

Agenda

Infrastructure, Regeneration and Economic Development Committee

Date: Wednesday, 6 November 2024

Time: 10:00

Format: Hybrid meeting

Contact: Nicola Moorcroft, Committee Officer
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committee.admin@west-dunbarton.gov.uk

Dear Member

Please attend a meeting of the **Infrastructure, Regeneration and Economic Development Committee** as detailed above.

Members will have the option to attend the meeting remotely, or in person, at the Civic Space, 16 Church Street, Dumbarton G82 1QL.

The business is shown on the attached agenda.

Yours faithfully

PETER HESSETT

Chief Executive

Distribution:-

Councillor David McBride (Chair)
Provost Karen Murray Conaghan
Councillor Michelle McGinty
Councillor John Millar
Councillor Lawrence O'Neill (Vice Chair)
Councillor Lauren Oxley
Councillor Chris Pollock
Councillor Martin Rooney
Councillor Gordon Scanlan
Councillor Hazel Sorrell
Councillor Clare Steel
Councillor Sophie Traynor

All other Councillors for information

Chief Executive
Chief Officer – Regulatory and Regeneration
Chief Officer – Roads and Neighbourhood
Chief Officer – Resources

Date of Issue: 24 October 2024

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**INFRASTRUCTURE, REGENERATION AND ECONOMIC
DEVELOPMENT COMMITTEE**

WEDNESDAY, 6 NOVEMBER 2024

AGENDA

1 STATEMENT BY CHAIR – AUDIO STREAMING

The Chair will be heard in connection with the above.

2 APOLOGIES

3 DECLARATIONS OF INTEREST

Members are invited to declare if they have an interest in any of the items of business on this agenda and the reasons for such declarations.

4 RECORDING OF VOTES

The Committee is asked to agree that all votes taken during the meeting be done by roll call vote to ensure an accurate record.

5 OPEN FORUM

The Committee is asked to note that no open forum questions have been submitted by members of the public.

6 MINUTES OF PREVIOUS MEETINGS 7 - 10

Submit for approval as a correct record, the Minutes of the Meeting of the Infrastructure, Regeneration and Economic Development Committee held on 14 August 2024

**7 REGULATION AND REGENERATION 24/25 DELIVERY 11 - 17
PLAN 24/25 – ECONOMIC DEVELOPMENT – MID YEAR
PROGRESS**

Submit report by the Chief Officer – Regulation and Regeneration setting out the mid-year progress of the 2024/25 Plan in relation to Economic Development.

8 ROADS AND NEIGHBOURHOOD PLAN 24/25 MID YEAR PROGRESS 19 - 34

Submit report by the Chief Officer – Roads and Neighbourhood setting out the mid-year progress of the Roads and Neighbourhood Delivery Plan 2024/25.

9 RESOURCES DELIVERY PLAN 2024/25 – ASSET MANAGEMENT MID-YEAR PROGRESS 35 - 38

Submit report by the Chief Officer – Resources setting out the mid-year progress of the 2024/25 Plan in relation to Asset Management.

10 WEST DUNBARTONSHIRE ACTIVE TRAVEL STRATEGY 39 - 136

Submit report by the Chief Officer – Roads and Neighbourhood setting out the commitment to promoting walking, wheeling, cycling and all other non-motorised forms of transport as detailed within the Active Travel Strategy.

11 ECONOMIC DEVELOPMENT STRATEGY ANNUAL UPDATE 137 - 145

Submit report by the Chief Officer – Regulation and Regeneration providing the annual update of work undertaken during 2023/24 to deliver the West Dunbartonshire Economic Development Strategy 2022-2027 and highlighting more recent activity and project work, where appropriate.

12 BUSINESS LOANS SCOTLAND LTD 147 - 156

Submit report by the Chief Officer – Regulation and Regeneration providing an update on the current status of Business Loans Scotland Ltd and to obtain approval to withdraw the remaining West Dunbartonshire Council funds from Business Loans Scotland Ltd.

13	CLYDEBANK LONG TERM PLAN FOR TOWNS AND 3 YEAR INVESTMENT PLAN	157 - 356
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Submit report by the Chief Officer – Regulation and Regeneration setting out progress on the development of the Clydebank Long Term Plan and Investment Plan to fulfil the requirements of the Long-Term Plan for Towns Fund.

14/

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| 14 | PLACE BASED IMPROVEMENT PROGRAMME
ALEXANDRIA | 357 - 362 |
| | Submit report by the Chief Officer – Regulation and Regeneration providing an update upon the Place Based Improvement Programme and to progress with delivery of the Alexandria masterplan projects. | |
| 15 | DISPOSAL – FORMER BALLOCH LIBRARY, BALLOCH | 363 - 369 |
| | Submit report by the Chief Officer – Resources seeking approval for the disposal of the former Balloch Library to McVey and Burns Property Investment Limited. | |
| 16 | DISPOSAL – 2 MANSE DRIVE, BALLOCH | 371 - 377 |
| | Submit report by the Chief Officer – Resources seeking approval to dispose of 2a Manse Drive, Balloch G82 8HQ to Sava Estates Limited. | |
| 17 | DISPOSAL - 109 HOWATSHAWS ROAD, DUMBARTON | 379 - 385 |
| | Submit report by the Chief Officer – Resources seeking approval to dispose of 109 Howatshaws Road, Dumbarton to SL1 Property Limited. | |
| 18 | DISPOSAL – FORMER DALMUIR LIBRARY | 387 - 394 |
| | Submit report by the Chief Officer – Resources seeking approval to dispose of the former Dalmuir Library to to The Redeemed Christian Church of God Light House for All Nations, Glasgow. | |
| 19 | DISPOSAL – FORMER CLYDEBANK EAST COMMUNITY CENTRE | 395 - 402 |
| | Submit report by the Chief Officer – Resources seeking approval to dispose of the former Clydebank East Community Centre to IA Real Estate Limited. | |
| 20 | DISPOSAL – LAND AT JUNCTION OF GREAT WESTERN ROAD (A82) AND KILBOWIE ROAD, CLYDEBANK | 403 - 406 |
| | Submit report by the Chief Officer – Resources seeking approval to dispose of land at junction of Great Western Road (A82) and Kilbowie Road, Clydebank to to Osprey Charging Network Ltd. | |

21 VISITOR LEVY 407 - 418

Submit report by the Chief Officer – Regulation and Regeneration seeking approval to commence consultation to investigate the potential of implementing a visitor levy in West Dunbartonshire.

22 INFRASTRUCTURE, REGENERATION AND ECONOMIC DEVELOPMENT REVENUE MONITORING REPORT 2024/25 TO PERIOD 5 (31 AUGUST 2024) 419 - 430

Submit report by the Chief Officer – Resources providing an update on the revenue financial performance to Period 5 (31 August 2024) of those services under the auspices of the Infrastructure, Regeneration and Economic Development Committee.

23 INFRASTRUCTURE, REGENERATION AND ECONOMIC DEVELOPMENT CAPITAL MONITORING REPORT 2024/25 TO PERIOD 5 (31 AUGUST 2024) 431 - 439

Submit report by the Chief Officer – Resources providing an update on the capital financial performance to Period 5 (31 August 2024) of those services under the auspices of the Infrastructure, Regeneration and Economic Development Committee.

