
								FQ4 2018-19 - A&B Complaints are still coming in regarding dog fouling, the Wardens are addressing them and also targeting problem areas that have been identified.
LEAMS - H&L (Cleanliness Monitoring Systems) MONTHLY DATA	●	⇒	73	72	73	72	Tom Murphy	FQ1 2019/20 LEAMS - H&L The level of performance over the FQ1 period was of a good standard, however there is room for improvement, with April 76, May 66 and June 74. The national standard is set at 67 with the Council's benchmark figure at 73
								FQ4 2019/20 LEAMS - H&L The area has achieved its target for this quarter, however there is room for improvement with weed control and cleaning of detritus in problem areas. The area team leader and supervisor will be scrutinising the recent reports to see if there are regular locations that are contributing to this.
LEAMS - Argyll and Bute monthly average (Cleanliness Monitoring Systems) MONTHLY DATA	●	↑	75	78	75	80	Tom Murphy	FQ1 2019/20 LEAMS - A&B The level of performance remains at a very good standard, the service uses the annual report from Keep Scotland Beautiful and monthly inspection to assess the data and make appropriate alterations to ensure that the level of performance is maintained. The role of the Amenity Wardens have had a key influence around littering and dog fouling to assist in maintaining the good level of performance
								FQ4 2018/19 LEAMS - A&B The level of performance remains at a good standard, the service uses the annual report from Keep Scotland Beautiful and monthly inspections to assess the data and make appropriate alterations to work schedules to ensure that the level of performance is maintained. The role of the amenity wardens have a key influence around littering and dog fouling to assist in maintaining the good level of performance.

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Corporate Outcome No.3 - Children and young people have the best possible start								
No Area Committee Measures to report on for Corporate Outcome 3								
Corporate Outcome No.4 - Education, skills and training maximises opportunities for all								
% HMIE positive Primary School Evaluations - H&L (Authority Data)	●	⇒	0.0 %	0.0 %	0.0 %	0.0 %	Maggie Jeffrey	FQ1 2019/20 There were no Primary School Inspections in Helensburgh & Lomond area finalised this quarter.
								FQ4 2018/19 There were no Inspections finalised this quarter
% HMIE positive School Evaluations Primary incl Gaelic - A&B (Authority Data)	●	↑	75.0%	50.0%	75.0%	67.0%	Louise Connor	FQ1 2019/20 Small Isles Primary School and Clachan Primary School Inspections were finalised in Quarter 1
								FQ4 2018/19 Barcaldine Primary School Inspection was finalised in Quarter 4 2018/19.
% HMIE positive Secondary School Evaluations - H&L (Authority Data)	●	⇒	0.0%	0.0%	0.0%	0.0%	Maggie Jeffrey	FQ1 2019/20 There were no Secondary School Inspections finalised in Helensburgh & Lomond during this quarter.
								FQ4 2018/19 There were no inspection during this quarter
HMIE positive Secondary School Evaluations - A&B (Authority Data)	●	⇒	0.0%	0.0%	0.0%	0.0%	Maggie Jeffrey	FQ1 2019/20 There were no inspections during this quarter.
								FQ4 2018/19 There were no Inspections finalised this quarter
Percentage of pupils with positive destinations - A&B (Authority Data)	●	⇒	92.0 %	94.7%	92.0 %	94.7%	Martin Turnbull	FQ1 2019/20 No update due for FQ1 2019-20
								FQ3 2018/19 School leaver destination statistics are no longer published but instead the focus is on the publication of the annual Participation Measure every August; reporting and providing more detailed analysis on a much wider group of young people (all 16-19 year olds). School Leaver Destination data for specific schools now requires to be collated from information available on Insight. Argyll and Bute's % of Pupils with Positive Destinations is 95% (1% above the National average and equal to our virtual comparator). Destinations - FE - 40.6% Employment - 31.7 Training - 1.9% Unemployed - 3% Volunteering - 0.7%

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Corporate Outcome No.5 - The economy is diverse and thriving								
Percentage of Pre-Application enquiries processed within 20 working days - H&L (Planning Applications)	●	↑	75.0 %	75.0%	75.0 %	81.6%	Peter Bain	<p>FQ1 2019/20 - H&L Turnaround of pre-apps has been above the 75% target for four years now.</p> <p>FQ4 2018/19 - H&L Turnaround of pre-apps has been above the 75% target for four years now.</p>
Percentage of Pre-application enquiries processed within 20 working days - A&B (Planning Applications)	●	↑	75.0 %	56.7%	75.0 %	76.6%	Peter Bain	<p>FQ1 2019/20 - A&B 75% target achieved in FQ1. Officer level performance reporting was recently rolled out to assist Area Team Leaders in monitoring individual performance. Aimed at assisting the prioritisation of workload, this would appear to be paying dividends already.</p> <p>FQ4 2018/19 - A&B The teams in Bute & Cowal, and Helensburgh & Lomond continue to meet all targets. Priority is given to statutory targets for processing planning applications, which has been achieved in Mid-Argyll, Kintyre & Islay at the expense of processing PREAPP's. * Diversion of resource in Oban, Lorn & The Isles team to prepare for a Judicial Review and deal with complex applications being taken to PPSL has lead to a further degradation in PREAPP performance. * * Please refer to ATL Comments specific to the Area PREAPP performance measures. Officer level performance reporting is being rolled out in FQ1 to assist Area Team Leaders in monitoring individual performance (currently only available at area level).</p>
Householder Planning Apps: Ave no of Weeks to Determine - H&L (Planning Applications)	●	↓	8.0 Wks	7.1 Wks	8.0 Wks	8.1 Wks	Peter Bain	<p>FQ1 2019/20 - H&L Resilience of the H&L team has been reduced as a result of Service Redesign with periods of officer absence during FQ1 adversely affecting performance. Target has been fractionally missed for the first quarter in over six years.</p> <p>FQ4 2018/19 - H&L Turnaround of H&L householder applications has been at or below the 8 week target for six years now, demonstrating consistency.</p>
Householder Planning Apps: Ave no of Weeks to Determine - ABC (Planning Applications)	●	↓	8.0 Wks	7.1 Wks	8.0 Wks	7.4 Wks	Peter Bain	<p>FQ1 2019/20 - A&B Householders applying for planning permission in Argyll and Bute continue to receive good service. Performance has remained below the 8 week determination target for over six years now.</p> <p>Projected Benchmarks for Service Measures Benchmark figures for Scotland and The Rural Nine have been projected three Financial Quarter's ahead, using the last known quarterly figure (FY18/19 FQ4) published by The Scottish Government. This is to ensure that the benchmark field is populated on Scorecards. Readers should note that since the reporting frequency changed from quarterly to biannually (in FY18/19) information is generally published at the end of January and July.</p> <p>Benchmarking Information: Comparison to Scottish Average and "Rural 9" Average Benchmark figures for Scotland and The Rural Nine are taken from The Scottish Government website when the information becomes available. Readers should note that since the reporting frequency changed from quarterly to biannually (in FY18/19) information is generally published at the end of January and July.</p> <p>For information the Rural Nine authorities are: Aberdeenshire, Argyll & Bute, Dumfries & Galloway, Highland, Perth & Kinross, Scottish Borders; Eilean Siar, Orkney Islands, Shetland Islands.</p> <p>FQ4 2018/19 - A&B Householders applying for planning permission in Argyll and Bute continue to receive good service. Performance has remained below the 8 week determination target for over five years now.</p>

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Corporate Outcome No.6 - We have infrastructure that supports sustainable growth								
Street lighting - percentage of faults repaired within 10 days - H&L (Street Lighting - Maintenance)	●	↑	75%	77%	75%	83%	Callum Robertson	<p>FQ1 2019/20 - H&L Amended procedure and protocols plus the presence of a new member of staff - trainee Street Lighting Team Leader have improved recording accuracy. Management of resources to rectify faults within timescales also improved. However some staff absence has restricted the level of improvement here relative to adjacent areas.</p> <p>FQ4 2018/19 - H&L Target reached and bettered demonstrating a significant improvement on the FQ3 figure.</p>
RA113_04-Percentage of street lighting repairs completed within 10 days (Street Lighting - Maintenance)	●	↑	75%	70%	75%	87%	Callum Robertson	<p>FQ1 2019/20 - A&B The number of jobs has fallen each month in FQ1, April - 81, May - 40, June - 29 as has the number of overdue jobs, April - 12, May - 5, June - 2. The team are currently investigating reasons as to why there are overdue jobs and this information will be updated when available.</p> <p>FQ4 2018/19 - A&B We have experienced some delays and reductions to our targets in the OLI and MAKI areas specifically, this has been a result of the RAS transformation process and sickness absence. We are in the process of filling outstanding vacancies which have been advertised on numerous occasions, once we are back to a full complement of staff, the emphasis will be a focus on reducing the overdue jobs. Works continue to catch up with the backlog in lighting repairs which experienced delays with staff assisting Christmas lights.</p>
Shanks - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↓	No Target	50.2%	No Target	39.7%	John Blake	<p>FQ1 2019/20 Q1 - 39.7% recycled ,composted and recovered in PPP area (20.6% recycling/composting and 19.1% recovered).</p> <p>FQ4 2018/19 50.2% recycled, composted and recovered in Q4 (32.5% recycled/composted and 17.7% recovered).</p> <p>18/19 year figure is 49.6% recycled ,composted and recovered (31.8% recycled/composted and 17.8% recovered).</p>
Islands - Percentage of Waste Recycled, Composted & Recovered (Waste Management Performance)		↓	No Target	48.3%	No Target	42.1%	John Blake	<p>FQ1 2019/20 Q1 - 42.1% recycled and composted</p> <p>FQ4 2018/19 48.3% recycled, composted and recovered in Q4 .</p> <p>18/19 year figure is 38.7%.</p>
H&L - % Waste Recycled, Composted & Recovered (Waste Management Performance)		↑	No Target	50.9%	No Target	55.7%	Alan Millar	<p>FQ1 2019/20 - H&L Q1 - 55.7% recycled ,composted and recovered (48.4% recycling/composting and 7.3% recovered).</p> <p>FQ4 2018/19 - H&L 50.9% recycled, ,composted and recovered in Q4 (42.8% recycled/composted and 8.1% recovered).</p> <p>18/19 year is 50.2% recycled ,composted and recovered (41.9% recycled/composted and 8.2% recovered).</p>
RA114_01 - A&B Wide - Percentage of waste recycled, composted and recovered. (Waste Management Performance)	●	↓	40.0 %	50.2%	40.0 %	45.5%	John Blake	<p>FQ1 2019/20 - A&B Q1 - 45.5% recycled ,composted and recovered (32.5% recycling/composting and 13% recovered)</p> <p>FQ4 2018/19 - A&B 50.2% recycled, composted and recovered in Q4 (32.5% recycled/composted and 17.7% recovered).</p> <p>18/19 year figure is 49.6% recycled ,composted and recovered (31.8% recycled/composted and 17.8% recovered).</p>

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Total number of Complaints regarding Waste Collection - H&L (Streetscene H&L)		↑	No Target	7	No Target	8	Tom Murphy	FQ1 2019/20 - H&L There were only 8 complaints registered during the FQ1 period for the Helensburgh/Lomond area. This level of performance from our waste collection service 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, kerbsied co-mingle collections, glass recycling and food waste kerbside collections.
								FQ4 2018/19 - H&L Only 7 complaints were registered during the FQ4 period for the Helensburgh/Lomond area. This level of performance from our waste collection service 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
Total number of Complaints regarding Waste Collection - A&B (StreetScene)		↓	No Target	13	No Target	12	Tom Murphy	FQ1 2019/20 - A&B The number of service complaints are lower this period than last, which is very good. In general terms all collections were carried out although in some areas they may have been a day or so late due to breakdowns. Where collections were running late, this information was posted on the Council's web page to inform the public.
								FQ4 2018/19 - A&B The number of service complaints for the FQ4 period are very low, we continue to provide a good service to the public.

H&L Area Scorecard FQ1 2019-20								
Performance element	Status	Trend	Target FQ4 18/19	Actual FQ4 18/19	Target FQ1 19/20	Actual FQ1 19/20	Owner	Comments
Making It Happen								
H&L Teacher Absence (Education Attendance)	●	↓	1.50 Avg. days lost	1.98 Avg. days lost	1.50 Avg. days lost	2.33 Avg. days lost	Anne Paterson	<p>FQ1 2019/20 - H&L Unlike other areas and teachers absence overall, the Helensburgh and Lomond area have experienced an increase in teachers sickness absence in comparison to last quarter and remains above target. The increase in absence relates to increasing days lost due to stress and medical treatment.</p> <p>FQ4 2018/19 - H&L Whilst there has been a slight increase in the quarter, overall the absence rate for teachers has been positive and within the overall annual target.</p>
A&B Teacher Absence (Education Attendance)	●	↑	1.50 Avg. days lost	2.15 Avg. days lost	1.50 Avg. days lost	1.82 Avg. days lost	Anne Paterson	<p>FQ1 2019/20 - H&L Overall teacher absence has reduced during the first quarter although remains slightly above target. The reduction is mainly attributed to a reduction in absence associated with infections, gastrointestinal problems and stress.</p> <p>FQ4 2018/19 - H&L Whilst there has been a small increase in the quarter, overall the absence rate for teachers has been positive and within the overall annual target.</p>
H&L LGE Only (HR1 - Sickness absence ABC)	●	↑	2.36 Avg. days lost	3.69 Avg. days lost	2.36 Avg. days lost	2.61 Avg. days lost	Jane Fowler	<p>FQ1 2018/19 - H&L The absence rate for LGE staff in Helensburgh and Lomond has decreased in comparison the previous quarter in line with the trend for LGE staff overall although remains above target. The decrease is attributable to a reduction in days lost due to seasonal infections and medical treatment.</p> <p>FQ4 2018/19 - H&L This quarter has seen an increased level of absence to the last quarter and is still above the target. This is being experienced across all LGE employee groups and is the subject of strategic action by SMT. A wellbeing strategy is being developed, joint work on prevention is being explored with community planning partners and a spend to save business case is being investigated.</p>
A&B LGE Staff Summary - Combined Office & Non Office (HR1 - Sickness absence ABC)	●	↑	2.36 Avg. days lost	3.76 Avg. days lost	2.36 Avg. days lost	3.42 Avg. days lost	Jane Fowler	<p>FQ1 2019/20 - A&B Overall LGE absence has reduced slightly in comparison to the previous quarter although remains above target. The most significant reductions when compared with the previous quarter are in relation to seasonal colds and flu and stress.</p> <p>FQ4 2018/19 - A&B Again this quarter has seen a level of absence similar to the last quarter and above the target. This is being experienced across all LGE employee groups and is the subject of strategic action by SMT. A wellbeing strategy is being developed, joint work on prevention is being explored with community planning partners and a spend to save business case is being investigated.</p>

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

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ARGYLL AND BUTE COUNCIL

**HELENSBURGH & LOMOND AREA
COMMITTEE**

**COMMUNITY PLANNING AND
COMMUNITY DEVELOPMENT**

19th September 2019

MONITORING OF SUPPORTING COMMUNITIES FUND 2018/19

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to provide monitoring information on the grants distributed through the Supporting Communities Fund in 2018/19.
- 1.2 In Helensburgh and Lomond 16 constituted, not-for-profit community organisations were awarded funding for projects to be undertaken in 2018/19. Organisations are required to spend their grant award within the financial year and to submit End of Project Monitoring Reports.
- 1.3 In 2018/19 the Supporting Communities Fund provided up to 100% of eligible project costs, with organisations able to apply for up to £2,500.
- 1.4 Funding was distributed using a Participatory Budgeting model where, for the first time, the residents of Helensburgh & Lomond had opportunity to participate in deciding which projects would be funded through voting on a dedicated website.
- 1.5 Members are asked to consider the contents of the report showing a summary of the information supplied by organisations in their End of Project Monitoring Reports.
- 1.6 Members are asked to note the return of monies and agree these be carried forward to be included in funds available for dispersal in 2020/21.

ARGYLL AND BUTE COUNCIL

**HELENSBURGH & LOMOND AREA
COMMITTEE**

**COMMUNITY PLANNING AND
COMMUNITY DEVELOPMENT**

19th September 2019

MONITORING OF SUPPORTING COMMUNITIES FUND 2018/19

2.0 INTRODUCTION

- 2.1 This report highlights the positive outcomes for communities in Helensburgh and Lomond through the allocation of the Council's Supporting Communities Fund in 2018/19.
- 2.2 A Participatory Budgeting model was used for the Supporting Communities Fund where, for the first time, the residents of Helensburgh & Lomond had the opportunity to participate in deciding which projects be funded through voting on a dedicated website.
- 2.3 A total of £28,072 was awarded to 16 organisations in 2018/19. Organisations had up to two months from the end of their project, and before end June 2019, to complete and return project monitoring reports.
- 2.4 A total of £1,178 is due to be returned. This amount can be made available for allocation in the financial year 2020/21.

3.0 RECOMMENDATIONS

It is recommended that the Helensburgh & Lomond Area Committee:

- 3.1 Note the positive contribution of the grants to community projects, detailed in paragraph 4.1 and the attached table.
- 3.2 Agree that the unspent funds of £1,178 be carried forward and added to the £22,500 available for dispersal in 2020/21, making a total of £23,678 available for dispersal within the Helensburgh and Lomond area.

4.0 DETAIL

- 4.1 The grants distributed to community organisations enabled 1,274 people in the community to participate in a variety of projects with focuses including; mental and physical health, outdoor activities, combating loneliness and intergenerational participation. Highlights include:
- A public exhibition featuring local primary school artwork, focusing on the work of Charles Rennie Mackintosh.
 - Regular attendance at the Foodbank by professionals to deliver advice and guidance to clients enabling them to develop personal action plans.
 - An increase in the number of children being engaged in community group activities.
- 4.2 The attached table summarises information received from individual projects.
- 4.3 15 community organisations submitted an end of project monitoring report.
- 4.4 There is a return of unspent funds totalling £1,178. This can be distributed in the 2020/21 round of grant funding. The return is from Helensburgh Community Council who were unable to spend their funds within 2018/19.