INFRASTRUCTURE, REGENERATION AND ECONOMIC DEVELOPMENT COMMITTEE

At a Hybrid Meeting of the Infrastructure, Regeneration and Economic Development Committee held in the Civic Space, 16 Church Street, Dumbarton on Wednesday, 14 August 2024 at 10.00 a.m.

Present: Councillors David McBride, Jonathan McColl, Michelle McGinty, John Millar, Lawrence O'Neill, Lauren Oxley, Chris Pollock, Martin Rooney, Gordon Scanlan, Clare Steel and Sophie Traynor.

Attending: Peter Hessett, Chief Executive; Gail Macfarlane, Chief Officer – Roads and Neighbourhood; Laurence Slavin, Chief Officer – Resources; Alan Douglas, Chief Officer – Regulatory and Regeneration; Craig Jardine, Corporate Asset Manager; Michelle Lynn, Assets Co-ordinator; Gillian McNamara, Economic Development Manager; Jackie Nicol-Thomson, Business Partner – Resources; Magda Swider, Regeneration Co-ordinator; Nigel Ettles, Principal Solicitor; and Scott Kelly, Committee Officer.

Apology: An apology for absence was intimated on behalf of Councillor Hazel Sorrell.

Councillor David McBride in the Chair

STATEMENT BY CHAIR – AUDIO STREAMING

Councillor David McBride, Chair, advised that the meeting was being audio streamed and broadcast live to the internet and would be available for playback.

DECLARATIONS OF INTEREST

It was noted that there were no declarations of interest in any of the items of business on the agenda.

RECORDING OF VOTES

The Committee agreed that all votes taken during the meeting be done by roll call vote to ensure an accurate record.

OPEN FORUM

The Committee noted that no open forum questions had been submitted by members of the public.

MINUTES OF PREVIOUS MEETING

The Minutes of Meeting of the Infrastructure, Regeneration and Economic Development Committee held on 22 May 2024 were submitted and approved as a correct record, subject to Committee Services checking the audio recording of the meeting and, if necessary, correcting the text relating to the item under the heading 'Glasgow City Region: Electric Vehicle Charging Infrastructure Collaboration'.

ALEXANDRIA BUSINESS IMPROVEMENT DISTRICT

A report was submitted by the Chief Officer – Regulation and Regeneration providing information on the proposed Business Improvement District (BID) in Alexandria and seeking authorisation to formally approve the BID Proposal. It was noted that an Erratum Notice containing a revised version of the report had been issued in advance of the meeting.

After discussion and having heard the Economic Development Manager, the Chief Officer – Resources and relevant officers in further explanation of the report and in answer to Members' questions, the Committee agreed:-

- (1) to note that a Business Improvement District (BID) is proposed for Alexandria town centre;
- (2) to authorise the Chief Officer – Regulatory and Regeneration to approve the BID Proposal by the statutory deadline of at least 70 days prior to the Ballot date, subject to it being compliant with the relevant sections of the Planning etc. (Scotland) Act 2006; and
- (3) to note that the BID Ballot would be scheduled for 14 November 2024.

INFRASTRUCTURE, REGENERATION AND ECONOMIC DEVELOPMENT REVENUE MONITORING REPORT 2024/25 TO PERIOD 3 (30 JUNE 2024)

A report was submitted by the Chief Officer – Resources providing an update on the capital financial performance to 30 June 2024 of those services under the auspices of the Infrastructure, Regeneration and Economic Development Committee (IRED).

After discussion and having heard the Chief Officer – Roads and Neighbourhood and the Chief Officer – Resources in answer to Members' questions, the Committee agreed to note the contents of the report which showed the revenue budget forecast to overspend against budget by £2.376m (17.95%) at the year-end, taking into account that this was subject to change.

INFRASTRUCTURE, REGENERATION AND ECONOMIC DEVELOPMENT CAPITAL MONITORING REPORT 2024/25 TO PERIOD 3 (30 JUNE 2024)

A report was submitted by the Chief Officer – Resources providing and update on the revenue financial performance to 30 June 2024 of those services under the auspices of the Infrastructure, Regeneration and Economic Development Committee (IRED).

After discussion and having heard the Economic Development Manager, and the Chief Officers for Regulatory and Regeneration, Resources, and Roads and Neighbourhood, in further explanation of the report and in answer to Members' questions, the Committee agreed:-

- (1) to note the current position of the 2024/25 IRED capital budget;
- (2) to approve the revised completion dates detailed in Appendix 2 to the report; and
- (3) to note an in-year variance of £14.538m due to reprofiling of projects.

CONTRACT AUTHORISATION REPORT – THE RECEPTION, PROCESSING AND TREATMENT OF WUDS CONTAINING POPS

A report was submitted by Chief Officer – Roads and Neighbourhood seeking approval to conclude the award of the contract for the Reception, Processing and Treatment of Waste Upholstered Domestic Seating (WUDS) containing Persistent Organic Pollutants (POPs).

Having heard the Chief Officer – Regulatory and Regeneration in answer to a Member's question, the Committee agreed:-

- (1) to authorise the Chief Officer – Regulatory and Regeneration to conclude, on behalf of the Council, the award of the Contract for The Reception, Processing and Treatment of Waste Upholstered Domestic Seating (WUDS) containing Persistent Organic Pollutants (POPs) to Enva Scotland Limited; and
- (2) to note: (i) that the contract shall be for a period of three years with the option of a one year extension and at a value of £437,184, inclusive of VAT, over three years and £582,912, inclusive of VAT, should the contract be extended; and (ii) that the estimated commencement date of the contract was 1 September 2024.

CONTRACT AUTHORISATION REPORT – SUPPLY AND DELIVERY OF TWO-WHEELED BINS

A report was submitted by Chief Officer – Roads and Neighbourhood seeking approval to conclude the award of the contract for Supply and Delivery of two wheeled bins.

Having heard the Chief Officers for Roads and Neighbourhood, and Regulatory and Regeneration, in answer to Members' questions, the Committee agreed:-

- (1) to authorise the Chief Officer – Regulatory and Regeneration to conclude, on behalf of the Council, the award of the contract for the Supply and Delivery of Two-Wheeled Bins to IPL Plastics (UK) Ltd, trading as MGB Plastics Ltd; and
- (2) to note: (i) that the contract shall be for a period of two years with the option of two 12-month extensions and at a value of £166,392, inclusive of VAT, and £138,6660, exclusive of VAT, over two years, and £332,784, inclusive of VAT, and £277,320, exclusive of VAT, should the contract be extended; and (ii) that the estimated commencement date of the contract was 1 September 2024.

VALEDICTORY – CRAIG JARDINE

It was noted that this was the last meeting of the Committee which Craig Jardine, Corporate Asset Manager, would attend as he was leaving West Dunbartonshire Council. Councillor McBride, on behalf of the Committee, thanked Mr Jardine for his role in delivering projects across West Dunbartonshire and wished him well in the future.

The meeting closed at 11.20 a.m.

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer - Regulatory & Regeneration

**Committee: Infrastructure, Regeneration and Economic Development
Committee 6 November 2024**

Subject: Regulatory & Regeneration Delivery Plan 2024/25 - Economic Development Mid-Year Progress

1 Purpose

- 1.1** This report sets out the mid-year progress of the 2024/25 Plan in relation to Economic Development.

2 Recommendations



- 2.1** It is recommended that Committee notes the progress achieved at mid-year.