No	Organisation	Project Funded	Total Projected Cost	Award	Actual Cost	Comments	Beneficiaries		
							M	F	Age
1	Arrochar and Tarbet Community Development Trust - Cobbler Climbers	Equipment for a new climbing club for young people in the Arrochar area.	£2,490.70	£2,000	£2,000	The grant has allowed the group to access the safety equipment needed to form the climbing club for young people. Support and guidance from Climb Scotland has been received.	10	10	5-9: 5 10-16: 15
2	Arrochar and Tarbet Community Development Trust - Generation Communities	To support the general running and activities of an intergenerational group in the Arrochar area.	£1,703	£1,703	£1,706	The project aims of reducing loneliness, encouraging community spirit and healthy lifestyles have been met. The evaluation has shown that both the seniors and children have benefitted from the project, they have gained in confidence and enjoyed sharing and learning from each other.	12	17	5-9: 6 10-16: 6 25-64: 5 65+: 12
3	Colgrain Primary School Parent Teacher Council – Community Garden	Tools, plants and storage to allow the school to open up the garden area for use by the wider community.	£707.13	£600	£601.38	The plants, seeds and fruit trees were planted in spring 2019. Although most of the benefits will not be visible until 2019-20, pupils, teachers and parents have already noted the positive impact the garden has made.	21	27	5-9: 15 10-16: 4 17-24: 1 25-64: 27 65+: 1
4	Cove and Kilcreggan Lunch Club	Funds towards the general running of the lunch club, including	£2,829.30	£1,150	£3,557.34	The aims of the project were met through the delivery of regular lunch club sessions and outings. This included a Christmas party and Christmas shopping trip.	2	18	65+: 20

No	Organisation	Project Funded	Total Projected	Award	Actual Cost	Comments	Beneficiaries		
		transportation for members, a Christmas party and summer outing.							
5	Cove and Kilcreggan Youth Café	Contribution towards the cost of employing a trained youth worker for the Cove and Kilcreggan Youth Café.	£10,152	£2,500	£8,004	The funding allowed the Youth Café to offer additional sessions to engage with children in Primaries 5, 6 and 7.	30	30	10-16: 60
6	ENABLE Scotland (Leading The Way) – Jean's Bothy	To fund courses for the volunteers and staff members at Jean's Bothy Mental Health Hub to run the members' café and support therapeutic activities.	£2,209.52	£2,210	£2,143.72	Creative writing sessions were delivered with an external facilitator and now run under the supervision of Enable staff. The group was unable to offer Tai-Chi due to a lack of local instructors. After agreement from the Community Development Officer, the funding was used to provide extra wood carving sessions.	21	15	17-24: 2 25-64: 33 65+: 1

No	Organisation	Project Funded	Total Projected	Award	Actual Cost	Comments	Beneficiaries		
7	Gareloch Riding for the Disabled Association	For the upkeep of two horses for use by some of the smaller children who have physical and/or learning difficulties.	£6,277	£2,092	£6,634	The aims of the project were met and exceeded with increased opportunities provided for the younger children with disabilities to develop their confidence and gain new skills.	no break down		0-4: 3 5-9: 18 10-16: 10 17-24:9 25-64: 11
8	Geilston Hall Management Committee – Argyll's Charles Rennie Mackintosh Trail	To support children in Cardross to research and display the work of Charles Rennie Mackintosh in the Geilston Hall.	£750	£750	£758.16	The exhibition was opened to the public in June 2018, which featured work from Cardross Primary P6 pupils. The work is still on display in Geilston Hall. The development of the associated trail has been on hold due to the works at Hill House.	100	100	5-9: 120
9	Helensburgh and Lomond Autism – Cooking Classes	To provide cooking and independent living skill workshops for children and young people affected with Autism Spectrum Disorder.	£1,794	£1,794	£1,938	The group was able to provide cooking lessons for 20 children. The classes enabled the children to improve their health and wellbeing and develop important life skills. Parents and carers reported an increased interest from the children in trying new foods and helping to prepare meals at home.	16	4	5-9: 8 10-16: 12
10	Helensburgh	To source and	£2,000	£2,000	£2,000	Advisors from Addaction, Alienergy,	67	44	17-24:

No	Organisation	Project Funded	Total Projected	Award	Actual Cost	Comments	Beneficiaries		
	and Lomond Foodbank	deliver advice and guidance to clients in poverty, to enable them to maximise their income and develop a personal action plan out of poverty.				Carr-Gomm, Citizens Advice and Plot to Plot have been available at Foodbank sessions allowing instant on-site access to experts. Volunteers report feeling more able to engage with clients on these topics.			35 25-64: 70 65+: 6
11	Helensburgh Community Council - Vision for a town embarking upon change	To create a Community Action Plan for a comprehensive vision for how the community wants to develop and improve the town.	£2,500	£1,178		This project did not go ahead in the required timescale and all funds have been returned. (£1,178) The Community Council continue to develop the Vision for Helensburgh project.			
12	Kirkmichael Community Development Group – Meet and Eat Club	Running costs of the lunch club, including transport for members, outings and a Christmas party.	£2,500	£2,500	£4,272.16	The project has sought to counteract loneliness for seniors in Kirkmichael through regular lunch club sessions and outings. This has included a Christmas party and theatre trip.	6	14	65+: 20
13	Loch Long Jetty Association-	To obtain a marine licence in	£2,225	£2,025	£2,761.92	The marine licence was obtained in September 2018 and allowed the	No Break-	No Break-	

No	Organisation	Project Funded	Total Projected	Award	Actual Cost	Comments	Beneficiaries		
	Access to a unique Marine Environment, Loch Long, Arrochar	order to support a pontoon and visitor moorings.				group to progress with the next stage of the larger scale project.	down		down
14	Rhu and Shandon Community Centre – Family Activities for 2018	To run family events and activities at the Community Centre, including a Treasure hunt, Autumn Adventure and Burns Supper.	£570	£570	£583.69	Three events were successfully delivered, a treasure hunt, an autumn story telling event and a Burns tartan disco. The events were well attended and helped to involve families who hadn't used the centre previously. Party bookings have increased following the events.	90	14 8	0-4: 30 5-9: 88 10-16: 15 17-24: 10 25-64: 70 65+: 25
15	Rosneath Peninsula Highland Gathering	Contribution towards running the annual Rosneath Peninsula Highland Gathering.	£14,419.27	£2,500	£12,906.66	The event was attended by 600 people and included solo piping, highland dancing, field and track competitions as well as cycling and running events.	400	20 0	0-4: 60 5-9: 80 10-16: 100 17-24: 200 25-64: 250 65+: 300
16	Route 81 Youth Project – Friday Night	The provision of free Friday night diversionary	£11,670.22	£2,500	£10,166.98	39 drop-in sessions have taken place with up to 69 young people attending per session. The activities	75	67	10-16: 117 17-24: 24

No	Organisation	Project Funded	Total Projected	Award	Actual Cost	Comments	Beneficiaries		
		activities for 11-18 year olds.				undertaken have included educational hotspots, quiz nights, challenge evenings, creative art sessions, karaoke and disco parties.			25-64: 1

5.0 CONCLUSION

- 5.1 The project monitoring form has a section asking for comments on the grant process. Not all applicants have completed this section but of those received the comments have largely been very positive. The majority note that the process is simple, straightforward, clear and concise. Thanks are noted for the support received from staff and elected members.
- 5.2 The Participatory Budgeting method of allocating the Supporting Communities Fund was evaluated independently. Whilst the evaluation showed significant support and input from communities, the report concluded that the cost to deliver the Supporting Communities Fund using this approach was disproportionate to the amount of funding available. Council agreed at its meeting on the 27th September 2018 that this was not a viable method of distribution at the present time.

6.0 IMPLICATIONS

- 6.1 Policy: None
- 6.2 Financial: The report sets out the expenditure from the Helensburgh & Lomond Area 2018/19 budget for the allocation of the Supporting Communities Fund.
- 6.3 Legal: None
- 6.4 HR: None
- 6.5 Fairer Scotland Duty / Equalities: Compliant with policy
- 6.6 Risk: None
- 6.7 Customer Service: None

Chief Executive - Cleland Sneddon
Policy Lead - Cllr Robin Currie
Community Planning Manager - Rona Gold
9th September 2019

For further information contact: Kirsty Moyes on 01436 657635 /
kirsty.moyes@argyll-bute.gov.uk

ARGYLL AND BUTE COUNCIL

**HELENSBURGH AND
LOMOND AREA
COMMITTEE**

**ROADS AND
INFRASTRUCTURE SERVICES**

19TH SEPTEMBER 2019

ROADS AND INFRASTRUCTURE REVENUE AND CAPITAL UPDATE

1.0 EXECUTIVE SUMMARY

- 1.1** The Roads and Infrastructure team deliver a wide range of works including street cleansing, the upkeep of public conveniences, grass cutting, refuse collection, burials, road maintenance and street lighting. The service redesign introduced in December 2018 refocused the Network and Standards team who now support Operations with programming, obtaining consents and permissions and co-ordinating a support mechanism which enables the Operations team to focus on delivering works safely, to specification, to programme and within budget. As part of the wider support, a control HUB has been established which is evolving. The HUB will not only provide support to the operations team but also provides support to Elected Members by providing information and briefings.
- 1.2** This report provides an update on the Roads and Infrastructure Services operational capital and revenue matters in the Helensburgh and Lomond area.
- 1.3** It is recommended that Members consider and note the update.

ARGYLL AND BUTE COUNCIL

**HELENSBURGH AND
LOMOND AREA COMMITTEE**

**ROADS AND
INFRASTRUCTURE SERVICES**

19th SEPTEMBER 2019

ROADS AND INFRASTRUCTURE REVENUE AND CAPITAL UPDATE

2.0 INTRODUCTION

- 2.1 The Roads and Infrastructure team deliver a wide range of works including street cleansing, the upkeep of public conveniences, grass cutting, refuse collection, burials, road maintenance and street lighting. The service redesign introduced in December 2018 refocused the Network and Standards team who now support Operations with programming, obtaining consents and permissions and co-ordinating a support mechanism which enables the Operations team to focus on delivering works safely, to specification, to programme and within budget. As part of the wider support, a control HUB has been established which is evolving. The HUB will not only provide support to the operations team but also provides support to Elected Members by providing information and briefings.
- 2.2 This report provides an update of the Roads and Infrastructure Services operational capital and revenue matters in the Helensburgh and Lomond area.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members consider and note the update.

4.0 DETAIL

Capital Programme – Roads Reconstruction

- 4.1 The 2019/20 Capital Programme has been produced using Road Condition Index (RCI) information which is processed through the WDM system using survey information which is collected in the same format across the whole of Scotland. Other factors such as known development, timber extraction, police collision/accident data, local knowledge and engineering judgement are also used. The full programme has been communicated to Members following the Environment, Development and Infrastructure Committee in March.
- 4.2 Development work has been carried out to include the Roads Reconstruction Capital Programme for all of Argyll and Bute on our website. A listing of all

schemes is currently available at the link below and ultimately this will be linked to a map which will show the geographical location of each individual scheme. The programme can be viewed on our website at the following link:

<https://www.argyll-bute.gov.uk/roads-capital-programme>

4.3 Additional Funding has been secured through diligent work by officers working in partnership with the Strategic Timber Transport Fund. This will enable additional works to be carried out which will benefit both ABC, as a Roads Authority, the Timber industry and all road users within our network. This additional funding will be used as match funding to existing surfacing schemes where timber extraction is planned. The allocation of this funding comes with the condition that it is invested in line with a pre agreed plan which focuses on core timber extraction routes.

4.4 Winter Maintenance

4.4.1 A report to the Environment, Development and Infrastructure September Committee will set out the proposed winter policy. It is intended that in future years, a report will be taken to the June Area Committee cycle seeking comments from Members on winter maintenance. These comments will be considered as part of the annual policy setting process.

4.5 Grounds and Cleansing

Ground maintenance scheduled works are being carried in line with the agreed specification, the service is now using the hand held tablets and recording scheduled and reactive works in the ELM system.

Street cleanliness operations continue to deliver a good level of service and this is replicated in the LEAMS information in pyramid. The service is working with Keep Scotland Beautiful in applying the new criteria to the zoning system.

5.0 **CONCLUSION**

5.1 This report provides an update on the Roads and footways operational matters in the Helensburgh and Lomond Area.

6.0 **IMPLICATIONS**

6.1 Policy – works carried out in accordance with relevant policies

6.2 Financial – Funded from existing budgets

6.3 Legal – None Known

6.4 HR – delivered by a combination of council employees, national contractors and SMEs

6.5 Fairer Scotland Duty: – None Known

6.5.1 Equalities - protected characteristics– None Known

6.5.2 Socio-economic Duty– None Known

6.5.3 Islands – None Known

6.6. Risk– None Known– None Known

6.7 Customer Service– None Known

Pippa Milne Executive Director with responsibility for Roads and Infrastructure

Policy Lead Roddy McCuish

August 2019

For further information contact: Hugh O'Neill, Network and Standards Manager

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND
AREA COMMITTEE

ROADS AND INFRASTRUCTURE
SERVICES

19 SEPTEMBER 2019

RECYCLING PERFORMANCE

1.0 EXECUTIVE SUMMARY

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

ARGYLL AND BUTE COUNCIL

HELENSBURGH AND LOMOND
AREA COMMITTEE

ROADS AND INFRASTRUCTURE
SERVICES

19 SEPTEMBER 2019

RECYCLING PERFORMANCE

2.0 INTRODUCTION

- 2.1 Argyll and Bute Council is both a waste collection and waste disposal authority. Recycling, composting and recovery (i.e. other landfill diversion) statistics are reported quarterly within the council's performance system Pyramid. Statutory returns to SEPA e.g. licensed site tonnage, landfill tax and waste data flow vary from quarterly to annual.
- 2.2 This report provides details on the council's recycling and landfill diversion performance along with national policy, targets and regulations which are likely to impact on future performance.

3.0 RECOMMENDATIONS

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

4.0 DETAILS

- 4.1 Argyll and Bute Council operate a performance management system 'Pyramid'. Quarterly recycling/composting, recovery and landfill percentages are included - split between the Islands landfill sites, Waste Management PPP and Helensburgh/Lomond areas. Helensburgh & Lomonds is managed with the locale. Biodegradable waste is disposed of outside of Argyll & Bute.
- percentage of waste recycled and composted;
 - percentage of waste recovered e.g. other landfill diversion;
 - combined percentage of waste recycled, composted and recovered;
 - percentage of waste to landfill;
 - tonnes of biodegradable municipal waste to landfill.

**Percentages Summary of Landfill, Recycling, Composting and Recovery-
2017 and 2018**

		2017	2018
Argyll & Bute wide	% of waste recycled, composted and recovered	49.4%	48.8%
	% waste recycled and composted	36.5%	35.5%
	% waste recovered	12.9%	13.3%
	% waste landfilled	50.6%	51.2%
	Tonnes of biodegradable municipal waste to landfill	18,556	18,671
<hr/>			
Waste PPP	% of waste recycled, composted and recovered	52.8%	49.6%
	% waste recycled and composted	34.9%	31.8%
	% waste recovered	17.9%	17.8%
	% waste landfilled	47.2%	50.4%
<hr/>			
Helensburgh & Lomond	% of waste recycled, composted and recovered	44.9%	50.2%
	% waste recycled and composted	38.6%	41.9%
	% waste recovered	6.3%	8.2%
	% waste landfilled	55.1%	49.8%
<hr/>			
Islands	% of waste recycled, composted and recovered	40.4%	38.7%
	% waste recycled and composted	40.4%	38.7%
	% waste recovered	0.0%	0.0%
	% waste landfilled	59.6%	61.3%

4.2 Some points to note are as follows:

- The council Waste PPP combined recycled, composted and recovery has decreased from 52.8% to 49.6% in 2018. It is notable that this figure and the

following figures have decreased in figures noted below. This is mainly due to the fact that post Greenlight Environmental administration, tonnages have been collected and counted through the council site at Blackhill, Helensburgh for onward recycling. This has therefore increased the figures relative to Helensburgh & Lomond. This is due to the vehicle and staff being located in Helensburgh & Lomond and the return of the glass waste to that locale for processing.

- Renewi has recently made significant investment by refurbishing the Mechanical Biological Treatment plants within the PPP contract area. This investment of £1.5m should see an increase in recovery in future years.
- The councils Waste PPP combined recycled, composted and recovery rate has decreased from 52.8% to 49.6% in 2018.
- The percentage of waste recycled and composted in 2017 was 34.9%. The percentage figures for 2018 has decreased to 31.8%.
- The percentage of waste recovered in 2017 was 17.9% which has decreased slightly to 17.8%. The reason for the drop in recovery was due to the plant refurbishments which meant the plants were out of commissions for a short period of time.
- The waste to landfill for 2017 was 47.2%. However, this has increased in 2018 to 50.4%. This is due to most of the glass waste being processed through Helensburgh & Lomond and the drop in recovery performance with plant refurbishments.
- The tonnage of waste to landfill through the Renewi contract is 17,385 in 2017, compared to 17,527 in 2018.
- The island model figures show a decrease in waste recycled, composted and recovered. The figures in 2017 sits at 40.4%, however; the 2018 figures have a decrease to 38.7%. Furthermore, island sites show a decrease in waste recycled and composted, and a slight rise in waste landfilled. There is no scientific reason for this and the variance is minimal. Factors may include loads awaiting uplift, weather and/or tourism.
- Recycling and composting is mainly from recycling collections, bring sites and segregated wastes from recycling/civic amenity sites. Recovery is predominantly moisture process loss and/or compost like output from mixed waste treatment plants operated by the council's Waste PPP partner or other waste contractors.
- On-going discussions are taking place with Renewi to include the glass waste within the PPP contract.

Waste (Scotland) Regulations

4.3 The Waste (Scotland) Regulations were introduced by the Scottish Government in 2012. The regulations included the following key objectives:

- Local Authority provision of recycling services to domestic properties and businesses (charges can be levied for business collections) in 2014;
- Local Authority provision of food waste collections to domestic properties and businesses (exemptions exist for food waste collections in rural areas) in 2014/15;
- High quality recyclate producing ‘closed loop’ recycling;
- Restrictions on inputs to Energy from Waste Facilities (EfW); and
- A ban on Biodegradable Municipal Waste (BMW) to landfill from January 2021.

5.0 CONCLUSION

5.1 Progress has been made on recycling, composting and recovery performance in 2018. National Policy drivers such as the ban on biodegradable waste to landfill will have significant implications for future waste treatment and landfill diversion performance.

6.0 IMPLICATIONS

6.1	Policy	National policies and regulations will likely impact on future landfill diversion performance.
6.2	Financial	The 2021 ban on biodegradable waste to landfill will have financial implications. Detail on the financial implications to the council can be found in the September 19 Waste Strategy report to the Environment Development and Infrastructure committee.
6.3	Legal	The 2021 landfill ban is a legal requirement under the Waste (Scotland) Regulations 2012. Complying with the ban will also likely result in changes to the Waste PPP contract.
6.4	HR	None
6.5	Equalities	Fairer Scotland Duty implications may be prevalent.
6.6	Risk	Risks to the council on the 2021 landfill ban are mainly financial. A national deposit scheme for drinks containers will hopefully have overall

environmental benefits although it may impact negatively on the council recycling rates and income.

6.7 Customer Services None at present.

Executive Director: Pippa Milne

Head of Roads and Infrastructure Services: Jim Smith

Policy Lead: Cllr Roddy McCuish

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

ARGYLL AND BUTE COUNCIL**Helensburgh & Lomond Area
Committee****Commercial Services****19 September 2019**

**HELENSBURGH WATERFRONT DEVELOPMENT PROJECT
POSITION STATEMENT**

1.0 EXECUTIVE SUMMARY

- 1.1 The Helensburgh Waterfront Development Project is all about creating a vibrant and attractive waterfront for the town. The main feature of the project will be a new leisure facility incorporating a swimming pool, with associated parking and public realm works to meet the needs of the local community. At the same time the flood defences will be increased to address current flooding issues in the area. The new leisure facility will be run on behalf of the Council by the recently formed trust LiveArgyll.
- 1.2 The principle aims and objectives for the project are to:
- Develop Helensburgh as a great place to live, work and visit, by delivering a new state-of-the-art leisure facility and swimming pool which meets the needs of the Helensburgh and Lomond community
 - Add to what has been achieved through other projects such as CHORD and Hermitage Park regeneration, which have created an attractive, vibrant and contemporary town Centre that is attracting residents, businesses and visitors to the area.
 - To support the provision of a permanent Skatepark
 - Encourage additional private sector investment in the waterfront area and town centre
 - Through the steps above, support the Helensburgh and Lomond economy with increased opportunities for existing and new businesses
- 1.3 This report provides a progress update on the delivery of the Helensburgh Waterfront Development Project, following the abandonment of Procurement Exercise 1 (ProcEX-1) and relaunching the Procurement Exercise (ProcEX-2) for the main works contract, and its' impact on the project programme.
- 1.4 We published the Contract Notice and issued the European Single Procurement Document (ESPD) for ProcEX-1, on 4th February 2019. The Invitation to Tender (ITT) Stage commenced on the 16 May 2019 with the distribution of ITT Documents to short listed tenderers. The original tender deadline of the 27 June, 2019 was subsequently extended to the 12 July 2019
- 1.5 On 24 June, 2019 an inadvertent technical breach occurred out with the live tender process in regard to a communication that we received in response to the initial tender. Advice was then sought both internally from the Procurement

and Commissioning Manager and the Programme Manager, and externally from the Council's legal advisor Brodies. The view taken was that continuing with the procurement process would expose the Council to a significant level of risk that could not be mitigated against.

- 1.6 Following consideration of the procurement/legal advice the Senior Management Team concluded that the original procurement exercise (ProcEX-1) would need to be abandoned, and a new Procurement Exercise (ProcEX-2) commenced ASAP. That decision was communicated to the Project Team on 2 July 2019.
- 1.7 The abandonment and commencement of PrEX-2 for the Works Contracts has impacted upon the overall programme. The current estimate is that it may prolong the delivery by up to 7 Months.

2.0 RECOMMENDATIONS

Helensburgh and Lomond Area Committee members are invited to:

- 2.1 Note the progress update for the Helensburgh Waterfront Development and that a report will be next submitted in March 2020 following completion of Procurement Exercise.

ARGYLL AND BUTE COUNCIL

**Helensburgh & Lomond Area
Committee**

Commercial Services

19 September 2019

**HELENSBURGH WATERFRONT DEVELOPMENT PROJECT
POSITION STATEMENT**

3.0 INTRODUCTION

3.1 This report provides a progress update on the delivery of the Helensburgh Waterfront Development Project, including the following matters: Procurement of the Main Works Contract; Development of the Full Business Case; Programme for delivering the project; and updated Financial Position.

4.0 RECOMMENDATIONS

Helensburgh and Lomond Area Committee members are invited to:

4.1 note progress update for the Helensburgh Waterfront Development and that a report will be next submitted in March 2020, following completion of Procurement Exercise

5.0 DETAIL

5.1 PROJECT PROGRAMME AND MILESTONES

5.1.1 The project's development has been proceeding on the basis of the key milestones approved by members in June 2018 with the approval of the Stage 3 End Stage Report. We had launched the Procurement Exercise (ProcEX-1) for the main works contract in February 2019, with Tenders due for return on 12 July 2019 and Contract Award forecast for September 2019.

5.1.2 However, on 24 June 2019 an inadvertent technical breach occurred out with the live tender process in regard to a communication that we received in respect of the ProcEX-1 Invitation To Tender. Advice was sought both internally from the Procurement and Commissioning Manager and the Programme Manager, and externally from the Council's legal advisor Brodies. The view taken was that continuing with ProcEX-1 would expose the Council to a significant level of risk that could not be mitigated.

5.1.3 On 2-Jul-19 the decision was taken to formally abandon ProcEX-1, and as quickly as possible to launch a new Procurement Exercise (ProcEX-2). The Contract Notice for ProcEX-2 was published on OJEU on 27 July 2019 with the revised milestone programme for the project being as follows:

5.1.4 TABLE 1: REVISED MILESTONE PROGRAMME

Task Name	Duration	Start	Finish
ProcEX-1 Abandonment	8 days	Mon 01/07/19	Wed 10/07/19
Create ProcEX-1 Abandonment Report	5 days	Mon 01/07/19	Fri 05/07/19
Approval of ProcEX-1 Abandonment Report	1 day	Mon 08/07/19	Mon 08/07/19
Notify Tenderers of Tender Abandonment	1 day	Tue 09/07/19	Tue 09/07/19
Cancel Notice of PCS/PCS-T	1 day	Wed 10/07/19	Wed 10/07/19
ProcEX-2 Document Creation	23 days	Thu 11/07/19	Mon 12/08/19
Procurement Strategy Update	1 wk	Mon 15/07/19	Tue 23/07/19
Publish PIN on PCS	6 days	Thu 11/07/19	Thu 18/07/19
Procurement Strategy Approval	3 days	Mon 22/07/19	Wed 24/07/19
ESPD Update	5 days	Mon 22/07/19	Fri 26/07/19
ESPD Approval	1 day	Fri 26/07/19	Fri 26/07/19
ITT Update	10 days	Mon 29/07/19	Fri 09/08/19
ITT Approval	1 day	Mon 12/08/19	Mon 12/08/19
ProcEX-2: SUPPLIER SELECTION	187 days	Fri 26/07/19	Mon 13/04/20
PUBLISH CONTRACT NOTICE on PCS/OJEU	1 day	Fri 26/07/19	Fri 26/07/19
ESPD STAGE	60 days	Mon 05/08/19	Fri 25/10/19
PUBLISH ESPD on PCS-T	0 days	Mon 05/08/19	Mon 05/08/19
Deadline for Submitting ESPD	24 days	Mon 05/08/19	Thu 05/09/19
Assess ESPD Responses	15 days	Mon 09/09/19	Fri 27/09/19
Request for Documentation	19 days	Tue 01/10/19	Fri 25/10/19
ESPD Outcome Notices	1 day	Fri 25/10/19	Fri 25/10/19
ITT STAGE	95 days	Mon 28/10/19	Fri 06/03/20
Issue ITT	1 day	Mon 28/10/19	Mon 28/10/19
Respond to Suppliers Queries	32 days	Tue 29/10/19	Wed 11/12/19
OPENING & TENDER EVALUATION	46 days	Fri 20/12/19	Fri 21/02/20

Deadline for Tender Submission	0 days	Fri 20/12/19	Fri 20/12/19
Conduct Technical Evaluation	10 days	Mon 06/01/20	Fri 17/01/20
Bidder Presentations	1 day	Tue 21/01/20	Tue 21/01/20
Conduct Commercial Evaluation	10 days	Mon 27/01/20	Fri 07/02/20
Combine Technical / Commercial Evaluation Results	5 days	Mon 10/02/20	Fri 14/02/20
Request for Documentation	5 days	Mon 17/02/20	Fri 21/02/20
PREFERRED TENDER STAGE - PTN	10 days	Mon 24/02/20	Fri 06/03/20
Bidder Discussions	10 days	Mon 24/02/20	Fri 06/03/20
CONTRACT AWARD STAGE	18 days	Thu 19/03/20	Mon 13/04/20
H&LAC - INTENTION to AWARD CONTRACT (Scheduled Meeting)	0 days	Thu 19/03/20	Thu 19/03/20
P&R - INTENTION to AWARD CONTRACT (Special Meeting)	0 days	Thu 26/03/20	Thu 26/03/20
A&BC - INTENTION to AWARD CONTRACT (Special Meeting)	0 days	Thu 26/03/20	Thu 26/03/20
CARR Approval	1 day	Mon 30/03/20	Mon 30/03/20
Notify Suppliers of Contract Award Decision	1 day	Mon 30/03/20	Mon 30/03/20
Observe Standstill Period	8 days	Tue 31/03/20	Thu 09/04/20
ISSUE CONTRACT AWARD	1 day	Fri 10/04/20	Fri 10/04/20
Acknowledgement of Acceptance of Offer	1 day	Mon 13/04/20	Mon 13/04/20
CONTRACT MOBILISATION & IMPLEMENTATION	920 days	Tue 14/04/20	Mon 23/10/23
Contract Start-up Meeting	1 day	Tue 14/04/20	Tue 14/04/20
Contractors Mobilisation Period	10 days	Wed 15/04/20	Tue 28/04/20
Site Establishment	10 days	Wed 29/04/20	Tue 12/05/20
Construction: Stage 1 - Flood Defences and Stage 2 - Leisure Building	500 days	Wed 13/05/20	Tue 12/04/22
Construction: Staff Migration to New Leisure Building and Familiarisation	19 days	Wed 13/04/22	Mon 09/05/22
Construction: Stage 3 - Demolition of Existing Pool and Completion of Car Parking and Landscaping	100 days	Tue 10/05/22	Mon 26/09/22

Construction: Defects Rectification Period	260 days	Tue 27/09/22	Mon 25/09/23
Construction: Contract Close Out	20 days	Tue 26/09/23	Mon 23/10/23

Note: all dates are indicative and subject to the award of the main works contract, and the subsequent submission of the Master Works Programme by the Contractor.

5.1.5 The following table indicates the programme variance between ProcEX-1 and ProcEX-2. It should be noted that the current programme impact is based on a complete revision of the procurement timescales following the formal decision to abandon the original procurement exercise. This differs from the initial assessment of potential programme implications when the initial briefing on the issue was provided to members of the Senior Management Team, which did not, for example, take account of: the: process and timescales to formally abandon the original procurement exercise, and notify the participants concerned; publish a Prior Information Notice and Request For Information for the new procurement exercise; compile the revised Commodity Sourcing Strategy, and other procurement documentation, including additional guidance on the roles and responsibilities of bidders and evaluators; impact that recognised holiday period e.g. Christmas 2019, would have on the evaluation process. Some of the delay resulting from the new procurement exercise may be recovered during the construction phase as the successful contractor will be expected to start on site in April 2020, which should provide them with a longer period of favourable weather at the commencement of the critical flood defence works:

Milestone	Tender-ex 1		Tender-ex 2		Variation
Stage 1 and Stage 2 Construction	15-Oct-19	13-Sept-21	13-May-20	12-Apr-22	+7 months
Staff relocation and mobilisation	14-Sept-21	8-Oct-21	13-Apr-22	9-May-22	
New Leisure Centre Open	9-Oct-21		10-May-22		
Stage 3 – Old Leisure Centre Demolished	11-Oct-21	25-Feb-22	10-May-22	26-Sept-22	

5.2 FULL BUSINESS CASE

5.2.1 The preparation of the Full Business Case (FBC) is being undertaken in accordance with HMT Green Book Guidance. The FBC development is a mandatory part of the business case development process, which is completed

following procurement of the scheme – but prior to contract signature – in most public sector organisations.

5.2.2 The purpose of the FBC is to:

- Identify the ‘market place opportunity’ which offers optimum Value For Money (VFM);
- Set out the negotiated commercial and contractual arrangements for the deal;
- Demonstrate that it is ‘unequivocally’ affordable;
- Put in place the detailed management arrangements for the successful delivery of the scheme.

5.2.3 It should be noted that if the Outline Business Case (OBC) has been prepared in accordance with HMT Green Book Guidance and the procurement run in accordance with accepted and established best practice, much of the work involved in developing the FBC will simply focus on updating the OBC and documenting the outcomes of the procurement rather than starting from scratch.

5.3 BUDGET

5.3.1 In December 2018 Members recommended to the Policy and Resources Committee that additional funding should be made available for the delivery of environmental improvements/public realm works at the north of the site. At the 21 February 2019 Full Council Budget meeting, Members approved this additional budget allowance, taking the approved budget to **£19,510,680**. Whilst this is a major commitment of capital, we recognise that there are still expected to be significant challenges to overcome, including:

- Overall affordability of the project at a time of a reduced capital budget within the Council, and with an expectation that the year-on-year situation is unlikely to show an improvement in the short to medium term.
- Reduced availability of capital funding from external sources, with the focus moving away from local authorities and towards community and third sector organisations.
- Availability of construction resources, including engineering personnel, general labour, plant, equipment and materials with a number of nationally important projects coming on stream e.g. HS2, A9 Dualling etc.
- Impact of Construction Industry Inflation on the affordability of the project e.g. Input prices for materials and fuels rose by 4.7% in the year through January 2018, and according to the Construction Products Association, 82% of civil engineering contractors and 82% of main construction contractors reported higher raw materials prices passing through the supply chain over the final quarter of 2017, with the expectation that 2018 would show a similar trend. Construction Industry Inflation forecasted at a 1% tender price growth for both 2019 and 2020, increasing in the longer term to 1.5% in 2021 and 2022.
- The cost of diverting or tying-in to existing utilities
- Appeal of the contract opportunity to the market place

6.0 CONCLUSION

6.1 The Helensburgh Waterfront Development project is a complex, multi-disciplinary project that includes a number of: design and construction interfaces; statutory approvals; construction logistics; and utility diversion and upgrading requirements.

6.2 The Project Team has published the Contract Notice for the main works contract, and subsequently intends to bring forward the FBC and Contract Award Recommendation for approval in spring 2020.

7.0 IMPLICATIONS

7.1. Policy

The delivery of these projects fits with, as appropriate, the Council's Corporate Plan, Single Outcome Agreement, Economic Development Action Plan and approved Local Development Plan key actions and policy for safeguarding our built heritage and town Centre regeneration.

7.2 Financial

In order to progress the Helensburgh Waterfront Development to detailed design stage, secure statutory approvals and come forward with a FBC, design and cost consultants services are being funded from the £1m project development funding approved by P&R in August 2016. In December 2018 Helensburgh & Lomond Area Committee Members recommended to the Policy and Resources Committee that additional funding should be made available for the delivery of environmental improvements/public realm works at the north of the site. At the 21 February 2019 Full Council Budget meeting, Members approved this additional budget allowance, taking the approved budget to **£19,510,680**.

7.3 Legal

Legal Services will provide support as and when required.

7.4 HR

The Helensburgh Regeneration Project Manager continues to project manage the project on a day to day basis, supported by colleagues from other departments of the Council.

7.5 Equalities and Social Inclusion

An Equalities and Social Inclusion Assessment will be undertaken during the next stage of project development and reviewed on a regular basis as the project progresses.

7.6 Risk

The Helensburgh Waterfront Development Project has a costed Risk Register which is regularly monitored and updated, with reports provided to members at key project milestones.

7.7 Customer Service

None.

Douglas Hendry, Executive Director of Customer Services
Policy Lead: Cllr Gary Mulvaney

16 August 2019

For further information contact:

Andrew Collins, Project Manager, Major Projects Client Management Team,
Tel: 01436 657633 or Mobile: 0781 081 4465

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ARGYLL AND BUTE COUNCIL**HELENSBURGH & LOMOND
AREA COMMITTEE****DEVELOPMENT AND
INFRASTRUCTURE****19 SEPTEMBER 2019**

HELENSBURGH MAKING PLACES REPORT

1.0 INTRODUCTION

- 1.1 The purpose of this report is to ask Members to note the content of the final Helensburgh Making Places report.
- 1.2 This follows Papers seen before Members on 21 June 2018 and 24 April 2019 at which the content of the draft report was approved. The subsequent final report contains factual amendments only.
- 1.3 Making Places is a Scottish Government initiative that seeks to better understand a place through the view of the people who live and work there. Making Places Helensburgh was joint funded between Scottish Government and Argyll and Bute Council and which has resulted in a report, designed to be utilised by anyone within the community.
- 1.4 The report has been prepared by icecream architecture and Willie Miller Urban Design and summarises the main findings from community engagement activity delivered over 2018.
- 1.5 The report will prove useful as an evidence base for developing projects, for fundraising and for targeting resource. All areas within the report would require further detailed consideration and analysis if they were to be progressed and as such these should be read as areas of opportunity, rather than as actions. The body of work will also serve to inform policy making, through the LDP review process.

2.0 RECOMMENDATIONS**2.1**

- a) It is recommended that the Helensburgh and Lomond Area Committee note the content of the Helensburgh and Lomond Making Places report.

3.0 DETAIL

3.1 This report follows papers seen before Members on 21 June 2018 which outlines the rationale for a Place Making exercise in Helensburgh and the detail of the Scottish Government initiative, and a paper seen before Members on 24 April 2019 in which the draft report was submitted for consideration.

3.2 The piece of work is now concluded and as such Members are asked to note the results of the Making Places Helensburgh feedback, which has been summarised and compiled within a report format, and which is supported by more detailed data analysis as appendices. The content of the report was approved by Member's on 24 April 2019 with only factual corrections made subsequent to this approval.

3.3 Through involving the community in a series of engagement activities and events for their views, Making Places Helensburgh presents a summary of how the town looks, feels and functions to those who live and work there. The engagement process was deliberately spread as wide and possible in an attempt to capture as true a reflection of the community as possible. The engagement took the form of place standard surveys, on-street consultation, visioning events and stakeholder events and saw responses from 458 people spread reasonably evenly across Helensburgh.

3.4 The engagement built upon previous place standard exercises and created an ideas bank to reflect in more detail the survey responses. This feedback was grouped into the following 4 main themes:

- Green Helensburgh
- Learning Helensburgh
- Welcoming and Connected Helensburgh
- Enterprising Helensburgh

3.5 The following vision statement was also produced:

Helensburgh is a first-class and forward thinking waterfront town, a compelling attraction for visitors, investment and enterprise.

Helensburgh is welcoming, vibrant and with a strong sense of community.

Helensburgh is innovative and thriving.

3.6 It is intended for the community to utilise the report as an evidence based for any projects that they would like to develop in response to the highlighted areas of opportunity and for the council to utilise the report to inform policy making through the LDP review process and future decision-making.

4.0 CONCLUSION

- 4.1 Making Places Helensburgh was joint funded between Scottish Government and Argyll and Bute Council and has resulted in a final report, designed to be utilised by anyone within the community. Members are asked to note the content of the final report.

5.0 IMPLICATIONS

- 5.1 Policy - This report follows a paper approved by PPSL on 24 June 2015 in which Helensburgh was identified for a community-led design process to inform the LDP at a local level. Helensburgh is currently identified as a growth area within LDP2.
- 5.2 Financial – None.
- 5.3 Legal - None.
- 5.4 HR - None.
- 5.5 Equalities / Fairer Scotland Duty - None
- 5.6 Risk - None.
- 5.7 Customer Service – None.

Executive Director with responsibility for Development and Economic Growth

Policy Lead, Sustainable Economic Growth, Councillor Aileen Morton
2019

For further information contact:

Lorna Pearce, Senior Development Officer, 01700 501 374

APPENDICES

1. Making Places Report

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HELENSBURGH MAKING PLACES



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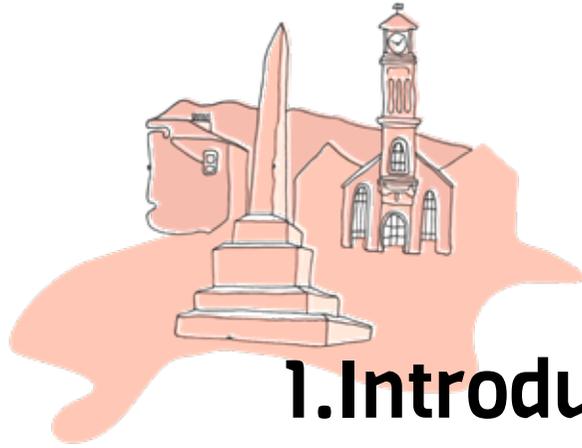
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1. Introduction

Helensburgh Making Places is an economic regeneration project seeking to provide a joined-up approach to making Helensburgh an attractive and welcoming place in which to live, work, visit and invest.

Through joint funding from Argyll and Bute Council and the Scottish Government, designers and community engagement specialists, icecream architecture and Willie Miller Urban Design were selected to deliver the project, commencing in May 2018.

Underpinning this project was the ambition to engage with as many members of the Helensburgh community as possible. A series of public engagement events were held over the summer months of 2018 with a view to arriving at a widely endorsed vision articulating ambitions for the future of the town and reflecting the aspirations and concerns of all sections of the community.

The final outputs of this project are intended to inform policy change, strategic decision making, and the emerging Local Development Plan ensuring a strong connection between grassroots and high-level decision making.





2. Helensburgh Now

Helensburgh sits on the Firth of Clyde, three miles 'across the water' from Greenock, while Loch Lomond is four miles north-east of the town. In many ways, Helensburgh sits at a key junction, less than an hour from central Glasgow whilst providing ready access to Argyll and the Isles.

The town boasts great proximity to the water and the outdoors, as well as strong assets in its built heritage. With a population of 15, 610, Helensburgh is the largest town by population in Argyll and Bute. Helensburgh and Lomond has seen a significant rise in the number of people of pensionable age, with an increase of 644 individuals between 2011 and 2016. Residents of working age have reduced by 445 over the same period. The number of children has also dropped by 282 over the period (Nomisweb.co.uk)

According to the Scottish Index of Multiple Deprivation 2016, 8% of the population of Helensburgh and Lomond live within areas in the most deprived in Scotland. These areas are within Helensburgh Centre and Helensburgh East.

The potential for growth in the area - especially with the Ministry of Defence Maritime Change Programme - is highlighted in the Local Development Plan Main Issues Report (MIR) with Helensburgh and Lomond being designated as a Growth Area.