3 Background

- 3.1** In line with the Strategic Planning & Performance Framework, each Chief Officer develops an annual Delivery Plan which sets out actions to help deliver the Strategic Plan and address the performance challenges and service priorities identified in the planning process. The Plan also provides an overview of services and resources, including employees and budgets, sets out the performance indicators (PIs) for monitoring progress and considers the relevant risks.
- 3.2** The 2024/25 Plan in relation to Economic Development was presented to Infrastructure, Regeneration and Economic Development Committee on 22 May 2024 with a commitment to report mid-year progress and year-end progress in November 2024 and May 2025 respectively.

4 Main Issues

- 4.1** Full details of mid-year progress are set out in Appendix 1.
- 4.2** The progress of the Plan's eight Economic Development actions is summarised below:

Progress		No. (%)
	Completed	1 (12.5%)
	In progress and on track	7 (87.5%)

- 4.3** There are no delayed, overdue or cancelled actions at mid-year.

- 4.4 One of the Plan's four Economic Development PIs is monitored quarterly. Targets were met or exceeded in the first two quarters of the year and it is on track to meet year-end target.

5 People Implications

- 5.1 There are no direct people implications arising from this report.

6 Financial & Procurement Implications

- 6.1 There are no direct financial or procurement implications arising from this report.

7 Risk Analysis

- 7.1 Failure to deliver on the actions assigned to Economic Development may have a direct impact on the delivery of the Council's Strategic Plan. It is essential that remedial action is taken to ensure strategic delivery plans achieve the commitments detailed and approved.

8 Equalities Impact Assessment

- 8.1 Screening and impact assessments will be carried out on specific activities as required.

9 Consultation

- 9.1 The delivery plans were developed through consultation with officers from the strategic service areas.

10 Strategic Assessment

- 10.1 The delivery plans set out actions to support the successful delivery of the strategic priorities and objectives of the Council.

Chief Officer:	Alan Douglas
Service Area:	Regulatory & Regeneration
Date:	17 October 2024

Person to Contact: Lynn Henderson
lynn.henderson@west-dunbarton.gov.uk

Appendices: Appendix 1: Regulatory & Regeneration Delivery Plan
2024/25 - Economic Development Mid-Year Progress



Background Papers: Regulatory & Regeneration Delivery Plan 2024/25 -
Economic Development, Infrastructure, Regeneration and
Economic Development Committee, 22 May 2024
Strategic Planning & Performance Framework 2022/27


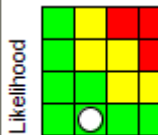
Wards Affected: All

Appendix 1: Regulatory & Regeneration Delivery Plan 2024/25 - Economic Development Mid-year Progress


	2. Our Environment
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	Our resources are used in an environmentally sustainable way
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Action	Status	Progress	Due Date	Note	Owner
Co-ordinate, monitor and report the progress of the Council's Climate Change Action Plan for 2024/25		<div><div>40%</div></div>	31-Mar-2025	Progressing as planned. A detailed delivery plan for 2024/25 has now been added to our performance management system, setting out actions and milestones. Delivery of this plan is monitored on an ongoing basis and formally on a quarterly basis by the Climate Change Action Group.	Rachel Moir
Develop a Local Heat and Energy Efficiency Strategy and Delivery Plan		<div><div>66%</div></div>	31-Mar-2025	Progressing as planned. Public consultation on the draft strategy closed in June 2024. The strategy, with outline delivery plan, was published at the end of September 2024. Work is ongoing to develop a detailed delivery plan, with publication due March 2025.	Rachel Moir







Risk	Description	Current Assessment	Target Assessment	Date Reviewed	Note	Owner
Inability to reduce carbon footprint in line with targets	The risk that the Council will be unable to achieve net zero emissions by 2045, both in relation to mitigating carbon emissions and adapting to the impacts of climate change. Net zero refers to achieving an overall balance between emissions produced and emissions taken out of the atmosphere. This target has been developed in a way that mirrors the emission reduction trajectory set by the Scottish Government in light of the Climate Emergency.			26-Sep-2024	The risk of non-delivery of carbon emissions targets remains moderate. Progress is being made through the delivery of the Climate Change Action Plan. However, pace of delivery has been, and will continue to be, impeded due to a lack of internal resource and additional funding to deliver.	Gillian McNamara


	Our neighbourhoods are sustainable and attractive
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Action	Status	Progress	Due Date	Note	Owner
Promote the next phase of Queens Quay Housing		<div><div>50%</div></div>	31-Mar-2025	Under the terms of the Joint Venture agreement, the owner and agent of Queens Quay are responsible for the commercial discussions on future housing development. The Council meets with the owner and agent regularly to review progress. There is some frustration, and also some valid reasons, for lack of progress but options to accelerate progress are being considered.	Alan Douglas; Gillian McNamara



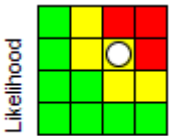
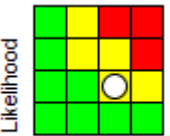
	3. Our Economy
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	Our area has the infrastructure for sustainable and inclusive growth where businesses can flourish
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Performance Indicator	Q1 2024/25					Q2 2024/25					Note	Owner
	Status	Value	Target	Short Trend	Long Trend	Status	Value	Target	Short Trend	Long Trend		
Number of businesses given advice and assistance to start up through Business Gateway		47	45				56	45			Both Q1 and Q2 targets exceeded and on track to meet year-end target.	Gillian Scholes

Action	Status	Progress	Due Date	Note	Owner
Implement, monitor and report the progress of the 2024/25 Economic Development Action Plan		<div><div>50%</div></div>	31-Mar-2025	Progressing as planned. The Action Plan, which relates to the Economic Development Strategy 2022-27 and provides the annual direction for the Regeneration and Business Support teams, is progressing as planned.	Gillian McNamara

Action	Status	Progress	Due Date	Note	Owner
Deliver key regeneration sites across West Dunbartonshire		<div><div>33%</div></div>	31-Mar-2025	Progressing as planned. Key regeneration sites across the Council area include the three town centres, and the strategic sites of Queens Quay, Exxon and the Carless site. Milestones relating to the Scottish Marine Technology Park, Exxon Infrastructure Project and our three town centres are progressing as planned and due for completion in the second half of the year.	Gillian McNamara
Explore commercial opportunities in our town centres and wider regeneration sites		<div><div>100%</div></div>	31-Mar-2025	Completed. Artizan masterplan planning application was submitted in July. The Long Term Plan and the accompanying 3 Year Investment Plan have been mostly completed and reviewed by the Town Board. Some final edits remain before the plans are submitted to the UK Government in October/November.	Magda Swider
Develop and implement business support interventions through the UK Shared Prosperity Fund		<div><div>33%</div></div>	31-Mar-2025	Progressing as planned. UK Shared Prosperity Fund interventions have been developed and widely promoted through the Council website, social media, partner organisations and directly to eligible businesses. The Business Support team are continuing to promote the grant support and appraise applications.	Gillian Scholes
Support town centre revitalisation		<div><div>25%</div></div>	31-Mar-2025	Progressing as planned with projects on track.	Magda Swider