Helensburgh has always had a strong connection with the industrial heritage of Glasgow, with many of the historic properties within the two conservation areas having been built by people wishing to make a home overlooking the Clyde.

It has in the past had strong maritime links to its neighbouring settlements. These are now in a state of flux, considering not only the future of its pier but also how it can innovatively think about its future maritime connections. Just as significant as the water-based connections, are the rail and road connections both into and out of Argyll. The rail links provide good access to both Glasgow and Edinburgh for employment and training opportunities. The road and land connections for cars or cycling also play a key role in residents and visitors accessing neighbouring communities and HMNB Clyde. In addition they allow for ease of access into the surrounding natural environment.

HMNB Clyde has been a significant influence on Helensburgh over the last 50 years. The current programme of new investment through the Maritime Change Programme will see an increase in personnel and capital investment in Helensburgh and its surrounding areas. Helensburgh has the opportunity to maximise the positive economic and social impact that this will bring. Be this around logistics, employment opportunities, training, business opportunities or investment in amenities.



The Tower Digital Arts Centre

Image Credit: Fiona Higgins

For a time there was a lack of investment in the town centre which saw a decline in the upkeep and maintenance and with its identity, but in the early 2000s, the Helensburgh Partnership created a series of plans and investment ideas. These resulted in the commencement of a series of ambitious projects, such as the £7m CHORD investment, a consolidated council building that focused on the refurbishment of East Clyde Street and the renovation of a highly prominent dilapidated building. This investment has been a catalyst for change, and indeed the town centre has begun to diversify through private sector investment, bucking the trend of other Scottish town centres. For example, it has a burgeoning reputation for good quality and award winning food and drink establishments.

The town now boasts a Digital Arts Centre at the Tower, which includes a Cinema and Submarine Centre. Helensburgh Heroes, formerly a centre on Sinclair Street celebrating famous local people, continues to have a digital presence and on-going project activity. There is an ongoing programme of public art in the town centre in the form of the innovative Outdoor Museum. The Council has made further investments in the new Hermitage School and Hermitage Park which includes a new passive house amenity space. In addition Hill House has begun a process of refurbishment to secure it as a local and national asset. New houses have been built in the town and on the former greenbelt. The John Muir Way has also established itself in the town as the start or end point of a number of long distance active travel routes, which include the Argyll Kayak Trail.

These changes and investments are happening in the context of the HMNB Clyde expansion which promises a significant number of new jobs and an influx of people to the town over the forthcoming years with over £1.3bn of capital investment and £19bn in revenue over the next decade. Creating a lasting and beneficial partnership with the MoD is important, with key priorities already being outlined as transport, economy, housing and education.

Within this picture of opportunity, the future delivery of new sites for business and housing in the Green Belt will be vital, and the first of these is currently under construction. Argyll & Bute Council is also advancing a bid for a 'Rural Growth Deal' which could also be significant by creating a business hub for mixed use, high specification industrial/business sites allowing non-secure MoD functions or supply chain businesses to be sited off-base, with the added benefit of providing



Scottish Submarine Centre
Image Credit: Fiona Higgins



Change in Helensburgh is set to continue with a planned waterfront development which will deliver a new leisure facility, swimming pool

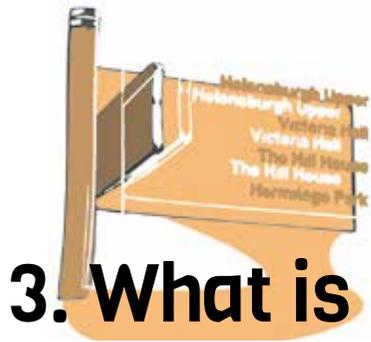
This new community facility has the potential to be a significant attraction for the town centre and a huge positive for people considering Helensburgh as a place to live and also to visit.

*Concept Visualisations of Helensburgh Leisure Centre
Image Credit: Argyll and Bute Council*





Helensburgh needs to build on opportunities through a blend of **public and private investment**. **Responsibility** has to be placed on private owners to maintain their properties. **New businesses and services need to be attracted** to the town centre, and at the same time, **existing organisations have a crucial role in seeking to improve** the towns offer. **Creating a vision** for Helensburgh and a positive attitude for business and community life is a **fundamental need for the future**.



3. What is Making Places?

The Making Places Initiative is a Scottish Government scheme, launched in September 2017, with the aim of helping communities to understand and develop a future vision for their place. Specifically, the programme provides funding to:

- 1. Assist with building capacity in communities;**
- 2. Support participative design events;**
- 3. Enable the delivery of projects.**

Within this remit, Helensburgh Making Places sits in the second category.

This project has undertaken to engage widely across many community groups and individual voices to evolve a community endorsed Vision for Helensburgh which can inspire any group working in Helensburgh, helping them to gather funding or explore new approaches, to getting a project off the ground and successfully implementing it.

Who is Helensburgh Making Places for?

This document is the result of continuous engagement across the Helensburgh community during Summer 2018. The team has worked with many groups to establish a widely agreed Approach, Vision and set of Opportunities for Helensburgh which build on its strong position in Scotland.

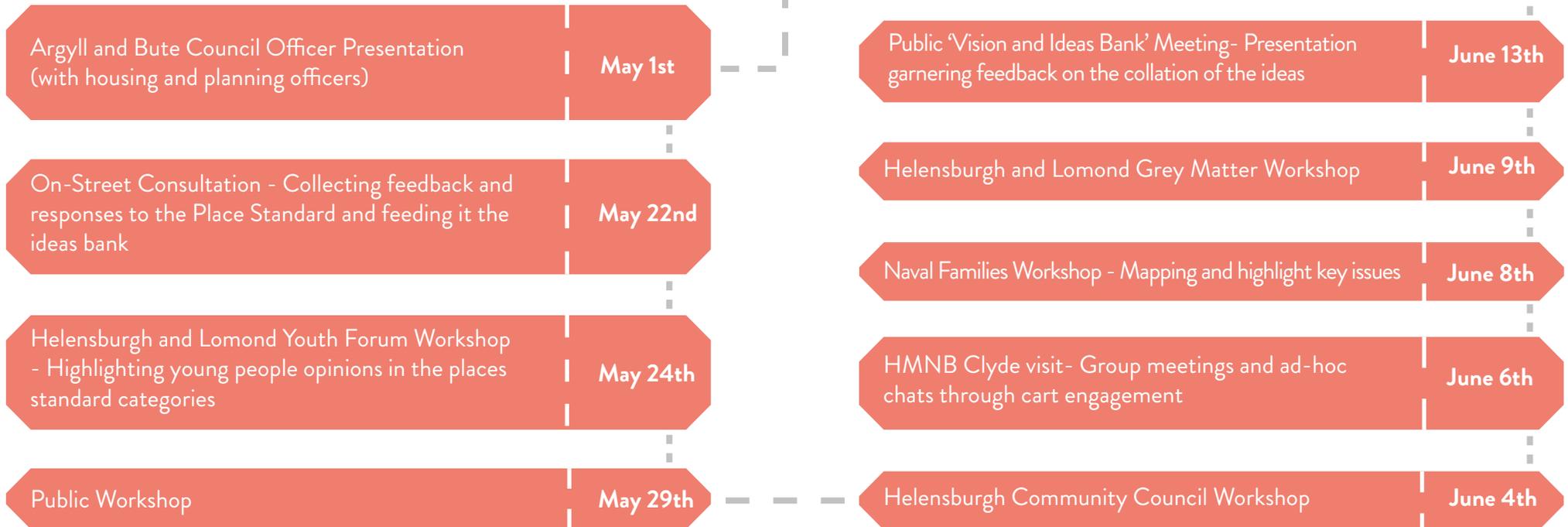
The final document is designed to be accessible and usable for all within the community, providing a body of evidence to help interested groups to progress opportunities and work towards seeing the shared aspirations realised. It should form a joint starting point for developing plans based on the opportunities that exist in Helensburgh. It should also provide the evidence and information needed to support the appropriateness and fit of future projects.

Frequently, community groups and not-for-profit organisations can access a wide range of funding sources. Support and training on how to access external funds may be available from the Local Authority and Third Sector organisations (see Appendix). Funders will often look for applicants to demonstrate need or demand for their project, and it is the intention that the data provided within this report could provide an evidence base for this.



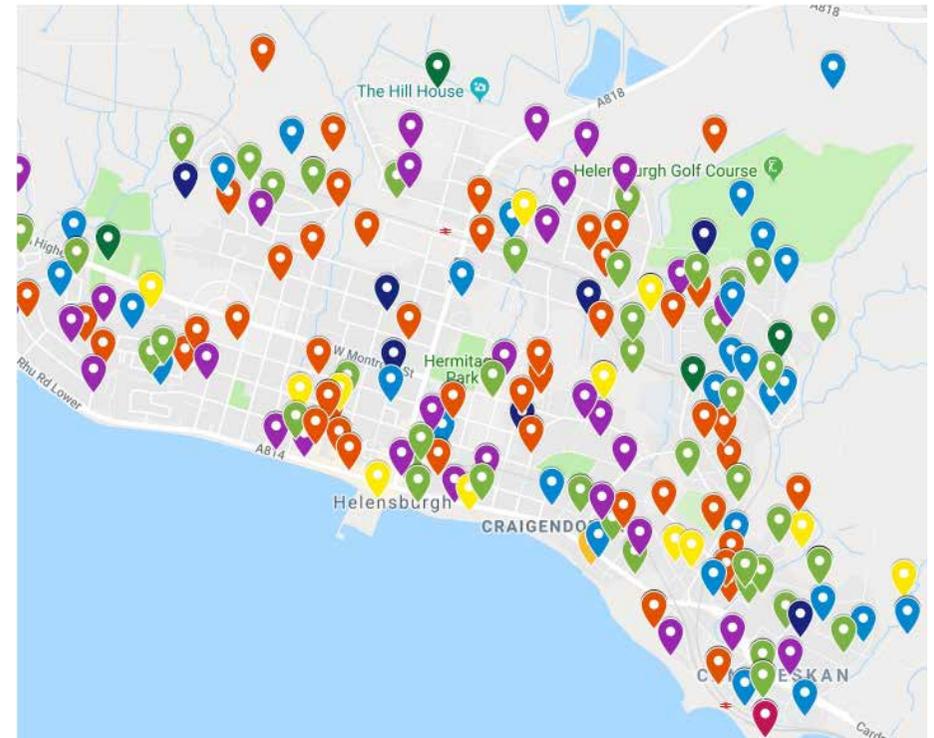
4. Method

We have adopted a variety of processes to understand the current opinions and needs of Helensburgh. The processes undertaken were: a Baseline Review, the Place Standard and the Ideas Bank, which resulted in the Themes, Vision and Opportunities.



Total Engagement:
458 responses
:
400 face to face
:
10 events
:
11 groups

- 50-59
- 40-49
- 60-69
- 30-39
- 22-29
- 70-79
- 16 and under
- 17-21
- 80 and over



Map showing the location of Helensburgh Making Places survey in central Helensburgh area

Baseline Review

A three stage baseline review was undertaken that firstly looked at the overall context of Helensburgh, then looked at the top priorities as highlighted through the engagement and finally undertakes a literature review of key reports and documents that enhance the overall understanding of the context.

Population

Population 2011

14k

▲ More than similar towns

Households 2011

6k

▲ More than similar towns

Population change 2001 to 2011

-3%

▼ Less than similar towns per head of population

Household change 2001 to 2011

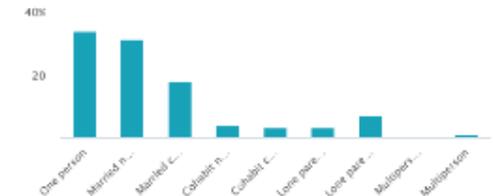
3%

▼ Less than similar towns per head of population

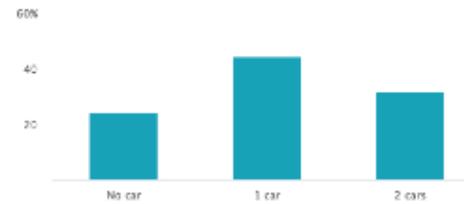
Age



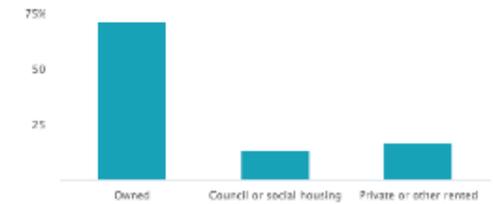
Household composition



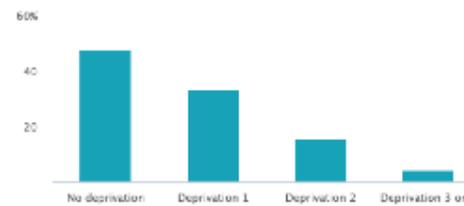
Car ownership



Tenure



Deprivation dimensions



Use of broadband and mobile technologies can help to promote places, events and culture to local people and creates significant opportunities for Helensburgh to attract and foster people working from home (or shared workspaces) but serving wider markets.

HMNB Clyde is the biggest single-site employer in Scotland. In 2017 6,700 were directly employed on the base. However, its local economic significance is less than it might be as the base is self-contained. Therefore there would seem to be a case for forging stronger links between the base and the surrounding local area.

Recent years have seen significant upgrades in the facade of Helensburgh, with widened pavements, the refurbished Colquhoun Square, more parking bays and new street furniture.

The town is the starting and finishing point of both the Argyll Sea Kayak Trail the John Muir Way and the Three Lochs Way. There are also ambitions to develop the cycle connection from Helensburgh to Dumbarton. There is potential for linking up individual paths and creating new circular routes based on Helensburgh featuring wildlife habitats and striking views of the Clyde Estuary.

There is an opportunity to promote the offer of Helensburgh in a holistic manner, linking with green networks, tourist attractions, business development and family spaces. Groups including

Helensburgh and District Access Trust, the Central Scotland Green Network Trust and Helensburgh Community Planning Group have achieved or begun great work in this direction. Taking into account the proximity to Loch Lomond and the Trossachs National Park, Helensburgh is an enviable position to be sited amongst such stunning scenery.

Restrictions on the Green Belt have been recently relaxed and therefore more development is now taking place and there is increased need for single living accommodation and naval family homes. (North Star, Rettie & Co., Research Resource, 2018). The Maritime Change Programme will see 8,200 service personnel and families living in the local area and 1000 construction jobs created. The Programme is envisaged to require investment of £1.3 billion, and this investment “could generate and support demand for 26, 000 jobs through the supply chains” (2.3). This may be a liberal estimate, however, as clearly with increased investment in HMNB Clyde, there are far reaching opportunities for the supply chain as: encompassing main contractors, subcontractors, service providers and construction will increase.

The Scottish Index of Multiple Deprivation (2016) identifies three datazones in Helensburgh and Lomond as being within the 20% most deprived in Scotland. These are within Helensburgh: in the East and in the Centre. One of these datazones has the highest rate of income deprivation in Argyll and Bute (34%).

Place Standard Tool

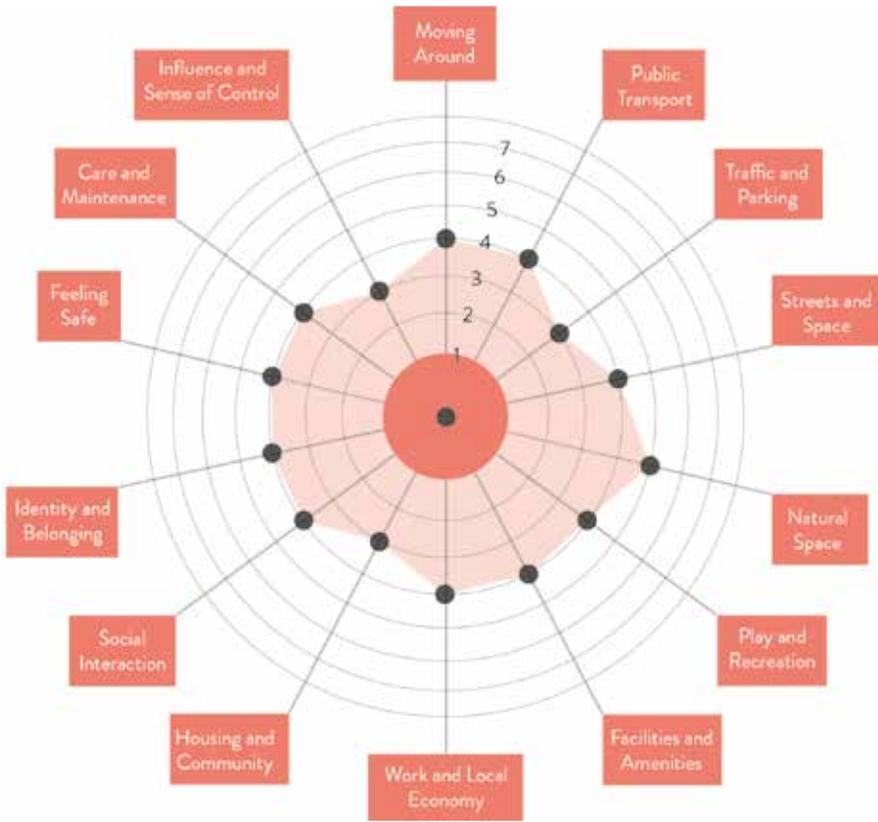
The Place Standard is a process developed by Scottish Government, NHS Health Scotland and Architecture and Design Scotland as a way of assessing places. It uses a variety of categories and a rating system to build up a picture of how people feel about a place.

The majority of respondents were located within the 'G84 7' area which reflects Helensburgh East, Craigendoran, Colgrain, Churchill and Kirkmichael. The second largest group in terms of location was 'G84 8', which represents Helensburgh West, Rhu, Shandon and surrounding area.

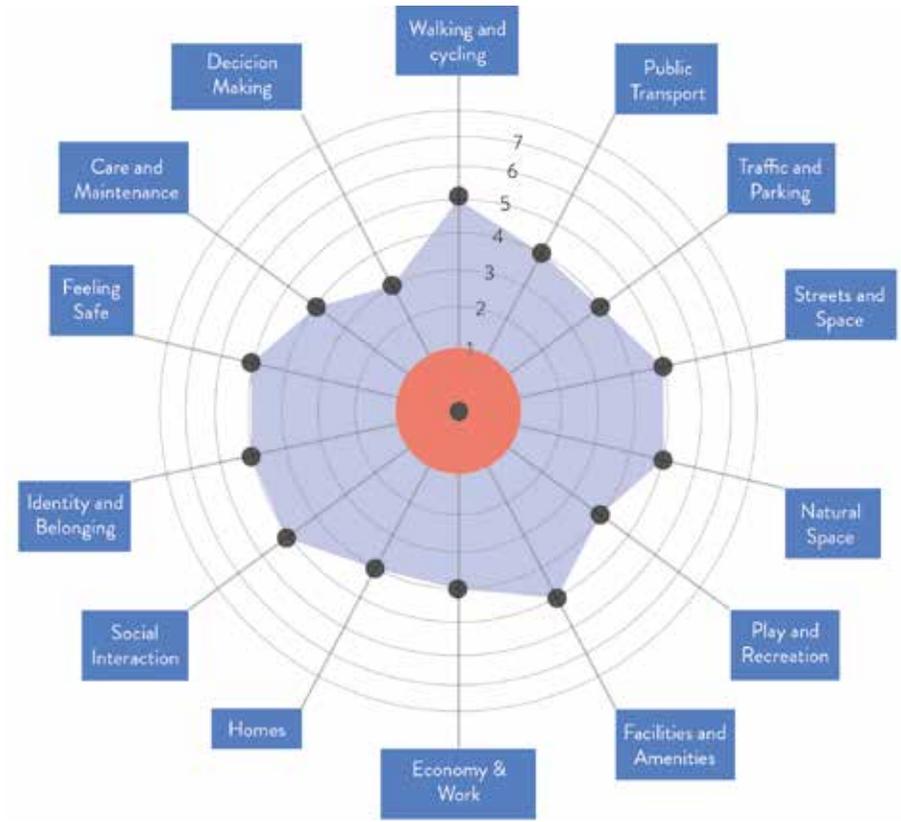
A similar number of responses were received from area 'G84 9', which represents Helensburgh Upper.

The Place Standard results indicated that some of the lowest scoring categories were 'Influence and Sense of Control', 'Traffic and Parking', 'Care and Maintenance', 'Work and Economy' and 'Play and Recreation'. The highest scoring category was 'Natural Space', with 'Walking and Cycling', 'Feeling Safe', 'Facilities and Amenities' and 'Identity and Belonging' also scoring well.

Place Standard Average results for Helensburgh Making Places



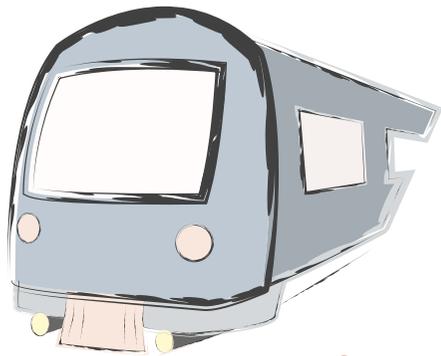
2017 results



May - August 2018 results

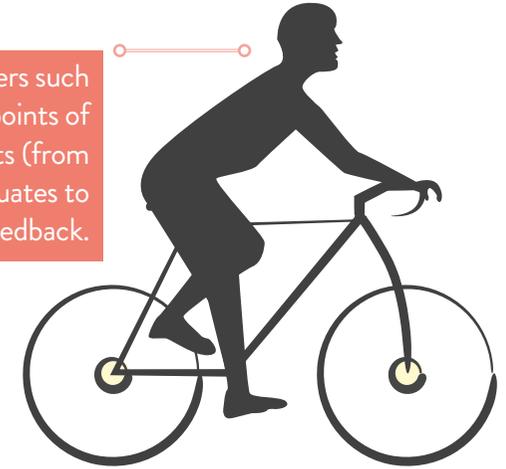
Comment Analysis

People completing the Place Standard rating exercise, also had an opportunity to write comments outlining the reasoning for their answer. The results against each place standard category are summarised as follows:

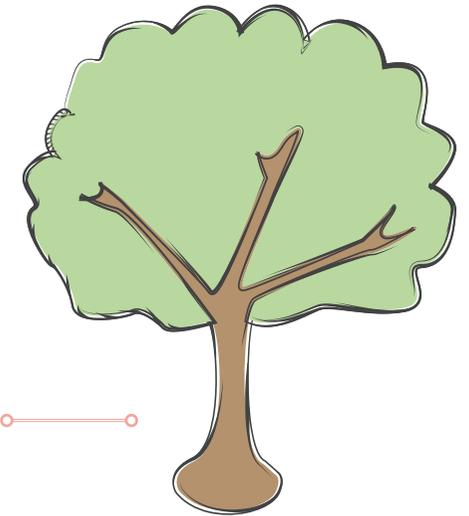


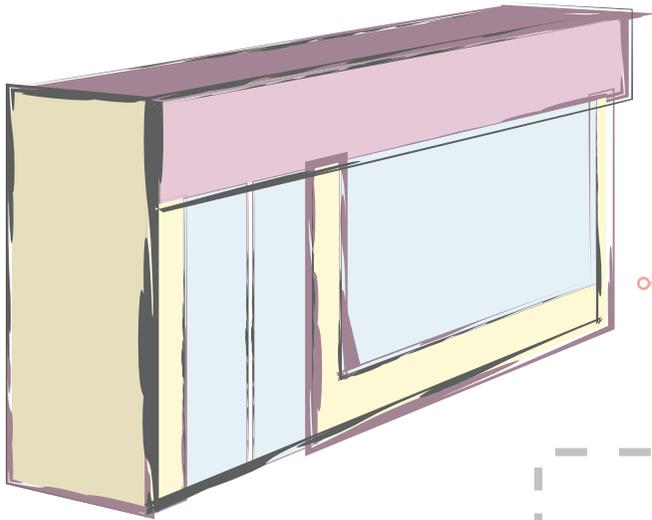
There was a polarised range of responses to **public transport**. Bus travel was often regarded as offering a poor/slow service, including inconvenient routes and lack of clarity on availability. Trains were praised by some for their fast and frequent service but dismissed as unreliable and expensive by others. Twenty-four people asked for the reintroduction of the ferry service to Greenock.

When considering **walking and cycling**, barriers such as infrastructure maintenance were common points of consensus. There were a total of 332 comments (from answers to all questions) to this effect which equates to 15.9% of overall feedback.



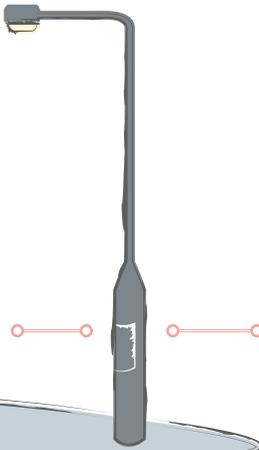
The response to green spaces generated largely positive comments that praised good parks and nice walks, especially Hermitage Park, the waterfront and Kidston Park. Duchess Woods was also mentioned as was John Muir Way, Three Lochs Way and the tree-lined streets in the town. People have high hopes for Hermitage Park once it reopens. Negativity was mainly around ongoing construction and lack of green in Colquhoun Square and the waterfront.



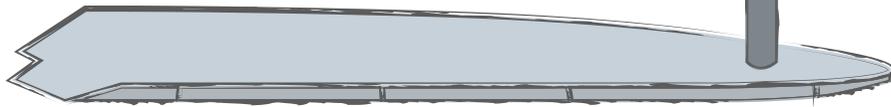


While most ratings for **facilities and amenities** were towards the positive end of the scale, many noted room for improvement. This mainly related to the lack of indoor, affordable spaces to hire for meetings or activities. Concern was also raised around the availability of commercial units for new retail ventures in the town centre.

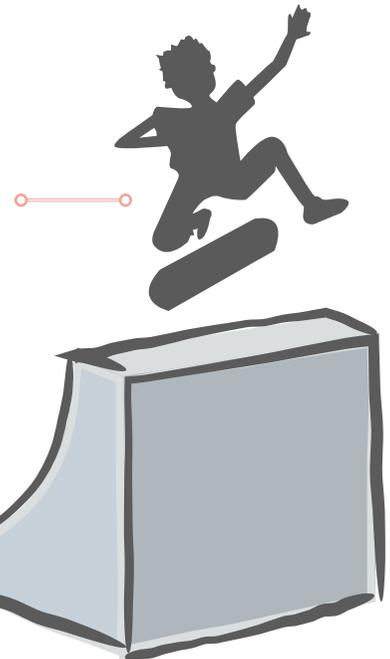
Care and maintenance of buildings within Helensburgh attracted the most negative comments, particularly the adverse impacts this brings as a result of the blight on the town centre and dangerous buildings (resulting in road closures and gap sites for example). There was also some dissatisfaction with the poor condition of some pavements and streets.

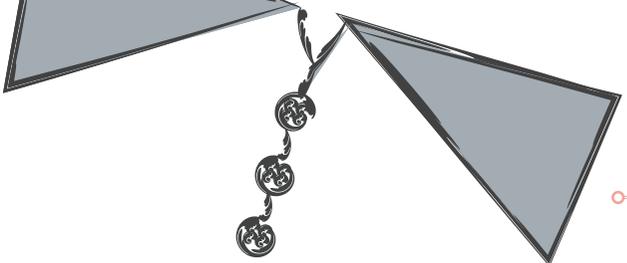


When considering public spaces, 46% of comments were positive and focused particularly on the town's grid layout, attractive street trees and the CHORD scheme but with many reservations about maintenance of the new pavement surfaces and its slippery characteristics in wet conditions. Most of the negative comments were about a range of things from street cleanliness lack of maintenance, parking, and the CHORD scheme, to lack of flowers and too many charity shops. There was also a particular set of comments about the condition of East Clyde Street and the train station, both of which were thought to be letting the town down.

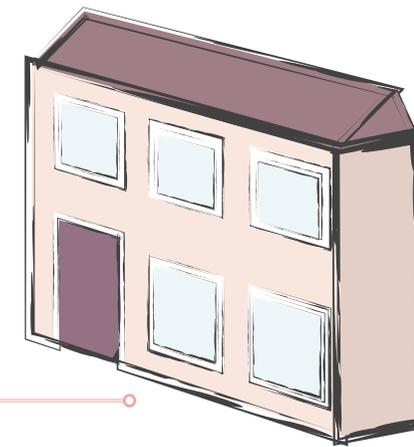


Within the **play and recreation section**, positive comments were noted in relation to the re-opening of Hermitage Park, the esplanade and wider network of paths and long distance routes. Negative comments focused on the condition of the swimming pool, the lack of local soft play provision, all-weather facilities and the need for a skate park.

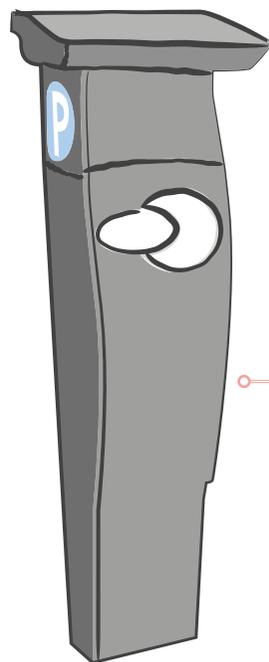




Comments relating to **economy and work** split between those noting the town's proximity to the Greater Glasgow area, HMNB Clyde and employment through Argyll & Bute Council as positive aspects, and those remarking that jobs available in Helensburgh itself often lacked diversity or are low-skilled, and that the local economy didn't take advantage of sports or associated leisure opportunities a seafront location can bring.

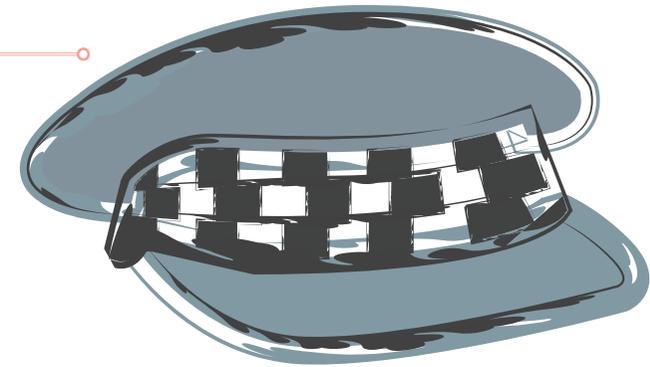


Comments around **Homes** in Helensburgh suggested that the building stock could be diversified with regards to social housing to increase the diversity of stock (e.g. larger 3-4 bedroom flats) and affordability, whether for rent or young first-time buyers.



Views on traffic and parking were polarised. The highest percentage of comments were considered to be negative (26% of comments) but the second largest percentage results showed that the traffic and parking situation is generally good (21% of total comments). 9% of comments claimed that there was not enough car parking while 2.2% of comments wanted to see more enforcement of existing parking controls and 7.6% wanted free parking. 11.6% of comments complained about people not following rules or paying attention to traffic regulations.

Respondent's perception of **feeling safe** garnered a relatively high rating, with negative comments focused on the lack of an obvious police presence, anti-social behaviour and poor street lighting.



People's ability to influence **decision making** in the town to help change things for the better elicited many negative comments noting a lack of any meaningful dialogue regarding important decisions in the town, meaning good initiatives often falter.



Helensburgh's **identity**, and people's sense of **belonging** elicited mixed response. Some remarked on the variety of groups and associations available, and the strong community spirit that is welcoming and friendly, whilst others noted a conflicting identity (commuter town or visitor) town that doesn't promote its assets or famous individuals enough, and suggested there is a disconnection between HMNB Clyde and Helensburgh's communities.

Many respondents noted that there is a range of different spaces and opportunities to **meet people** in Helensburgh, but there is no community hub open and accessible to all.



On-street Public Engagement event by icecream architecture

From the varied responses across all fourteen Place Standard questions, an analysis process was taken to determine the most prevalent issues and opportunities mentioned through the consultation:

- 1. Counting the prevalent words that have been used throughout the comments;**
- 2. Determining if those comments associated with the words are positive, negative or neutral;**
- 3. Grouping of those words into common themes**

From all the processes undertaken, we engaged with 458 respondents via the general survey, 28 respondents via the naval families survey and 400 people via face to face events. In total, over 5000 comments have been gathered and documented.

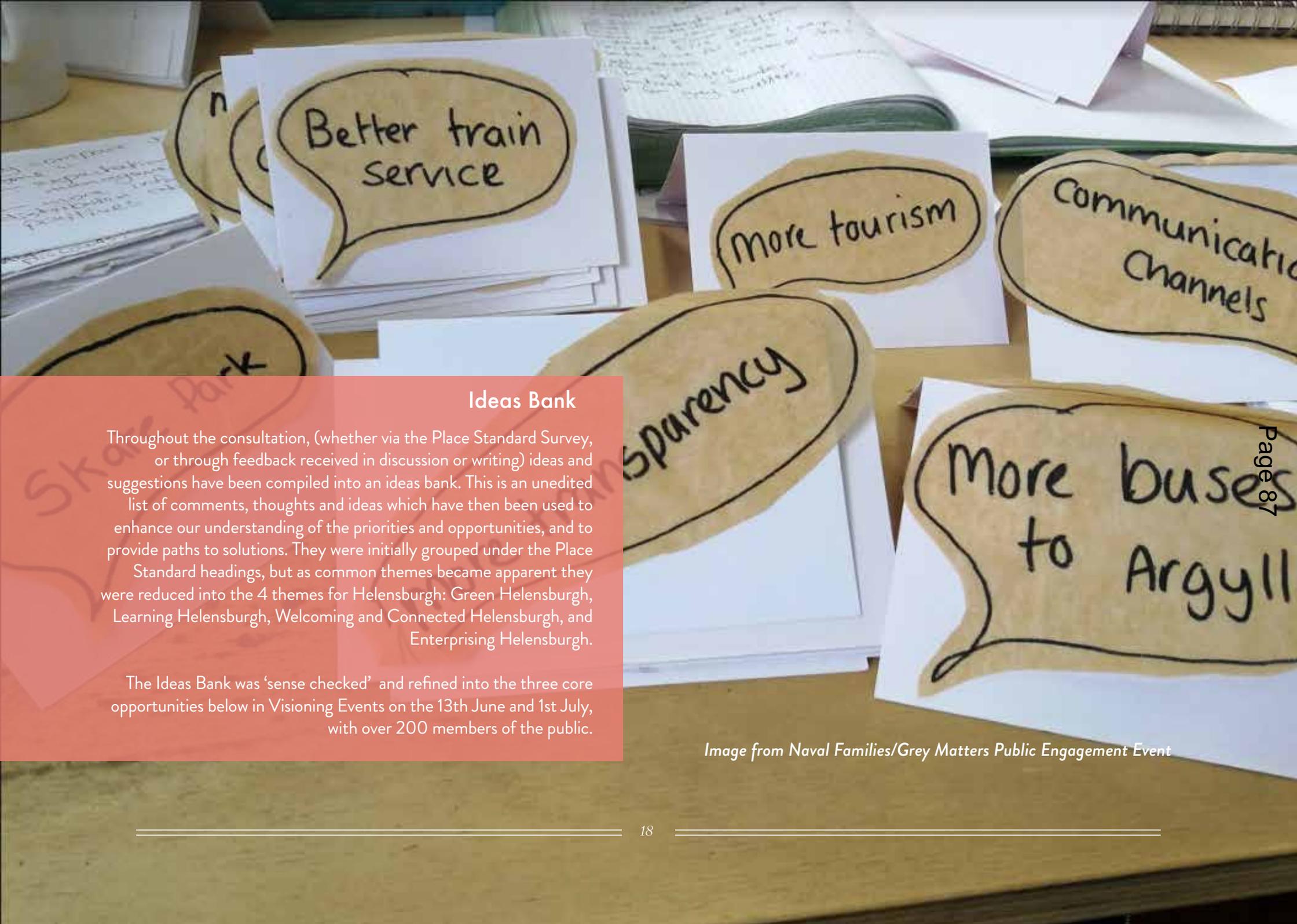


Common Words

We were able to identify that feedback around the waterfront was most prevalent, making up 20.8% of mentions in all comments.

Common themes from both the Naval Community (via on base consultation, sessions with support officers and through a survey distributed to Naval Personnel) and overall survey responses were around access to affordable housing, access to amenities and making the most of Helensburgh's green spaces and its connection to the landscape.

In comparison to the overall respondents, the naval community highlighted public transport as being an issue, with accessibility, frequency and reliability being the main concerns as well as the requirement for improved linkages to HMNB Clyde.



Ideas Bank

Throughout the consultation, (whether via the Place Standard Survey, or through feedback received in discussion or writing) ideas and suggestions have been compiled into an ideas bank. This is an unedited list of comments, thoughts and ideas which have then been used to enhance our understanding of the priorities and opportunities, and to provide paths to solutions. They were initially grouped under the Place Standard headings, but as common themes became apparent they were reduced into the 4 themes for Helensburgh: Green Helensburgh, Learning Helensburgh, Welcoming and Connected Helensburgh, and Enterprising Helensburgh.

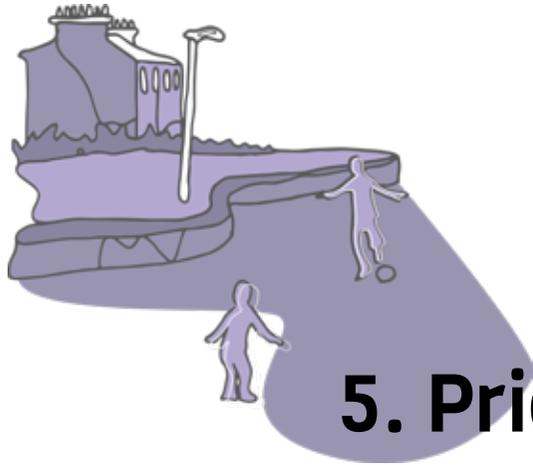
The Ideas Bank was 'sense checked' and refined into the three core opportunities below in Visioning Events on the 13th June and 1st July, with over 200 members of the public.

Image from Naval Families/Grey Matters Public Engagement Event



Visioning Meetings





5. Priorities

Throughout the engagement, 5055 comments and ideas emerged. To allow prioritisation of the most critical messages, we analysed both the common words as well as the sentiment and context of the phrase. We also reviewed these in light of any baseline information available. The following topics are those most frequently mentioned.

The main priority has been highlighted as the waterfront with 20% of all feedback.

Top priorities being the built environment and indoor flexible space (14% - 19% of feedback). Additional priorities are parking traffic, community participation and getting active with the (7-14% of feedback) and green space, housing, business hub, waste and recycling and promoting the offer. (0-7% of feedback).

Priority Topics	Percentage of Feedback
The Waterfront	20%
Built Environment and Indoor Flexible Space	14% - 19%
Parking & Traffic, Community Participation and Getting Active	7% - 14%
Green Space. Housing, Business Hub, Waste & Recycling and Promoting the Offer	0%-7%

Feedback on the priorities as highlighted within the above table are summarised further in the following pages.

The Main Priority

The Waterfront

The waterfront was a recurring theme; it is a great asset to the town which should become a hub of activity that serves both a recreational purpose and a practical purpose for people moving through the town.

The waterfront and the esplanade that forms a major part of it should form the backbone of Helensburgh's identity. It should be the Town's key selling point and the principal amenity or attraction. There is a need to consider the future of its maritime connection, be that via the wooden pier, the waterfront development, walkways, kayak and cycleways or through other access points to the water. Walkways and cycleways need to be connected up, and signposting into the town's amenities, inclusive of parking, should be considered. The beach itself needs to be made more attractive, and at the very least free from litter and pollution.