Risk	Description	Current Assessment	Target Assessment	Date Reviewed	Note	Owner
Failure to deliver Queens Quay Masterplan	Following completion of Council investment there is a risk the housing plot sales do not materialise in the next 3-7 years, with implications for the return on investment and the business case for the District Heating Network.	 Likelihood Impact	 Likelihood Impact	20-Sep-2024	Risk remains unchanged. Focus continues on landowner agreeing a housing proposal with the developer. Delivery embedded into planning workstreams to promote development at site.	Gillian McNamara; Michael Mulgrew
Inability to meet demands of Council to progress regeneration projects within desired timescales	The number and complexity of regeneration projects is putting considerable strain on the resources available which can be exacerbated by delays out with the control of the service and when pinch points on different projects occur at roughly the same time.	 Likelihood Impact	 Likelihood Impact	20-Sep-2024	Risk remains unchanged. Individual projects continue to progress, reducing the likelihood of undesirable outcomes. Embedded into planning workstreams to ensure sufficient resource to support delivery of projects within required timescales.	Michael McDougall; Gillian McNamara; Michael Mulgrew

Action Status	
	In Progress and on track
	Completed
PI Status	
	Target met or exceeded
Risk Status	
	Warning
	OK

Long Term Trends		Short Term Trends	
	Improving		Improving
	Declining		Declining

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer – Roads and Neighbourhood

Infrastructure, Regeneration and Economic Development 6 November 2024

Roads and Neighbourhood Delivery Plan 2024/25

– Mid-year Progress

1 Purpose

- 1.1 This report sets out the mid-year progress of the Roads and Neighbourhood Delivery Plan 2024/25.

2 Recommendations



- 2.1 It is recommended that Committee notes the progress achieved at mid-year.

3 Background

- 3.1 In line with the Strategic Planning & Performance Framework, each Chief Officer develops an annual Delivery Plan which sets out actions to help deliver the Strategic Plan and address the performance challenges and service priorities identified in the planning process. The Plan also provides an overview of services and resources, including employees and budgets, sets out the performance indicators (PIs) for monitoring progress and considers the relevant risks.
- 3.2 The Roads and Neighbourhood Delivery Plan 2024/25 was presented to Infrastructure, Regeneration and Economic Development on 22 May 2024 with a commitment to report mid-year progress and year-end progress in November 2024 and May 2025 respectively.




4 Main Issues

- 4.1 Full details of mid-year progress are set out in Appendix 1.
- 4.2 The progress of the Plan's 29 actions is summarised below:

Progress		No. (%)
	Completed	3 (10%)
	In progress and on track	26 (90%)

- 4.3 There are no delayed, overdue or cancelled actions at mid-year.

- 4.4 Eighteen of the 22 PIs are monitored quarterly. Quarter 2 Data is available for 16 of the 18 PI's. Performance is summarised below, based on all data available at this time.

Performance Against Target		Q1	Q2
	Target significantly missed	4	4
	Target narrowly missed	2	1
	Target met or exceeded	12	11
Total No. of PIs for which data is available		18	16

- 4.5 Significantly missed targets relate to the following PIs:

- % Residents satisfied with the Waste service overall; target for both Q1 and Q2 significantly missed with downward trend and therefore it's unlikely the year-end target will be met.
- % of total household waste that is recycled; target for target for both Q1 and Q2 significantly missed, whilst there is an upward trend it's unlikely the year-end target will be met.
- % Residents satisfied with Parks & open spaces: target for both Q1 and Q2 significantly missed with downward trend and therefore it's unlikely the year-end target will be met.
- % Residents satisfied with roads maintenance: target for both Q1 and Q2 significantly missed with downward trend and therefore it's unlikely the year-end target will be met.

5 People Implications

- 5.1 There are no direct people implications arising from this report.

6 Financial & Procurement Implications

- 6.1 There are no direct financial or procurement implications arising from this report.

7 Risk Analysis

- 7.1 Failure to deliver on the actions assigned to Roads and Neighbourhood may have a direct impact on the delivery of the Council's Strategic Plan. It is essential that remedial action is taken to ensure strategic delivery plans achieve the commitments detailed and approved.

8 Equalities Impact Assessment

- 8.1 Screening and impact assessments will be carried out on specific activities as required.

9 Consultation

- 9.1 The delivery plans were developed through consultation with officers from the strategic service areas.

10 Strategic Assessment

- 10.1 The delivery plans set out actions to support the successful delivery of the strategic priorities and objectives of the Council.

Chief Officer:	Gail MacFarlane
Service Area:	Roads and Neighbourhood
Date:	22 October 2024

Person to Contact:	Karen Connelly Performance & Strategy Business Partner karen.Connelly@west-dunbarton.gov.uk
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Appendices:	Appendix 1: Roads and Neighbourhood Delivery Plan 2024/25 - Mid-year Progress
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Background Papers:	Roads and Neighbourhood Delivery Plan 2024/25 - Corporate Services Committee, 22 May 2024 Strategic Planning & Performance Framework 2022/27
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Wards Affected:	All
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Appendix 1: Roads and Neighbourhood Delivery Plan 2024/25 -Mid Year Progress

	1. Our communities
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	Objective 1. Our neighbourhoods are safe, resilient and inclusive
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Performance Indicator	Q1 2024/25					Q2 2024/25					Notes	Owner
	Status	Value	Target	Short Trend	Long Trend	Status	Value	Target	Short Trend	Long Trend		
Percentage of non serious road related defects repaired within 7 working days of being reported		99%	85%				92.8%	85%			Q1 and Q2 Target exceeded.	Liam Greene
Percentage of routine road related defects repaired within 28 working days of being reported		73%	85%				85%	85%			Q1 target marginally missed. Q2 target met with improvement shown.	Liam Greene
Percentage of emergency road related defects repaired within 4 hours of being reported		99%	95%				98.5%	95%			Q1 and Q2 Target exceeded.	Liam Greene
Percentage of all traffic light repairs completed within 48 hours		98%	98%				100%	98%			Q1 and Q2 target met with continued consistent performance.	Liam Greene
Percentage of all street light repairs completed within 7 days		95%	95%				100%	95%			Q1 and Q2 target met with continued consistent performance.	Liam Greene


Action	Status	Progress	Due Date	Note	Owner
Pavement parking, develop and implement the enforcement strategy in line with Scottish guidance next phase		<div><div>25%</div></div>	31-Mar-2025	Action progressing. Initial assessment completed but may require additional funding to deliver.	Liam Greene

Action	Status	Progress	Due Date	Note	Owner
Progress a plan to introduce Parking Enforcement		<div><div>33%</div></div>	31-Mar-2025	Action progressing as planned. Service continues to work towards introduction of parking enforcement and currently on programme for 2025 implementation. Communication strategy being developed which will include elected member briefing.	Liam Greene

	Objective 2. Our residents health and wellbeing remains a priority
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Action	Status	Progress	Due Date	Note	Owner
Upgrade 8 play parks and construct 4 new MUGA's		<div><div>66%</div></div>	31-Mar-2025	Action progressing as planned. Multi Use Games Areas (MUGA's) complete in Goldenhill Park and Breval Crescent to provide additional sports facilities. The additional 2 MUGA's and improvements to eight play parks are under construction. The play parks are; Firthview, Highmains, Kyle Terrace & Westcliff in Dumbarton. Craigielea Rd, Clydebank, Pappert, Bonhill, Rosshead, Alexandria and Stuart Avenue, Old Kilpatrick.	Ian Bain
Prepare a plan to increase the number of 4G pitches		<div><div>33%</div></div>	31-Mar-2025	Action progressing as planned. Tender documentation has been developed to allow us to progress with design and procurement exercise. Construction due to commence early 2025.	Ian Bain































	Objective 3. Our residents are supported to increase life and learning skills
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Action	Status	Progress	Due Date	Note	Owner
Progress Faifley Campus in line with agreed programme		<div><div>42%</div></div>	31-Mar-2025	Action progressing as planned. Discussions on school migration is ongoing. Building warrants are also progressing.	Patricia Rowley