The presence of traffic along Clyde Street remains a barrier between the seashore and businesses. Along the waterfront, there is varying degrees of repair to both the buildings and the public realm with some critical areas of blight, that impacts on the perception of the town for both visitors and residents. There is a need to create activity and excitement as part of the waterfront experience, and a need to think innovatively not only about recreation but also about all the associated health benefits for residents and visitors to the town.



Map Showing some of Helensburgh's Assets and Activities Available at the Waterfront



The pier condition could mean that there are major considerations when considering it as an opportunity, however it should be considered that the pier not only be looked at as a mooring for boats. Access to the water is limited due to the lay of the land and tidal impacts. Relatively low tides and the specific local timing of high tide makes access to the water more difficult. There is also current litter issues on the beach that makes the beach feel unattractive.

In response to using the pier for water transport, the requirement of dredging and ongoing pier maintenance were raised as red flags, as without adequate provision vessels will not be able to use the pier. Local heritage society, Helensburgh Heritage Trust details that even the PS Waverley requires a certain level of dredging to remain in operation, due to its size. Furthermore, feedback on the Helensburgh Waterfront Masterplan has raised dredging as an issue, despite noting it is outwith the remit of that project (2018: pp.46).

Top priorities

Built Environment and Indoor Flexible Space

The built environment of the town is generally considered to be of high quality, with good building stock and interesting architecture.

However, maintenance needs to improve. Better utilisation of vacant buildings including above ground floor level, and overcoming the barriers created by alleged absentee landlords requires urgent attention. There is a need to tackle areas of blight within the town centre, particularly in relation to vacant and derelict land and problem buildings. Finding sustainable solutions to these issues would increase the attractiveness of the town and may also bring the opportunity of introducing new spaces to the town. While being an important issue in itself, the condition and upkeep of buildings often dovetails with other priorities, whether that is providing suitable spaces for new enterprises, or impacts on traffic due to road closures caused by unstable/dangerous structures.

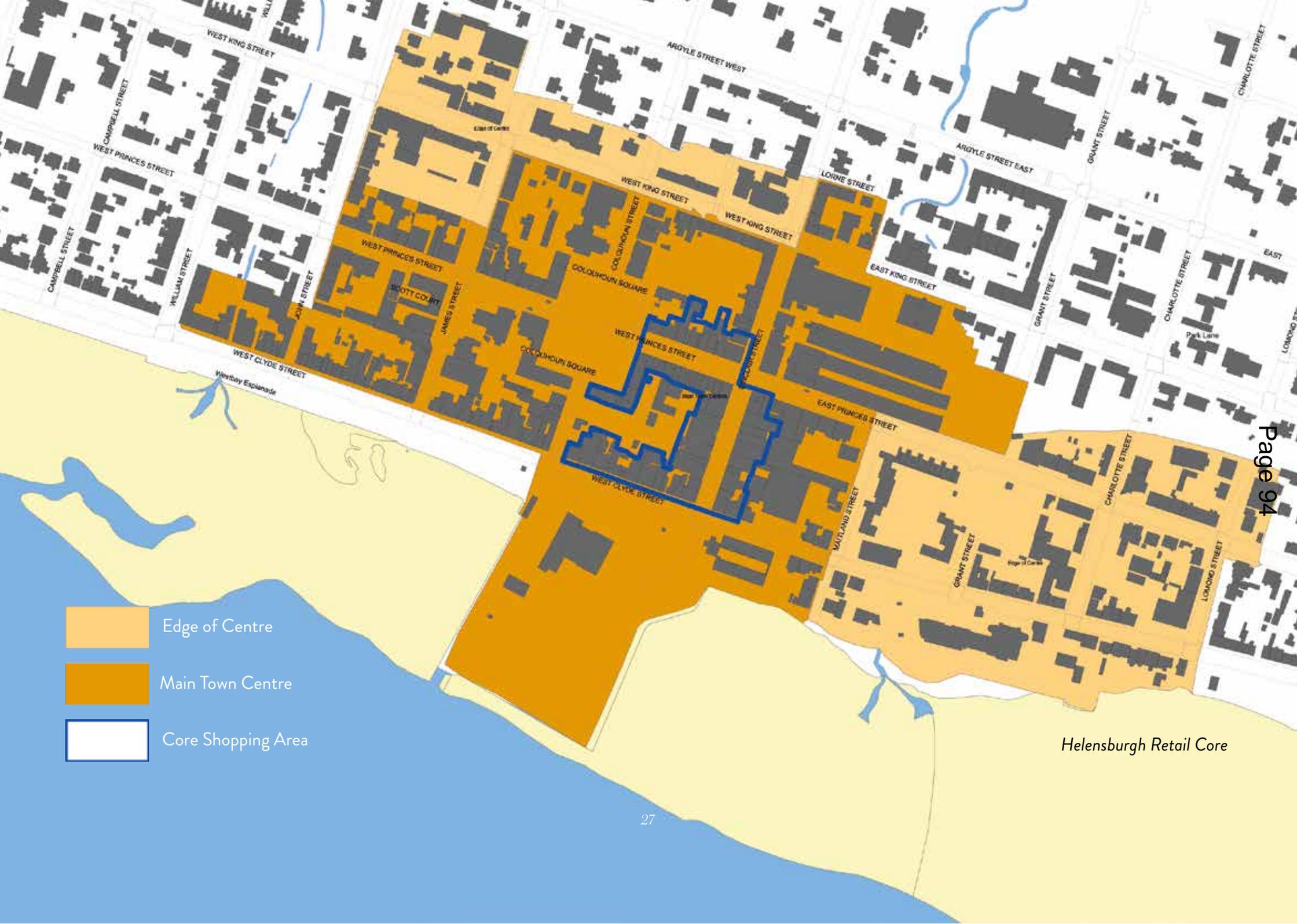
The wider context demonstrates a drive for change to help owners look after buildings. March 2018 saw Helensburgh host Scotland's first Listed Property Owners' Forum, exploring national changes to VAT and planning rules that could make it easier for owners to update and conserve their properties. It is on this basis that these proposals are put forward to address concerns around building use and maintenance, and to suggest innovative approaches to more fully realise the potential within Helensburgh's existing building stock.



Helensburgh town centre contains seven character areas. Understanding the essential components of these areas is a positive way of thinking about their future in terms of use and building form but the presence of the Upper Helensburgh Conservation Area is an inescapable and significant source of the town's character. This Conservation Area is not part of the town centre, but its character permeates the central area through the street grid which links down from the high ground of this prestigious residential area through the town centre to the shoreline.

A significant part of the character of the Conservation Area lies in the spatial arrangement of non-formal elements - individual houses, gardens and walls - set within the formal pattern of the street grid. While the street grid is common to all the character areas, the placement of buildings in plots and different uses creates a series of very different character areas.





- Edge of Centre
- Main Town Centre
- Core Shopping Area

Helensburgh Retail Core



While Helensburgh benefits from recent investment in infrastructure enhancements, and terrific projects including the Hermitage Park Regeneration, one key element of feedback through the Place Standard process was that affordable indoor space for meetings or activities is a less developed aspect of the town, especially for younger people and families.

Creating new indoor facilities for leisure, enterprise, childcare and lifelong learning is therefore necessary. These should be accessible in the broadest sense of the word, for all ages and abilities and affordable to all. A particular noted concern relating to childcare and opportunities for young people have been with the local soft play facility Gogglebox closing in 2015 and uncertainty around the future provision of a skate park, with no dry, indoor areas for sports.

The Monitoring Report for the Local Development Plan 2 (LDP2) notes that new developments should aim to “create places people want to live, work and play in” (Argyll and Bute, 2017: pp.33). This key concern around ‘play’ falls into line with a desire for more provision of indoor play/activity and accessible facilities, presented in feedback from the 2017 Place Standard exercise:

“Helensburgh has very limited resources available to the younger generation... Leisure facilities are nowhere near the standard they should be for such a large community. Oban, for example, has a large leisure complex catering to all ages. Locals are forced to attend West Dunbartonshire Council to access leisure facilities such as gym halls to play sports such as badminton, football, netball etc. Skate parks are available in a safe environment in neighbouring West Dunbartonshire, but again Helensburgh lacks any of these facilities.”

During the consultation the naval community particularly highlighted that Helensburgh needs to develop its shopping and amenities offer with some feeling that there was nothing to do apart from eat and drink.

In addition to recreational uses, the recent Helensburgh and Lomond housing study suggests a surplus of Service Family Accommodation (SFA), while there being increased pressure on, and thus a deficit of, Single Living Accommodation (SLA) (2018: pp.90-92). Therefore there is a clear opportunity to plan for more accommodation, thinking as well about opportunities for single personnel to settle in the area.

Additional Priorities

Parking and traffic, Community Participation and Getting Active

Parking and Traffic

Parking provision in the town centre generated a wide range of responses from different groups. Opinions ranged from ‘poor or inadequate provision’ to ‘good or satisfactory provision’. Recent audits suggest that the town does have good parking provision. Parking surveys conducted by JMP (2007) and AECOM (2018) have both concurred that there is a sufficient provision of parking within the town centre. Concerns about parking may, therefore, stem from a lack of information about the location of car parks and their current capacity.

Completed in 2015, Transforming the Town Centre - Traffic Management and Streetscape Improvements carried out “road narrowing and widening of adjoining pavements”, implemented shared surface areas, installed new street furniture, and adjusted traffic flow and parking in the centre of Helensburgh.

In the lead up to this work, the Helensburgh Traffic Management and Streetscape Report noted that “while the accommodation of vehicular traffic is integral to the economic regeneration within the town centre, it is vital to ensure that all modes of travel are appropriately considered when examining the accessibility to and around the town centre” (JMP, 2007: 1.4).

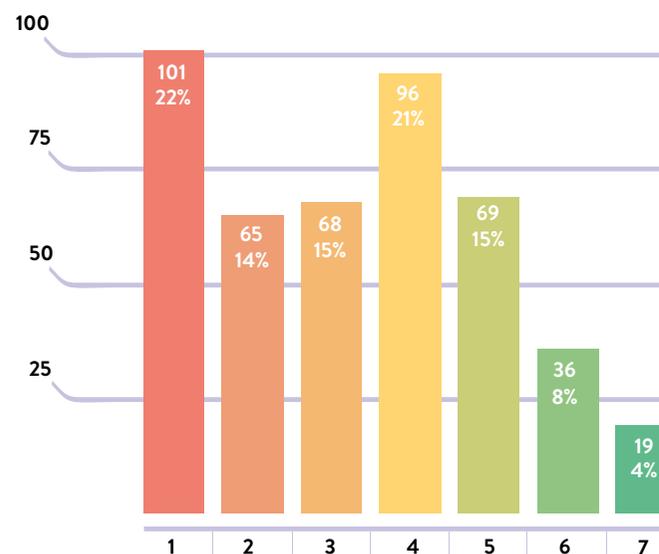
The consultation was carried out at the time when the dangerous condition of buildings on East High Street warranted the closure of that street which resulted in traffic congestion at the Sinclair Street/East Princes Street junction. Other traffic related issues included the speed of traffic through Colquhoun Square and the perceived barrier of Clyde Street between shops, bars and restaurants and the waterfront itself.

Approaching traffic management, the JMP report underlines a key point of consensus being that traffic on Sinclair Street and Clyde Street is at such a level that these streets are “perceived as vehicle dominated barriers which are difficult to cross” (2007: 11.2).

With regard to improving traffic flows, the report outlines a series of measures that could be implemented, including one-way systems, traffic calming and pedestrianisation, but puts forward community buy-in and participation as fundamentally crucial to the success of any future traffic management plan.

Community Participation

The inter-relationships between community groups and the public’s relationship with the council and other groups such as the community council were also highlighted as prominent issues. There was a sense that people do not feel listened to and do not know how to access information on how to participate in plans, projects or engagement. During the Place Standard exercise, the lowest scoring category was Influence and Sense of Control.

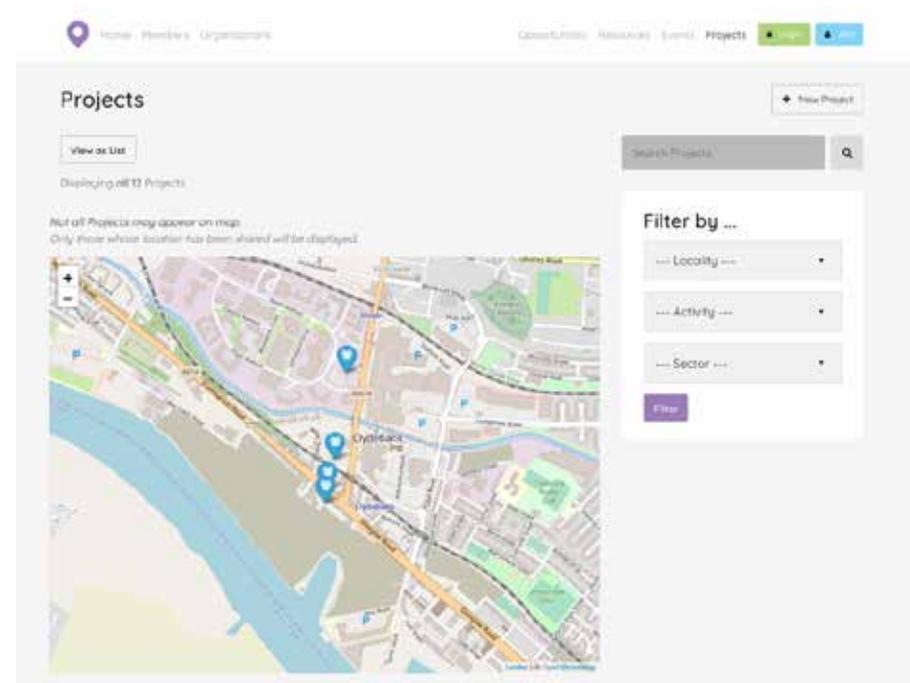


*Do I feel able to take part in decisions and help make things for the better?
From Place Standard Exercise*

There is often a perceived issue with communication and process, as the processes for engagement and feedback can carry a level of complexity that is not always easy for people to follow. This can often be the case as it needs to allow for a formal process of reporting to be adhered to. There may be opportunities for either simplifying or clarifying the process in which people can get involved with both with council and other stakeholders.

“The town has many voluntary organisations and an articulate population who are keen to have their say in Helensburgh’s future. The challenge then is to harness what are at times disparate enthusiasms into a shared vision - or mutually reinforcing set of visions - for the town” (BEFS, 2013: 5).

This challenge: one of cohesion and sharing, is a goal articulated by naval families desiring “more engagement with civilian families” (RNRMW, 2018: pp.5). It is clear then that harnessing the collective work, of some 200 voluntary organisations, and ensuring a full sharing of knowledge and skills between different groups is a broader goal perhaps best centralised in an online dashboard or a town connector to act as a forum that would support communication, and skill and knowledge sharing, between groups.



Example of WeShare engagement tool, which establishes bespoke online spaces for local places. Image Credit: Link Up West Dumbartonshire

Getting Active

A positive characteristic of the town was the ability of people to walk and cycle around. The drawbacks of this were poor pavements in places, poor signage, limited knowledge of cycle paths and poor connectivity between routes. There is an opportunity to address these issues and instil stronger connections to the surrounding landscape and long distance routes for walking or cycling, to improve both recreation and active travel.

Green Space, Housing, Business Hub, Waste and Recycling and Promoting the Offer

Green Space

Participants often highlighted that Helensburgh has excellent access to green spaces in the form of Duchess Wood, Hermitage Park and wider afield into the surrounding landscape through things like the John Muir Way. It was however noted these places are not well signposted and connected. The waterfront could also benefit from further / diversified greening. It was also highlighted that the offer will be greatly improved when Hermitage Park is fully reopened. Across both specific Naval feedback and feedback from the wider place standard survey, the green networks within Helensburgh and linking outward to Argyll and the Isles are a distinct asset. Respondents identified the scenery and landscape as a highlight, and a resource worth preserving and enhancing opportunities to make use of outdoor and natural links where possible.

Housing

Housing was not often mentioned during the consultation but key comments included affordability and access to family sized homes. However within the engagement with Naval community the following issues were raised; housing prices (purchase and rent) being considered as expensive and distance from family or older relatives. In the place standard survey 'Housing' is an average to positive response. Although looking more closely at the sentiment of comments; affordability and availability of housing are key issues, as is the case in the Naval survey.





-  Ancient Woodland
-  Open Space Protection Area
-  Tree Preservation Orders
-  Adopted Core Paths
-  Local Nature Conservation Site



Business Hub

As there are current initiatives making steps towards a business hub it was mentioned as an opportunity to provide space and support for people starting out but also businesses wishing to expand their offer. It was also noted that this could be a space for the delivery of vocational training. In terms of business opportunity and development in the area, the region has seen static employment levels in recent years, with some reporting growth, and in Helensburgh and Lomond there has been limited expansion of businesses (18%). Looking forward, 40% of businesses in Helensburgh and Lomond expected to recruit staff over the next three years (EKOS, 2015: 15).

Waste and Recycling

It was noted in the consultation that litter in the town centre has become an issue with the current bins and emptying of them was not deemed to be adequate. It was felt that this was affecting the overall appearance of the town, in particular, Colquhoun Square and the waterfront. A number of participants suggested that the current litter bin provision could be revised and that local businesses could be supported to think about how they reduce their waste. It was thought that more initiatives for recycling and keeping the waterfront clean could be considered.

Promoting the Offer

Participants often noted the positive assets of Helensburgh but noted that it did not promote itself well and this could be enhanced. Although this is considered to be a low priority and was not mentioned frequently, respondents referred to it concerning other aspects such as the waterfront, walking and cycling and Helensburgh potential as a gateway to and from the rest of Argyll.



6. The Themes

The following themes have been identified as a result of all feedback. These themes support the vision and act as ways for new opportunities to be considered:

Green Helensburgh...

...maximises on and celebrates the synergy between the natural and built environment; its parks, its waterfront and its connection to the wider landscape.

...is clever about how it reduces and recycles waste.

...has clean beaches, waterways and parks.

...promotes and supports active travel.

...has the transport infrastructure to reduce car reliance.

Learning Helensburgh...

...supports inclusive lifelong learning with multiple and diverse pathways.

...collectively learns from the processes it undertakes and acts on these learnings.

...has strong and diverse learning pathways for all age groups, community groups and those who wish to re-train.

Welcoming and Connected Helensburgh...

...has a physical and digitally connected community that works together.

...is connected physically and socially to its neighbouring communities: Rhu, Rosneath, Cardross, etc.

...maximises on its proximity to both Glasgow and the Highlands as a gateway.

...has a reliable and well connected transport network.

...is connected to its past and celebrates it for the future.

Enterprising Helensburgh...

...has a vibrant and enterprising town centre.

...where businesses are thriving and growing.

...makes use of the assets of the place to the best of our advantage.

...takes an innovative and progressive attitude to opportunities.

...boasts diversity in its job opportunities.



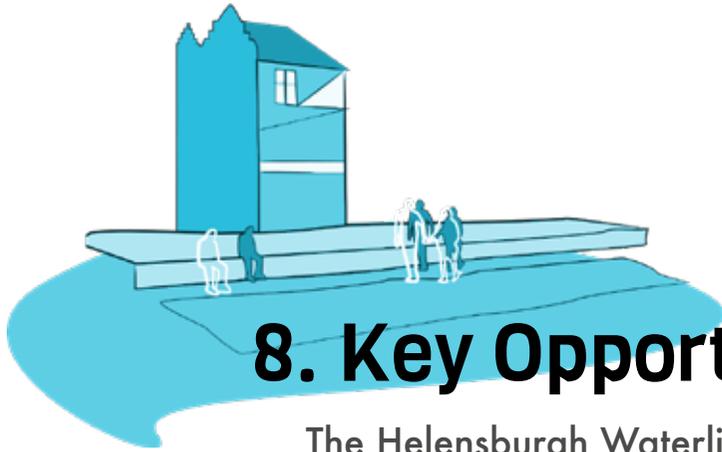
7. The Vision

Throughout the Making Places project, people have had high aspirations for Helensburgh and think broadly and innovatively about where Helensburgh is going. The very high level of ambition set out for the vision places the focus on Helensburgh's main assets - its waterfront and its people and can be translated into 3 vision statements as follows:

Helensburgh is a first-class and forward thinking waterfront town, a compelling attraction for visitors, investment and enterprise.

Helensburgh is welcoming, vibrant and with a strong sense of community.

Helensburgh is innovative and thriving.



8. Key Opportunities

The Helensburgh Waterline “**make more of the waterfront**”

Priority areas - Waterfront, Getting active, parking and traffic, green space, waste recycling, promoting the offer

The Helensburgh Waterline is the big idea for Helensburgh. A spine of activity, connecting walkways and cycleways, family-friendly cycling, a place to get good food and drink, artworks and pockets of play. It is a place for health and recreation where commerce can thrive and a pivotal connection to the attractions of the town. The beach is the natural place to access the water and the pier a place for events, retail or recreation opportunity. Water transport connections need to be re-established. Helensburgh becomes more ecologically CONSCIOUS about how to deal with waste, the movement and use of cars and power.



Location and Distance of Helensburgh Waterfront

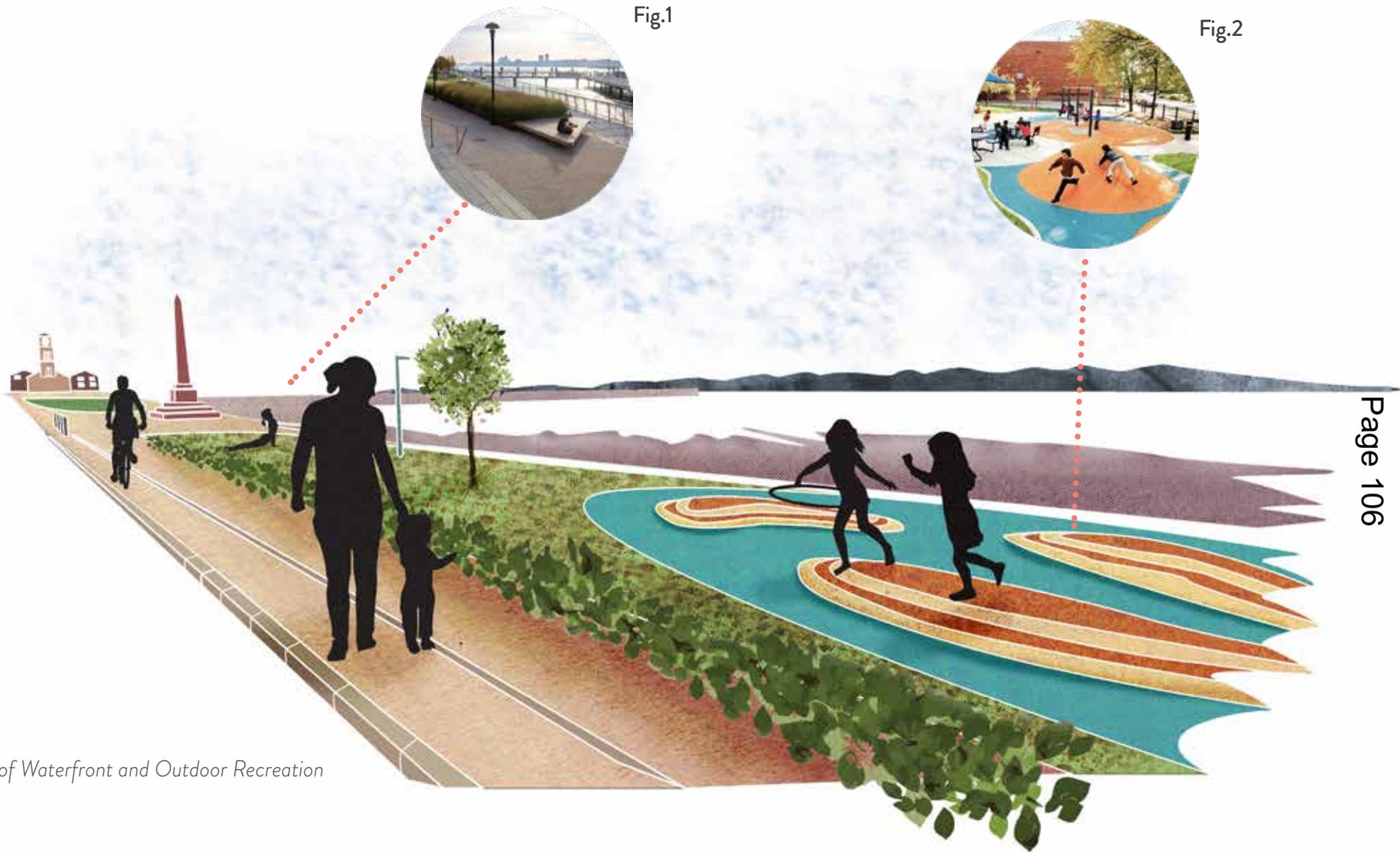


Fig.1

Fig.2

Visualisation of Waterfront and Outdoor Recreation

The Helensburgh waterfront presents an exciting opportunity for Helensburgh to develop an identity as one of Scotland's modern waterfront towns.

The Helensburgh Waterline is a zone that spans the full length of the waterfront from Rhu to Craigendoran railway station and along which activity and development is encouraged. It signposts and connects to the established and expanding features of the town and becomes a spine of action and movement for residents and visitors. It takes a new approach to a seaside town and involves moving away from nostalgia and moving instead towards a contemporary and fresh approach to what living by the sea means. It should be developed in a way that makes Helensburgh attractive for both young adults and families to maximise on the potential influx of population as a result of Maritime Change. It should support active travel to and from the base while also offering the additional amenities that all segments of the community are seeking.

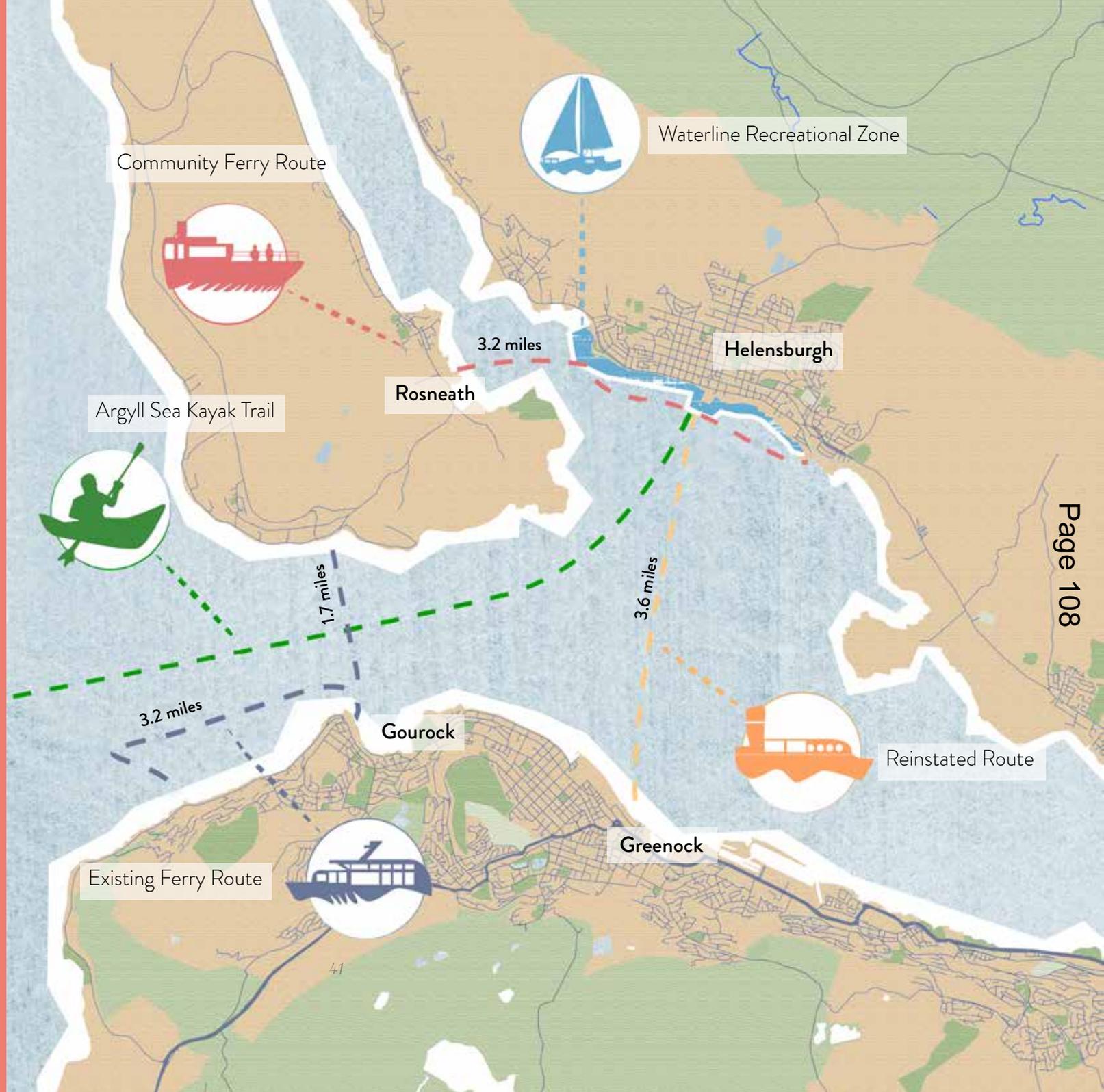
Positioned in Helensburgh's current waterfront context, it can be seen that there are a variety of feasible opportunities available. The CHORD project has enhanced the facade of the town, and the proposed Waterfront Development Plan will provide a state-of-the-art facility. From such a solid foundation there is ready potential for Helensburgh to use the benefits already evident from recent enhancements to galvanise further waterfront developments. This situation, alongside the growth of water activities in the region, provides a fertile testing ground for the new approaches detailed in the 'Helensburgh Waterline'.

How could Helensburgh's status as a seaside town, where people live near the water, add to the quality of life and uniqueness of experience?

- The Helensburgh Waterline could be predominantly car-free with clearly signposted car parking in the town itself, reducing the impact of the perceived barrier of Clyde Street and the waterfront.
- The Helensburgh Waterline could encourage opportunities and support for businesses in reducing waste and creating more opportunities for recycling
- The waterfront should become a green-blue spine that connects to the other green spaces in the town, creating a network of habitats, recreational opportunities and business opportunities while providing a platform to consider new and innovative ways to make the most of the pier while considering water transport as part of day to day life in Helensburgh.
- The Helensburgh Waterline could provide a key space for events and the establishment of new enterprises that take advantage of a 'modern seaside', and the new activity of people it would attract.

Make More of the Waterfront

Water Transport Routes



Helensburgh boasts many opportunities to connect to national walking and cycle ways, and of course the potential of reinvigorating the waterline by testing and encouraging more regular and playful ways of using the water, such as kayaking, sailing or artistic installations.

Links to John Muir Way and Three Lochs Way offer abundant opportunities for both residents and tourists, creating not only active travel benefits but potential business benefits if these routes became actively promoted.



Visualisation of Activity at Helensburgh Waterfront

There is potential for linking up individual paths and creating new circular routes based on Helensburgh featuring wildlife habitats and striking views of the Clyde Estuary. Sitting within the Clyde Marine Region (CMR), Helensburgh has access to a unique landscape, distinct in Scotland “in terms of the amount and expanse of sea broadly contained by the mainland... [with] a complexity and variety of seascapes which, coupled with industry and coastal development have contributed to the natural and cultural landscape much appreciated by locals and visitors” (Clyde Marine Planning Partnership, 2017: pp. 10)

As well as the superb natural assets which underpin the project, the timing is appropriate given the launch of Live Argyll within the last year. This new Trust, delivering library and leisure services within Argyll and Bute, launched in October 2017 to “play an active role in enhancing the health, fitness, culture and personal well-being of the citizens of Argyll and Bute” (Argyll and Bute Council, 2017). Additionally, there are opportunities afforded by the new Helensburgh Waterfront Development, encompassing the swimming pool redevelopment, to aspire to more active lifestyles in a contemporary and attractive setting.



Photograph: Helensburgh Waterfront. The CHORD project successfully helped to enliven the esplanade; Making Places proposes to build upon this.

Alongside this, Helensburgh has the opportunity to enhance its attractiveness for both new residents and tourists with its close proximity to the central belt and the outstanding environment of wider Argyll. In addition to this, enterprise opportunities exist in being able to maximise the spend in Helensburgh of both residents within and outwith the town by encouraging them to stop rather than bypass the town. There are opportunities in the delivery of both recreational and functional access to transport on the water.





Fig.3



Fig.4

Inventive Outdoor Seating



Fig.5

Attractive Landscape Architecture



Fig.6



Fig.10

Play Integrated into Design

Pedestrian and Cycle Paths



Fig.9



Fig.7



Fig.8



Fig.7

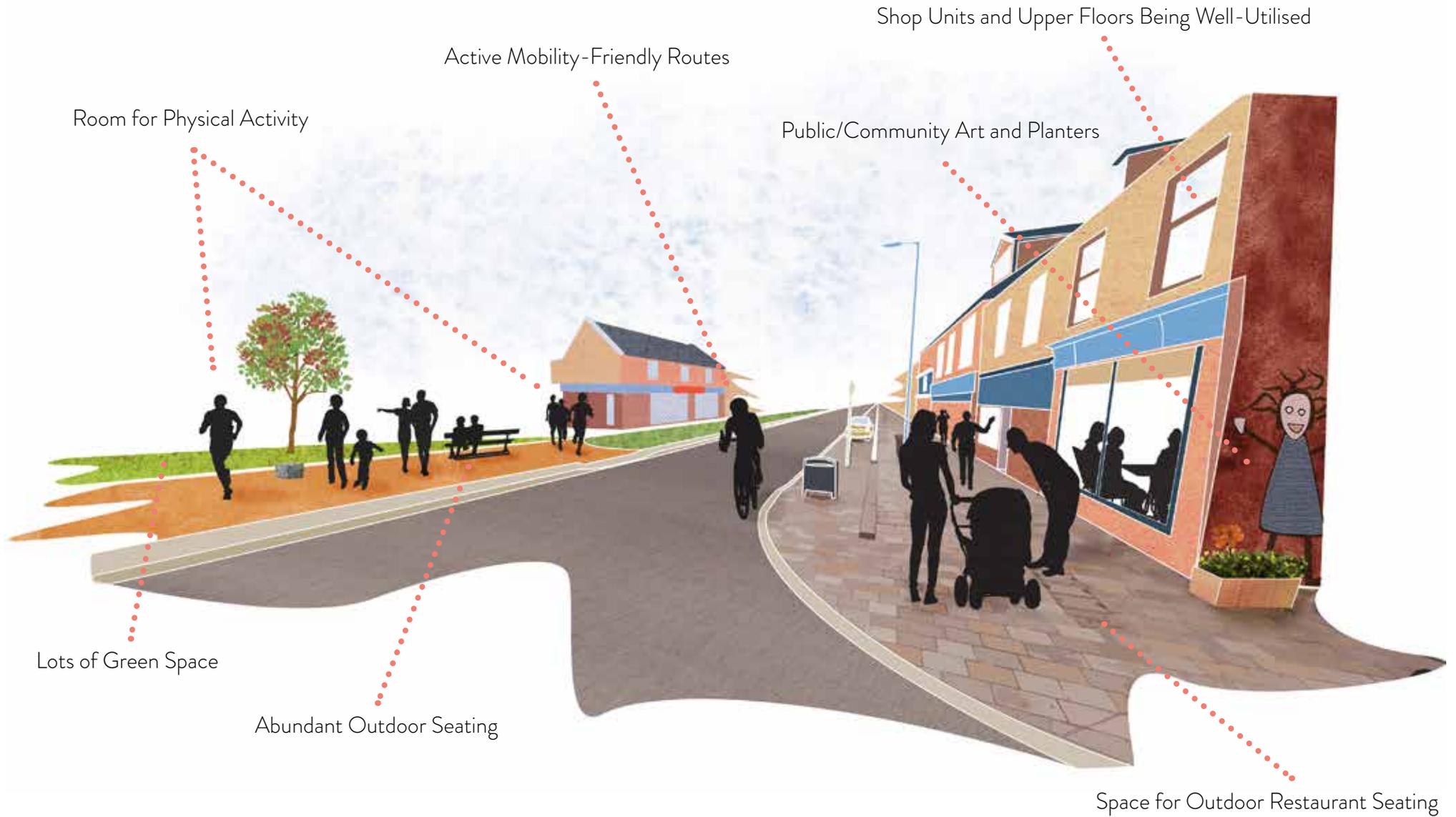
Maximising Our Built Spaces

Priority - Built Environment, Indoor Flexible Space, Business Hub

Helensburgh has a diverse building stock with properties of many different ages and sizes. The town’s built environment, particularly its historic buildings and special character, plays a significant role in attracting investment and presenting the Town as being open for business. At present, there are several vacancies in shop units, upper floors and some more substantial buildings in significant locations. Coupled with this is the community’s desire for the improved provision of spaces for business space, co-working spaces, child care, soft play provision, community hubs and venues for young people. The upper floors of buildings must also be considered for in-town accommodation to support one bedroom accommodation to encourage singles and couples to make Helensburgh their base during their career at HMNB Clyde.

	Green Helensburgh	Connected Helensburgh	Enterprising Helensburgh	Learning Helensburgh
Look After Our Buildings	Directly relating potential building reuse proposals to waterfront or green projects with relevant uses	Giving priority to building reuse proposals which benefit from locations on active travel routes	Providing an improved range of enterprenerutrial uses for vacant and underused buildings	Develop monitoring and feedback loops that allow for educational experiences while also providing locations for training

Visualisation of Helensburgh's Built Space Potential and Advantages



Helensburgh has the opportunity to:

- Better understand the building stock it has and make that available to the market
- Support the repair and maintenance of its buildings now and in the future
- Make use of legislation to support in the care and maintenance of the building stock
 - Consider innovative and potentially meanwhile uses for its building stock to maximise on properties that do not currently have a long term use
- Consider uses for both ground floor and upper floor uses for both business and residential accommodation
 - Have a town centre first focus to ensure that future developments that are appropriate to attract and retain people and footfall in the town centre
- Undertaking a space audit of the town centre would create a useful picture of utilised, under-utilised and vacant spaces. Making this information available to residents and businesses could be a helpful step towards making better use of the town centre building stock. It would also allow for a blended approach to both business space and residential space.



Helensburgh's Built Space Advantages and Potential





Listed Buildings in Helensburgh Town Centre

Encouraging building maintenance and actively participating in bringing vacant properties into use through joint business and community involvement could create a new sense of purpose and agency in the town centre. Projects such as Govanhill Baths in Glasgow, the Partisan

Collective in Manchester or the Crossroads Community Hub in Ayrshire are good project exemplars. There may also be opportunity to apply to Historic Environment Scotland for a Conservation Area Regeneration Scheme.

There are many listed buildings in the town centre and adjacent Conservation Areas. There may be opportunity to also consider enhancing the special character of Helensburgh's town centre through a conservation area. The built environment of the town "still benefits from the legacy of the original plan. The formal grid layout of the town with its wide streets echoes the elegance of the Edinburgh new town" (BEFS, 2013: pp.2) - providing a perfect context for creating a thriving waterfront and town centre.