	2. Our Environment
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	Objective 4. Our local environment is protected, enhanced and valued
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Performance Indicator	Q1 2024/25					Q2 2024/25					Notes	Owner
	Status	Value	Target	Short Trend	Long Trend	Status	Value	Target	Short Trend	Long Trend		
Tonnage of biodegradable municipal waste landfilled		3,255	3,325				3,196	3,325			Target exceeded. Performance has continued to improve over the previous 2 quarters. New contract in place for the bulk waste from the civic amenity sites, resulting in higher levels of recycling.	Ian Bain
% Residents satisfied with the Waste service overall		64%	82%				55%	82%			Target significantly missed in both quarters with a downward trend, Recent changes across the service, particularly the introduction of a charge for garden waste (brown bin) collection due to budget reductions have impacted on the satisfaction.	Ian Bain
Percentage of missed bins collected within 3 working days of being reported		96%	95%				97%	95%			Target exceeded. Whilst performance has been consistently good, the introduction of the new on line chat bot to report missed bins has improved the process for both citizens and the waste team.	Ian Bain
Percentage of offensive graffiti removed within 24 hours of being reported		100%	100%				100%	100%			Target met.	Ian Bain
















Performance Indicator	Q1 2024/25					Q2 2024/25					Notes	Owner
	Status	Value	Target	Short Trend	Long Trend	Status	Value	Target	Short Trend	Long Trend		
Percentage of non offensive graffiti removed within 5 working days of being reported		100%	100%				100%	100%			Target met.	Ian Bain
% of total household waste that is recycled		38.14%	60%				40.87	60%			Performance significantly missed target, but continues to show improvement on previous quarter. Progress of the Waste Strategy action plan will provide a long term solution that will increase recycling figure, this will be complemented by the cooperation agreement with Glasgow City Council which is now in place. Further improved results expected in Q3.	Ian Bain
% residents satisfied with the street cleaning service		68%	73%				66%	73%			Target marginally missed. Further analysis to identify areas for improvement are underway.	Ian Bain
% Residents satisfied with Parks & open spaces		72%	85%				63%	85%			Both Q1 and Q2 target significantly missed. Satisfaction continues on a downward trend. The continued progress of a number of initiatives which are underway including improving play parks, new Multi Use Games Areas (MUGA's) and introduction of 4G pitches, should increase satisfaction.	Ian Bain
Percentage of abandoned vehicles that require to be removed by the council that are removed within 14 days		100%	100%				100%	100%			Target met.	Ian Bain

Action	Status	Progress	Due Date	Note	Owner
Finalise the delivery of two new allotment sites		<div><div>33%</div></div>	31-Mar-2025	Action progressing as planned. Delivery of Dillichip site is complete providing 50 allotment plots. Site investigation for Overburn is underway. Following review we will develop the tender documentation. This site will also provide 50 plots.	Ian Bain
Develop a new local bio diversity action plan		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. Consultation plan included an on line survey and focus groups, with good participation and engagement. The outputs and feedback are being analysed and will be used to inform the development of a draft plan.	Ian Bain
Develop Ash die back action plan		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. The audit of trees within the Council boundary which may be affected by the Ash Die-back disease is expected to be completed later this year. The results will inform the development of an action plan to manage the issue. Operational process agreed to deal with cases that are identified on a risk based approach. To date 113 trees have been felled due to Ash Die-back.	Ian Bain

	Objective 5. Our resources are used in an environmentally sustainable way
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Action	Status	Progress	Due Date	Note	Owner
Develop Strategy for transition to electric fleet		<div><div>66%</div></div>	31-Mar-2025	Action progressing as planned. Review of electric fleet complete. Strategy for procurement of vehicles for 2024/25 and 2025/26 underway in partnership with Corporate Procurement Team. Procurement exercise will continue.	Neil Fazackerley
Develop detailed design and costings for the resource recycling and reuse centre (RRRC)		<div><div>50%</div></div>	31-Mar-2025	Action progressing. Design for the construction of a waste transfer station within West Dunbartonshire is underway. Site investigation has identified some issues which may increase the construction costs, This is being assessed to determine whether this impacts on the project costs and an update will be provided to Committee to consider the impacts with recommendations on next steps.	Ian Bain
Progress development of a best value proposal for the management of biodegradable municipal waste		<div><div>33%</div></div>	31-Mar-2025	Action progressing as planned. Co-operation agreement with Glasgow City Council has been finalised. Operational processes to move all waste processing to incineration being finalised.	Ian Bain
Develop the procurement model for the phased delivery of public and fleet charging infrastructure including consideration of the Implementation Strategy and Expansion Plan.		<div><div>66%</div></div>	31-Mar-2025	Action progressing as planned. Service continues to work with Glasgow City Region (GCR) to progress project.	Liam Greene

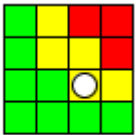
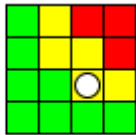
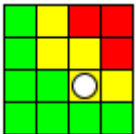
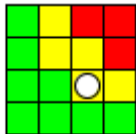
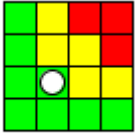
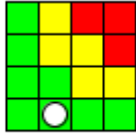
	Objective 6. Our neighbourhoods are sustainable and attractive
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Performance Indicator	Q1 2024/25					Q2 2024/25					Notes	Owner
	Status	Value	Target	Short Trend	Long Trend	Status	Value	Target	Short Trend	Long Trend		
% of Special Needs Adaptation projects completed by consultancy services from receipt of referral to carrying out survey, design and submission of building warrant within 60 day target for type 3 projects		70%	70%					70%			Q1 target met. Q2 data available early November.	Stewart Paton
% Consultancy Services project deliverables for Housing and General Services projects that were delivered to programme		80%	80%				80%	80%			Target met.	Stewart Paton
% Residents satisfied with roads maintenance		27%	40%				24%	40%			<p>Target significantly missed. Q1 Satisfaction increased by 5% on previous quarter, however Q2 saw a marginal reduction. Although the Roads satisfaction has decreased, benchmarking from LGBF figures, last updated in 2022/23, highlighted West Dunbartonshire Council as the 6th highest investor in their roads assets per kilometre compared to other local authorities. Figures for 2023/24 have still to be released.</p> <p>Additionally National condition surveys from July 2024 show that, due to previous years investments, the condition of our road's assets overall is rated as the 5th highest in Scotland.</p>	Liam Greene


Performance Indicator	Q1 2024/25					Q2 2024/25					Notes	Owner
	Status	Value	Target	Short Trend	Long Trend	Status	Value	Target	Short Trend	Long Trend		
											A full set of spotlight questions was introduced to the Telephone Survey to get more insight into why satisfaction is so low. The results will inform the Roads Communication and Engagement Strategy.	