Sharing the Knowledge and the responsibility

Priority - Community Cohesion and promoting the offer

Helensburgh has the opportunity to be a coastaktown that maximises on what it has and works together as a community. By understanding through digital and non-digital means; what there is available, who is out there to work with, what is happening in the area and how you can participate in the town Helensburgh will be able to make the most of its assets and the skills of its people.

Helensburgh like many communities has a plethora of opportunities, community groups, events and assets that could be better utilised.

Maximising these assets requires a better understanding of them. A knowledge base for residents, community groups and decision makers in the form of a digital portal could provide evidence, collate feedback and promote what Helensburgh has to offer.

Current work that is exploring this includes **Pathways and Partnership (PaPa)**, which is a tool that has been developed by Argyll and Bute Alcohol and Drug Partnership (ADP). It supplies clear visual data about the “*areas of work of individual services under 10 different categories of health and wellbeing*” (Argyll and Bute, Community Planning Partnership Bulletin, May 2018) and the **Participatory Budget Tool - Supporting communities** fund

	Green Helensburgh	Connected Helensburgh	Enterprising Helensburgh	Learning Helensburgh
Sharing the Knowledge and the Responsibility	Better understanding and knowledge of need leads to more and better projects	Access to local knowledge results in more considered projects and solutions	Better access to information and working together leads to fresh ideas for business	Develop monitoring and feedback loops that allow for learning on the job

an online tool which allowed the community to vote on projects to receive funding. Local groups and organisations were able to share project ideas via a specifically created website, explaining how they would use £2,500 per project in order to aid the local community. In April 2018, residents were then able to vote on the projects they wished to be funded. This pilot process is now being evaluated.

The Place Standard surveys revealed that the lowest scoring response was ‘Influence and Sense of Control’. A better sense of what this means is provided by comments and feedback in which respondents outlined that they do not know how to contribute in public processes. Such sentiment is strongly outlined in a range of consistent commentary that there is “*not enough info on how to get involved*”, or “*recent involvement in planning decisions were disappointing... didn’t feel listened to.*” In response to this Helensburgh could develop toolkits and advice on how to participate in local groups or in a planning process ensuring that this is kept up to date and reviewed to understand where improvements could be made.

Facilitation of clear channels of communication has been a marker of success in the recent Hermitage Park regeneration project, utilising 'user groups' with a clear remit to report back to other groups within the town about the project's progress and ways of getting involved.

Hermitage Park is part of a network of green spaces including the Duchess Woods Local Nature Reserve, the stalled spaces projects at the former James Street play park, links to the John Muir Way and Three Lochs Way, and Colquhoun Square.

These connections provide numerous opportunities including the John Muir way recently (July 2018) securing marketing funding to support businesses that lie on the John Muir Way. This should also be supportive of working with organisations outwith the area as with the John Muir Way where 8 Local Authorities are working together in a regional approach.



To make Helensburgh a community maximising on its assets and open for community participation it could:



By creating a robust digital directory of not just the businesses but the vacant property availability, the schools in the area, the projects that are coming up, volunteer opportunities and consultations that are underway, there can be clarity and transparency in decision making.

Also, feedback has suggested that developing a post of Community Connector, perhaps attached to one of the stakeholder organisations but with the role of an impartial mediator within the town, could facilitate and coordinate the collaboration required to move collectively towards the vision.



9. How can we get there?

Collaboration

The critical approach presented through Helensburgh Making Places is the ‘can-do’ approach. ‘Can-do’ is a proactive approach to moving forward with projects and only being limited by specific hurdles or restrictions. This approach fosters a culture of collaboration which is often critical to the successful delivery of a project.

As public finances reduce there is now more of a compelling case than ever before for the need to work together and achieve common goals for the future prosperity of the town. Local people are passionate about their town, their collective history and the need for future development to match what has been achieved to date.

Helensburgh benefits from a wide range of community groups, volunteer agencies and charities each with their strengths and skills. Collaborating with these groups will strengthen project sustainability, minimise risk and draw on the skills and services available within the town to deliver mutual benefits. There is opportunity to communicate openly, consistently, to share ideas, opportunities, skills and knowledge.

The appendix provides an overview of some of the groups in Helensburgh and useful organisations which may be of assistance.

Understanding What We Have

In undertaking any projects, it is vital to gain a clear picture of what has gone before, and in the case of each of the opportunities highlighted, there is a detailed baseline that should assist communities and stakeholders in developing a clear picture of the current context.

Feasibility and Testing

Exploring the feasibility and viability of a potential project is essential. A traditional feasibility study or small-scale pilot scheme to test the project in practice can allow successful tests to be scaled up.

Either approach will seek to highlight potential issues or obstacles and provide an opportunity for solutions to emerge. There may also be an opportunity to explore the phasing of a project and identify potential costs and statutory requirements. This must be a transparent process that allows people to understand where ideas are coming from but also the reason why they are, or are not, moving forward.



Looking Outside the Box

Helensburgh has a strong and determined community with the abilities and skills to think innovatively about the opportunities presented in this Vision. Alongside the Council and other stakeholders, there are significant ways in which Helensburgh can think outside the box to attract investment, population and visitors. New business models, new ways for overcoming challenges and innovation in the development of the town should all be considered.

Funding and Income Generation

The majority of projects will benefit from securing external funding. There is a broad range of funding sources available each with their unique requirements and eligibility.

With increasing Government emphasis on community empowerment and taking responsibility, community groups and not-for-profit organisations are able to access a growing range of funding sources. Funders will often look for applicants to demonstrate need or demand for their project, and it is the intention that the data provided within this report could provide an evidence base for this.

Even when capital funding is forthcoming the revenue implications for any project has to be very carefully considered. Detailed business cases for each project will have to be developed if external funding is to be secured, therefore each project should also think about the viability of raising funds through ticket sales, selling merchandise or some other means. There is also support from organisations like Business Gateway, Firstport, Scottish Enterprise and many others to help consider commercial or income generating ideas.



10. Conclusion

Helensburgh is a town that has benefited from recent catalysing projects such as Hermitage Park, the public realm improvement, The Tower Digital Arts Centre, Helensburgh Heroes and the growth of a distinct food and drink offer.

In the near future Helensburgh will see a new waterfront development of a leisure facility, the ongoing outdoor museum public art project, the potential of the Rural Growth Deal and the opportunities within Maritime Change brings for new housing models, new businesses and growth in population.

What the project has found is that Helensburgh is in a strong position; it has a robust and highly active volunteer network who have achieved a wide range of fantastic community-based projects in recent years.

Helensburgh should embrace and maximise on the opportunities that new approaches may bring; be this initiatives around bringing empty buildings back

into use, reducing car reliance, encouraging waste reduction or the implementation of digital solutions.

Helensburgh has the opportunity to work together to achieve a vision of having a world class waterfront while being welcoming and vibrant with a strong sense of community.

Helensburgh should be innovative to maximise on the waterfront making it a place to support healthy and active lifestyles through walking and cycling and play, invigorating activity and events to promote recreational activity, while ensuring all opportunities for enterprise are maximised.

Building on the strong network of volunteers and community groups Helensburgh can ensure that through a strong sense of citizenship it has an identity as a place that is planning for and moving forward with the opportunities that is has.

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Helensburgh and Lomond Area Committee Workplan 2019-20

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
19 September 2019					
19 September 2019	Area Scorecard FQ2 – 2019-20	Sonya Thomas, Improvement and HR	Quarterly	28 August 2019	
19 September 2019	Supporting Communities Fund – End of Project Monitoring Report	Chief Executives	Annual Report	28 August 2019	For Noting
19 September 2019	Roads and Amenities Revenue and Capital Update	D&I		28 August 2019	For Noting (completed to date/programmed for next period)
19 September 2019	Helensburgh, Cardross and Dumbarton Cycleway Update	D&I		28 August 2019	
19 September 2019	Helensburgh Waterfront Development Project Position Statement	Commercial Services		28 August 2019	For Noting
19 September 2019	Annual Recycling Report	D&I		28 August 2019	For Noting
19 September 2019	Major Projects Update – CHORD/ CARS/ THI			28 August 2019	where appropriate
19 December 2019					

Helensburgh and Lomond Area Committee Workplan 2019-20

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
19 December 2019	Hermitage Academy School Report	Headteacher	Annual Update	27 November 2019	
19 December 2019	Area Scorecard FQ3 – 2019-20	Sonya Thomas, Improvement and HR	Quarterly	27 November 2019	
19 December 2019	6 Monthly HSCP – Local Report	Health & Social Care Partnership	Bi-Annual Report	27 November 2019	highlight local issues
19 December 2019	Major Projects Update – CHORD/ CARS/ THI			27 November 2019	where appropriate
19 December 2019	Charitable Trusts Updates	Strategic Finance		27 November 2019	If required
19 December 2019	Strategic Housing Infrastructure Programme	D&I	Annual Report	27 November 2019	
19 December 2019	Winter Gritting Policy	D&I		27 November 2019	Reference to EDI Committee paper - For Noting
March 2020					
March 2020	Supporting Communities Fund Applications	Rona Gold/Kirsty Moyes	Annual report with applications for decision		
Future Items					
	Hermitage Academy – Curriculum Review	Education Anne Paterson/ Louise Connor	Update on progress		

Helensburgh and Lomond Area Committee Workplan 2019-20

Committee Date	Report Description	Lead Service and contact officer	Regularity of occurrence/consideration	Date for Reports to Committee Services	Additional Comment
	CHORD Update	Andrew Collins, Economic Development			
	Helensburgh Shopfronts	Economic Development Andrew Collins	Update report		
	Helensburgh Waterfront Project	Regeneration Team Andrew Collins John Gordon	Regular updates		Regular updates to Area Committee on progress of Helensburgh Waterfront project
	Parking in Helensburgh	Hugh O'Neill, Roads and Amenity Services			
	Helensburgh Civic Furniture	Shona Barton, Customer Services	One off report		

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ARGYLL AND BUTE COUNCIL**Helensburgh and Lomond Area
Committee****DEVELOPMENT AND
INFRASTRUCTURE****19 September 2019**

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 20 June 2019 in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 1.2. The Council and the Cardross Trust have agreed the terms of the land agreement to allow the construction of the 285m section of the route, linking Cardross Station to the Geilston Burn. There was a delay, due to a change in personnel within Legal Services responsible for this project, however the land agreement is now agreed and the associated documentation is being finalised between Legal Services and the Cardross Trust's Solicitor. This section will be routed via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park. Officers are working to finalise the detailed plan for construction of the section of the route linking Cardross Station to the Geilston Burn, including rescheduling the work within the Roads and Amenity Services workplan.
- 1.3. Sustrans have provisionally indicated they will provide match funding in 2019/20 to enable the construction of the planned section of route linking Cardross Station and the Geilston Burn.
- 1.4. Sustrans have provisionally indicated they will provide funding in 2019/20 to allow the continued development of the designs for phase 2 (Cardross to Dumbarton), which will be progressed in line with the decisions made at this Committee on 20 June 2019, and for initial community engagement in regard to the route from the western edge of Helensburgh (adjacent to Waitrose) into the town.
- 1.5. A further application has been submitted to Sustrans for funding to enable engineering investigation and design to begin on the alternative Phase 1 route, as identified in the public consultation and as directed by this Committee on 20 June 2019.

ARGYLL AND BUTE COUNCIL

**Helensburgh and Lomond Area
Committee**

**DEVELOPMENT AND
INFRASTRUCTURE**

19 September 2019

Helensburgh, Cardross and Dumbarton Cycleway Update

2.0 INTRODUCTION

- 2.1. This report updates Members of the progress made since the Helensburgh and Lomond Area Committee on 20 June 2019 in relation to the delivery of Argyll and Bute Council's long-standing commitment to the provision of a dedicated, high quality walking and cycle route linking Helensburgh, Cardross and Dumbarton.
- 2.2. Full details of the project, including previous progress is available in the project update reports previously presented to this Committee, most recently on 20 June 2019.

3.0 RECOMMENDATIONS

- 3.1. It is recommended that the Helensburgh and Lomond members:
- 3.1.1. Note the update of progress provided in relation to the legal agreement in terms of land between the Council and the Cardross Trust for the Cardross to Geilston Burn section of the route.
- 3.1.2. Note and particularly welcome the progress in relation to Sustrans provisionally awarding 2019/20 funding of £150,000 for construction of the route linking Cardross Station and the Geilston Burn and also an additional £60,000 Sustrans funding to progress the design of Phase 2 Cardross to Dumbarton.
- 3.1.3 Note and particularly welcome the progress in the submission of a further bid to Sustrans for £100,000 funding to enable engineering investigation and design on the alternative Phase 1 route (Colgrain, Helensburgh to Cardross) identified as per the results of the recent consultation held with members of the public and as directed by this committee. A decision in relation to this funding is expected in October.

4.0 DETAIL

Finances

- 4.1. At time of writing a total of £100,000 committed funding is available to the Cardross to Geilston Burn project, this consists of £100,000 committed 2019/20

funding from SPT. In addition, Sustrans have provisionally indicated that they will provide funding in 2019/20 towards construction (application was for £150,000) and design funding to progress the phase 2 (Cardross to Dumbarton) designs (application was for £60,000).

- 4.2. A further £50,000 Section 75 monies is available in relation to the still to be identified Hermitage Academy/Waitrose to Helensburgh Town Centre section of the route.
- 4.3. Following the Committee meeting on 20 June, a further funding application was made to Sustrans for funding to allow engineering feasibility and design to be progressed for the alternative route for Phase 1 (Colgrain, Helensburgh to Cardross) as identified through the recent public consultation. A decision in relation to this funding is expected in October.

Design Progress

- 4.4. Phase 1: Colgrain to Cardross. Following decisions by members at 20 June Committee, a funding application has been submitted to Sustrans to enable engineering investigation and design to begin on the alternative Phase 1 route. A decision by Sustrans in relation to this funding application is expected in October.
- 4.5. Phase 2: Cardross to Dumbarton. Sustrans provisionally indicated in July that they will provide funding in 2019/20 to allow the continued development of the designs for the phase 2. Despite repeated efforts by officers this funding award is still provisional pending an inception meeting between Argyll & Bute Council Officers and Sustrans to discuss the planned works. Officers are continuing to seek to establish a date for this important meeting with Sustrans.
- 4.6. Helensburgh Town: Sustrans provisionally indicated in July that they will provide funding in 2019/20 to enable community engagement to be undertaken to identify demand for and a potential route of the cycleway from the western edge of Helensburgh (adjacent to Waitrose) into the heart of the town. Despite repeated efforts by officers this funding award is still provisional pending an inception meeting between Argyll & Bute Council Officers and Sustrans to discuss the planned works. Officers are continuing to seek to establish a date for this important meeting with Sustrans.

Delivery of Phase 1: Helensburgh to Cardross

- 4.5. Preparations are underway for the construction of a 285m section of the route within Cardross from Cardross Station to the Geilston Burn in 2019/20. This section will route via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park.
- 4.6. The Council and the Cardross Trust have agreed the terms of the land agreement necessary to allow the construction of the 285m section of the route, linking Cardross Station to the Geilston Burn. The final land agreement documentation is currently being finalised between Legal Services and the Cardross Trust's

Solicitor. This section will be routed via Geilston Park [unadopted road], Cardross Playing Fields and Cardross Park.

- 4.7 The construction of this section is dependent on receipt of match funding from Sustrans (matched against the 2019/20 funding provided by SPT). While Sustrans provisionally confirmed funding in July 2019 for this work, despite repeated efforts by officers this funding award is still provisional pending an inception meeting between Argyll & Bute Council Officers and Sustrans to discuss the planned works. Officers are continuing to seek to establish a date for this important meeting.

Delivery Programme

- 4.8 Appendix 1 provides an outline programme of the key stages and forecast timescales for each section of the Phase 1: Helensburgh to Cardross section of the cycleway, Phase 2: Cardross to Dumbarton and Helensburgh: Hermitage Academy to Town Centre.
- 4.9 Appendix 2 provides an update on Land Negotiations for Helensburgh, Cardross and Dumbarton Cycleway, Phase 1 (previously planned Route Option 1, adjacent to the A814). **[EXEMPT]**

5.0 CONCLUSION

Completion of the Helensburgh, Cardross and Dumbarton Cycleway will provide a dedicated, high quality, accessible walking and cycle route linking Helensburgh, Cardross and Dumbarton. This route will provide opportunities for all in the Helensburgh – Cardross – Dumbarton corridor to travel more sustainably and actively by walking and cycling.

6.0 IMPLICATIONS

6.1 Policy

Completion of this project will support the Council's SOA outcomes 2: We have infrastructure that supports sustainable growth and 5: People live active, healthier and independent lives. The project also supports achievement of the Scottish Government's objectives set out in the Cycling Action Plan for Scotland (CAPS) and Let's Get Scotland Walking - The National Walking Strategy.

6.2 Financial

The construction and land purchase will be funded by grant fund awards from SPT and Sustrans. There is evidence to indicate that people who are more active, for example by walking or cycling, are less likely to require social care services in later life which could result in a future saving to the Council although the value of this would be difficult to quantify.

- 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.

**Executive Director with responsibility for Development and Infrastructure,
Pippa Milne
Policy Lead Councillor Aileen Morton**

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

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

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Appendix 1: Helensburgh, Cardross & Dumbarton Cycleway Programme

Activity	2017/18				2018/19				2019/20				2020/21				2021/22				2022/23				2023/24			
	Q1	Q2	Q3	Q4																								
Funding Applications				Green																								
Phase 1: Helensburgh to Cardross	Green	Green	Green	Green																								
Route Design: Helensburgh to Cardross	Blue	Blue	Blue	Blue					Green	Green	Green	Green																
Land Purchase Negotiations: Helensburgh to Cardross		Orange	Orange	Orange	Orange	Orange	Orange	Orange																				
CPO Process (if required):																												
- Provide CPO recommendation to H&L Area Committee													Green															
- Develop CPO														Orange														
- Gain Full Council approval for CPO														Green														
- Advertise CPO														Red	Red													
- Lodge CPO with Scottish Government														Red														
- CPO Process																	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple
Construction: Helensburgh to Cardross																												
Construction of Helensburgh to Cardross Part 1 (Cardross Station to Geilston Burn)									Green	Green																		
Construction of Helensburgh to Cardross Part 2 (assuming negotiated purchase)													Green	Green														
Construction of Helensburgh to Cardross Part 3 (assuming Compulsory purchase required)																					Green	Green						
Construction of Helensburgh to Cardross Part 4 (assuming Compulsory purchase required)																							Green	Green	Green	Green		
Phase 2: Cardross to Dumbarton					Green	Green	Green	Green																				
Route Design: Cardross to Dumbarton					Green	Green	Green	Green	Green	Green	Green	Green																
Land Purchase Negotiations: Cardross to Dumbarton													Orange	Orange	Orange	Orange												
CPO Process (if required):																												
- Provide CPO recommendation to H&L Area Committee																	Green											
- Develop CPO																		Orange										
- Gain Full Council approval for CPO																		Green										
- Advertise CPO																		Red	Red									
- Lodge CPO with Scottish Government																		Red										
- CPO Process																	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple	Purple
Construction: Cardross to Dumbarton																												
Construction of Cardross to Dumbarton Part 1 (assuming negotiated purchase)													Green	Green														
Construction of Cardross to Dumbarton Part 2 (assuming negotiated purchase)																	Green	Green	Green	Green								
Construction of Cardross to Dumbarton Part 3 (assuming Compulsory purchase required)																							Green	Green	Green	Green		
Construction of Cardross to Dumbarton Part 4 (assuming Compulsory purchase required)																								Green	Green	Green	Green	
Helensburgh: Hermitage Academy to Town Centre																												
Community Consultation & Route Identification									Green	Green	Green	Green																
Route Design													Green	Green	Green	Green	Green	Green	Green	Green								
Land Access Negotiations																	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange				
Construction of Route from Waitrose to Helensburgh Town Centre Phase 1																					Green	Green	Green	Green				
Construction of Route from Waitrose to Helensburgh Town Centre Phase 2																								Green	Green	Green	Green	

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

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