Action	Status	Progress	Due Date	Note	Owner
Review any representations received following the notification of the scheme and finalise detailed design for the construction of the Gruggies Burn Flood Management		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. Outline design completed, community engagement undertaken and outputs taken into consideration with modification made to address valid concerns. Project on programme to meet deadlines.	Liam Greene
Undertake flood management Improvement Study for Dumbarton and Vale		<div><div>33%</div></div>	31-Mar-2025	Action progressing as planned. Feasibility works underway of proposed actions from Surface Water Management Plan (SWMP). Development options being prepared.	Liam Greene
Consider the initiatives recommended within the draft surface water management plans and present to Council for consideration and budget allocation		<div><div>33%</div></div>	31-Mar-2025	Action progressing as planned. Proposed options have been reviewed for the Clydebank area with those warranting further investigation progressing to Cost Benefit Analysis.	Liam Greene
Progress plan to change the method used for road defect repairs		<div><div>100%</div></div>	31-Mar-2025	Action complete. Structural Patching programme implemented and will be delivered over 4 phases across the year.	Liam Greene
Prepare a plan to uncover issues relating to roads satisfaction levels		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. Question set agreed and implemented for citizen consultation. The satisfaction survey is underway via the independent market research company who undertake the Council's quarterly telephone survey. Responses under review to identify areas of improvement.	Liam Greene

Risk	Description	Current Assessment	Target Assessment	Date Reviewed	Note	Owner
Impact of major adverse weather incidents on services	A significant period of adverse weather may result on failure to deliver key operational functions of R&N services	<div> <div>Likelihood</div> <div>Impact</div> </div>	<div> <div>Likelihood</div> <div>Impact</div> </div>	01-Oct-2024	<p>The Business Continuity Plan would come into effect in the event of a major adverse weather incident.</p> <p>No change to risk matrix</p>	Ian Bain

Failure to maintain road network during adverse weather	A significant period of adverse weather may result in failure to deliver key operational functions of R&T services and other Council services.	 Likelihood	 Impact	01-Oct-2024	<p>Winter training programme is in place, and business continuity plan is in place.</p> <p>No change to Risk Matrix</p>	Liam Greene
Failure to manage and maintain the road network effectively	Failure to manage and maintain the road network effectively will have an adverse impact on user safety, traffic movement, air quality, economic growth and reduce access to facilities and amenities. The Council's reputation as a place to live and work with access to employment, education, leisure and health opportunities would be adversely affected.	 Likelihood	 Impact	01-Oct-2024	<p>Significant investment in resurfacing works. Service continues to respond to reported defects across the network.</p> <p>No change to Risk Matrix.</p>	Liam Greene
Challenges in delivering effective services in relation to Roads & Neighbourhoods	The risk that the Council's fails to deliver on the three service areas within Roads & Neighbourhood: Roads & Transportation, Waste & Greenspace and Capital Projects & Fleet. These areas provide services across a range of areas including managing and maintaining roads, footpaths and associated infrastructure, managing flood risk, winter gritting, grounds maintenance, street cleaning, burial and cremation, outdoor facilities, waste and recycling, vehicle fleet management and management, Compliance, consultancy services and delivery of capital projects Failing to ensure these services are not fully fit for purpose could result in adverse consequences in relation to delivering efficient and effective services.	 Likelihood	 Impact	02-Aug-2024	<p>Service continues to provide full service, monitoring in place to ensure any adverse issues are highlighted and appropriate actions taken.</p> <p>No change to Risk Matrix.</p>	Gail Macfarlane

	3. Our Economy
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	Objective 7. Our area has the infrastructure for sustainable and inclusive growth where businesses can flourish
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Action	Status	Progress	Due Date	Note	Owner
Progress demolition of Artizan Centre within agreed timeframes – next phase		<div><div></div>80%</div>	31-Mar-2025	Action progressing as planned. Solution agreed with Scottish water regarding unchartered water main requiring diversion. Utility diversion works complete. Physical demolition works underway.	Stewart Paton
Support the progress of Exxon City Deal Project		<div><div></div>28%</div>	31-Mar-2025	Action progressing. Costs and works have been agreed for utility diversion schemes. Physical remediation works are complete, with demobilisation ongoing. Contract will be concluded with the main contractor once the Esso land transaction is completed. This is expected shortly.	Patricia Rowley



4. Our Council











Objective 10. Our workforce is resilient and skilled where digital technology supports service delivery for our residents


Action	Status	Progress	Due Date	Note	Owner
Workforce Planning: Develop and implement wellbeing, employee engagement, equality and learning and development plans to enable capabilities, improve resilience and promotion of a diverse workforce		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. Of the workforce planning sub actions agreed within each service area, progress includes; Work has commenced on the development of a new role in Roads to support the transition for Apprentices and impact on average age. Analysis of workforce demographics and action plan across services due to commence. Consideration to targeting school leavers and careers fairs to support and encourage applicants from females. Commenced identifying single point dependency posts and key skill requirements. Consideration of apprenticeship roles to support demographic changes	Gail Macfarlane
Workforce Planning: Develop and implement employee life cycle plans in line with the People First Strategy to attract and retain the workforce.		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. Of the workforce planning sub actions agreed within each service area, progress includes; Increased turnover was expected in 23/24 due to budget savings and leavers from the VS/VER programme. We will continue to monitor turnover and feedback from exit survey. Leavers encouraged to complete exit surveys to support meaningful action plan. We have planned role profile reviews as part of service review to ensure roles are best aligned to service.	Gail Macfarlane
Workforce Planning: Implement service review process including role design, use of new technology and new ways of working to add resilience, address gaps, and establish opportunities for efficiencies		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. Of the workforce planning sub actions agreed within each service area, progress includes; Full service review of overtime underway and only essential overtime is being authorised. Review also being undertaken to ensure reduction of regular overtime and review of service delivery models.	Gail Macfarlane
Workforce Planning: Develop and implement learning and development opportunities to improve capabilities and resilience within the workforce.		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. Of the workforce planning sub actions agreed within each service area, progress includes; HR Policy training to first line managers has been delivered and being applied consistently.	Gail Macfarlane

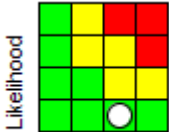
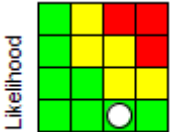
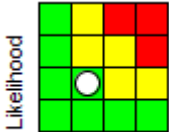
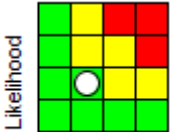
Action	Status	Progress	Due Date	Note	Owner
				Additional capacity for HGV drivers is now available with a number of HGV drivers within greenspace and waste who assist with winter gritting demands during exceptional weather periods, and by upskilling apprentices.	





Ob	Objective 11. Our Council is adaptable and focused on delivering best value for our residents
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Performance Indicator	Q1 2024/25					Q2 2024/25					Notes	Owner
	Status	Value	Target	Short Trend	Long Trend	Status	Value	Target	Short Trend	Long Trend		
% of capital projects supported by capital investment team, delivered within agreed plan		85%	80%					80%			Q1 exceeded target. Q2 data available early November.	Patricia Rowley





Action	Status	Progress	Due Date	Note	Owner
Implement Consultancy Services/ Capital Investment team restructure		<div><div>100%</div></div>	31-Mar-2025	Action complete. Restructure complete saving target achieved as planned.	Gail Macfarlane
Reduce fleet hire costs		<div><div>66%</div></div>	31-Mar-2025	Action progressing as planned. Interim review completed with move to procurement of fleet vehicles 2024/2025 & 2025/2026. Working with service areas to complete detail of hired vehicles to reduce current requirement which is an ongoing process. The monthly spend on hire vehicles has significantly reduced with more reductions in the coming months.	Neil Fazackerley
Work jointly in partnership with Glasgow City Council and the wider City Region to progress collaborative working opportunities (incl Net Zero)		<div><div>50%</div></div>	31-Mar-2025	Action progressing as planned. The city region procurement exercise is underway, this includes a number of key locations in West Dunbartonshire.	Gail Macfarlane
Complete phase 3 of the Fit for Service review of waste services, implementing the prioritisation collection of recycling		<div><div>33%</div></div>	31-Mar-2025	Action progressing as planned. Communication strategy prepared to support the introduction of recycling prioritisation collections. Garden waste permit scheme needs to be fully embedded before we move to complex change to collection process.	Ian Bain
Progress new charging structure for garden waste and commercial waste.		<div><div>66%</div></div>	31-Mar-2025	Action progressing as planned. We estimated 6000 permits would be purchased, to date we have issued 8500 permits. We will continue to review progress of the scheme as it embeds.	Ian Bain

Action	Status	Progress	Due Date	Note	Owner
Implement revised service provision for school crossing patrols		<div><div>100%</div></div>	31-Mar-2025	Action complete. Service provision reviewed changes implemented including reduction in resources and changes to service provision.	Liam Greene

Risk	Description	Current Assessment	Target Assessment	Date Reviewed	Note	Owner
Challenge to delivery of burial and cremation services	A number of factors may impact on ability to deliver these services. For example a pandemic would create significant immediate demand on services.			01-Oct-2024	<p>We have completed extensions to Dumbarton and North Dalnottar cemeteries, extension to Vale Of Level Cemetery is almost complete. This will mitigate the impact of any challenges to the burial and cremation services.</p> <p>No change to risk matrix.</p>	Ian Bain
Inability to deliver priority services as a result of fuel shortages	A fuel shortage would significantly impacting on our ability to provide priority service across West Dunbartonshire.			31-Mar-2024	<p>Council participates in the Scottish Government Liquid Fuels Framework and contributes to the work of the Scottish Government Fuel Resilience Group. There are no issues with fuel at this time.</p> <p>No change to risk matrix.</p>	Gail Macfarlane

Action Status	
	Overdue
	Not on track
	In Progress and on track
	Completed

PI Status		Long Term Trends		Short Term Trends	
	Target significantly missed		Improving		Improving
	Target narrowly missed		No change		No change
	Target met or exceeded		Declining		Declining

Risk Status	
	Alert
	High risk
	Warning
	OK

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer - Resources

**Committee: Infrastructure, Regeneration and Economic Development
Committee 6 November 2024**

Subject: Resources Delivery Plan 2024/25 - Asset Management Mid-Year Progress

1 Purpose

- 1.1** This report sets out the mid-year progress of the 2024/25 Plan in relation to Asset Management.

2 Recommendations

- 2.1** It is recommended that Committee notes the progress achieved at mid-year.

3 Background

- 3.1** In line with the Strategic Planning & Performance Framework, each Chief Officer develops an annual Delivery Plan which sets out actions to help deliver the Strategic Plan and address the performance challenges and service priorities identified in the planning process. The Plan also provides an overview of services and resources, including employees and budgets, sets out the performance indicators (PIs) for monitoring progress and considers the relevant risks.
- 3.2** The 2024/25 Plan in relation to Asset Management was presented to Infrastructure, Regeneration and Economic Development Committee on 22 May 2024 with a commitment to report mid-year progress and year-end progress in November 2024 and May 2025 respectively.

4 Main Issues

- 4.1** Full details of mid-year progress are set out in Appendix 1.
- 4.2** The progress of the Plan's five Asset Management actions is summarised below with all five progressing as planned and on track for completion by year-end.

Progress		No. (%)
	In progress and on track	5 (100%)

- 4.3** There are no delayed, overdue or cancelled actions at mid-year.
- 4.4** All four Asset Management PIs in the Resources Delivery Plan are annual indicators with data available at year-end.

5 People Implications

5.1 There are no direct people implications arising from this report.

6 Financial & Procurement Implications

6.1 There are no direct financial or procurement implications arising from this report.

7 Risk Analysis

7.1 Failure to deliver on the actions assigned to Asset Management may have a direct impact on the delivery of the Council's Strategic Plan. It is essential that remedial action is taken to ensure strategic delivery plans achieve the commitments detailed and approved.

8 Equalities Impact Assessment

8.1 Screening and impact assessments will be carried out on specific activities as required.

9 Consultation

9.1 The delivery plans were developed through consultation with officers from the strategic service areas.

10 Strategic Assessment

10.1 The delivery plans set out actions to support the successful delivery of the strategic priorities and objectives of the Council.

Chief Officer: Laurence Slavin
Service Area: Resources
Date: 17 October 2024

Person to Contact: Lynn Henderson
lynn.henderson@west-dunbarton.gov.uk

Appendices: Appendix 1: Resources Delivery Plan 2024/25 – Asset Management Mid-Year Progress


Background Papers: Resources Delivery Plan 2024/25 - Asset Management, Infrastructure, Regeneration and Economic Development Committee, 22 May 2024
Strategic Planning & Performance Framework 2022/27

Wards Affected: All

Appendix 1: Resources Delivery Plan 2024/25 – Asset Management Mid-year Progress


	1. Our Communities
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	Our residents are supported to increase life and learning skills
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Action	Status	Progress	Due Date	Note	Owner
Progress the redevelopment of Glencairn House		<div><div>50%</div></div>	31-Mar-2025	Progressing as planned. Project currently on programme to be delivered on the contractual completion date. Handover of the refurbished facility will take place April 2025.	Michelle Lynn




	2. Our Environment
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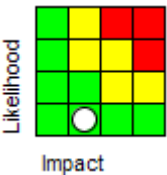
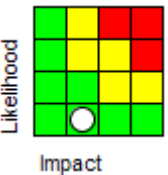
	Our neighbourhoods are sustainable and attractive
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Action	Status	Progress	Due Date	Note	Owner
Progress the building upgrades programme		<div><div>50%</div></div>	31-Mar-2025	Progressing as planned. A number of projects are complete as per programme. The progress of the building upgrades programme is reflected in the performance of the associated PIs including the proportion of operational buildings that are suitable for their current use, the proportion of internal floor area of operational buildings in satisfactory condition, and the percentage of council buildings in which all public areas are suitable for and accessible to people with a disability, all of which met or exceeded targets at year-end 2023/24. We also continue to perform favourably against other local authorities.	Michelle Lynn

	4. Our Council
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	Our Council is adaptable and focused on delivering best value for our residents
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Action	Status	Progress	Due Date	Note	Owner
Progress the disposal of key strategic sites		<div><div>50%</div></div>	31-Mar-2025	Progressing as planned. Capital receipts on programme to deliver anticipated income.	Michelle Lynn
Progress the depot refurbishment programme		<div><div>50%</div></div>	31-Mar-2025	Progressing as planned. Consultants engaged in relation to new build garage design, project board has been reconvened, and amended scope has commenced with service areas.	Michelle Lynn
Develop and implement plans and support services to achieve the asset related options agreed by Council		<div><div>50%</div></div>	31-Mar-2025	Progressing as planned with all actions on target to assist deliver of savings across a number of service areas.	Michelle Lynn

Risk	Description	Current Assessment	Target Assessment	Date Reviewed	Note	Owner
Maintaining Council Assets that are fit for purpose	The risk that the Council's assets and facilities are not fully fit for purpose with consequent adverse impact on our ability to deliver efficient and effective services. Assets included in this assessment are the Council's property portfolio.			19-Sep-2024	The risk score remains low due to the ongoing capital programme of works on operational buildings.	Michelle Lynn

Action Status
 In progress and on track

Risk Status
 OK

WEST DUNBARTONSHIRE COUNCIL**Report by Chief Officer Roads and Neighbourhood****Infrastructure, Regeneration and Economic Development Committee -
6 November 2024**

Subject: Active Travel Strategy for West Dunbartonshire Council

1. Purpose

- 1.1 This report sets out the Council's commitment to promoting walking, wheeling, cycling and all other non-motorised forms of transport as detailed within the Active Travel Strategy. The Strategy aims to improve public health, reduce traffic congestion, support environmental sustainability, and enhance the overall quality of life in West Dunbartonshire.

2. Recommendations

- 2.1 It is recommended that the Committee approves the adoption of the Active Travel Strategy for West Dunbartonshire.

3. Background

- 3.1 Active travel refers to any form of human-powered transportation that involves physical activity. This is primarily walking, wheeling and cycling. However, it can include other modes such as skateboarding, rollerblading, and the use of non-motorised scooters.
- 3.2 The goal of active travel is to integrate physical activity into daily routines by encouraging people to use these modes of transport for commuting or recreation.
- 3.3 Active travel provides both mental and physical health benefits, promotes environmental sustainability, and has a positive effect on the reduction of traffic congestion, emissions, and pollution. Active travel can also be the most cost-efficient modes of transport.
- 3.4 Active travel is at the heart of both national and regional transportation and healthy policies. As a result, West Dunbartonshire Council aims to develop and implement this local strategy to facilitate and encourage active travel as part of our transportation network.

- 3.5 The strategy aligns with the Council's aims to reduce carbon emissions and reach the desired climate change targets set by the Scottish Government.
- 3.6 The Active Travel Strategy outlines the vision and plan to promote walking, wheeling, and cycling within the Authority's communities in alignment with Scotland's National ambitions.
- 3.7 It will help identify and provide sustainable, affordable, and accessible transport for all members of society across West Dunbartonshire.
- 3.8 The strategy explores the local challenges and gaps in active travel connectivity at a local level and aims to identify appropriate changes and upgrades to access, understanding and safety to ensure that active travel can become a mode of choice for everyone.
- 3.9 The potential future improvements are broken down into four categories: Routes, Associated Infrastructure, Policy, and Behaviour Change. Targeting all these categories together will provide an active travel network that is affordable and inclusive to all.
- (i) Routes are considered to be any active travel corridors that can help connect areas with the addition of improved infrastructure.
 - (ii) Associated infrastructure are an individual intervention or a range of improvements that will complement and enhance new and existing routes.
 - (iii) Policy measures are the changes to policy that positively impact and promote active travel across West Dunbartonshire.
 - (iv) Behaviour change involves engagement and promotion that will support key stakeholders (businesses, schools, communities, etc.) to travel actively by providing them with the opportunity, knowledge, and skills to do so.

4. Main Issues

- 4.1 West Dunbartonshire generates a large amount of commuter trips to Glasgow City Council, as well as other neighbouring authorities. It is vital to combat these by encouraging both the use of active travel methods and public transport.
- 4.2 Almost 25% of West Dunbartonshire's population say their day-to-day activities are limited by disability or long-term health problems. Active travel has extremely positive benefits for both physical and mental health, and it is vital any new infrastructure or initiatives must be accessible and inclusive to all.
- 4.3 A substantial proportion of the population in West Dunbartonshire are under the age of 16 or over the age of 60. It is crucial key locations for these demographics are accounted for and made accessible via active

transportation modes. The transport system should be futureproofed d encourage these key demographics to partake in active travel.

- 4.4 More than 50% of the population are women, yet very few use active travel methods as a means of transportation. This figure reflects national trends. All future enhancements should ensure all users feel safe to travel.
- 4.5 Fewer households in West Dunbartonshire own private vehicles than the national average. Active travel can help these households have a cheaper alternative and good connectivity and accessibility to the necessary facilities and services.
- 4.6 Dumbarton and Clydebank town centres experience the most commuter trips in the authority. Therefore, there are opportunities for modal shift to active travel to stop people being car dependent for small, local journeys.
- 4.7 West Dunbartonshire has good cycling access thanks to the National Cycle Network Route 7 (NCN7). This runs all the way from Clydebank up to Balloch. It is imperative that West Dunbartonshire builds from this to continue creating a well-connected cycle network in all areas across the local authority.
- 4.8 Through the public engagement events the community councils requested a focus on active travel in future planning policy, including local place plans. Additionally, members of the community highlighted areas they felt inaccessible via active travel methods:
 - (i) Old Military Road to Gartocharn.
 - (ii) A813 to Bonhill via Lomondgate Roundabout.
- 4.9 At the briefing workshops it was evident there is a need to link active travel in with the idea of '20 Minute Neighbourhoods'. It is also crucial to focus on the well-being aspect.
- 4.10 Loch Lomond offers a plethora of recreational activities, and it would be beneficial to tap into this and encourage active tourism. This would involve improved public transport and active travel integration and accessible to this area of West Dunbartonshire to further encourage visitors to travel more sustainably.
- 4.11 Through the public survey it was apparent that cycling was the least accessible mode of transport within West Dunbartonshire.

4.12 Survey respondents were also asked to identify the main barriers they felt when walking and wheeling in West Dunbartonshire:

- (i) Aggressive driver behaviour prohibits individuals travelling actively.
- (ii) Lack of continuous footway or path throughout the local authority.
- (iii) Poor condition of footways.
- (iv) Feeling unsafe while walking, with inadequate lighting a key factor in this.
- (v) Cars parked on pavements are a major obstacle.

4.13 Survey Respondents were also asked to identify the main barriers they encountered while cycling in West Dunbartonshire:

- (i) The majority who answered did not own or have access to a bicycle.
- (ii) A lack of continuous cycle routes often prevents them from travelling on bike.
- (iii) A lack of segregated cycle lanes.
- (iv) Traffic safety concerns and poor road conditions.

4.14 From this survey, respondents were asked what infrastructure and travel behaviour initiatives they would like to see developed and enhanced across West Dunbartonshire. The following list shows the results:

- (i) Path Maintenance.
- (ii) Public Art.
- (iii) Rest Spaces.
- (iv) Continuous Cycle Network.
- (v) Modal Segregation.
- (vi) Improved Connections.
- (vii) Route Information.
- (viii) Cycle Hire.
- (ix) Better Public Transport Services.
- (x) Organised Rides.
- (xi) Improved Lighting and Safety.
- (xii) Cycle Repair Access.
- (xiii) Increased Cycle Parking.
- (xiv) Social Walking and Cycling Groups.

4.15 From all the feedback received from a wide range of stakeholders across West Dunbartonshire, the following challenges and opportunities arose:

- (i) There is a real need to improve the inclusivity of active travel across the local authority, to ensure all members of society have equal and suitable access to all modes of transportation.
- (ii) Many individuals across West Dunbartonshire do not own or have

any access to a bicycle.

- (iii) Community involvement is at the heart of successful future active travel projects and initiatives. It is imperative that the community involvement is embedded in future work and coincides with the local plans and policies that are being implemented across West Dunbartonshire.
- (iv) Existing infrastructure (where it exists) is good. The focus must be on maintaining, improving, and expanding on this. Furthermore, there is a desire for improved connectivity between local and regional networks.
- (v) The use of active travel methods can be hindered because of safety concerns. This limits where, who and when people are willing to travel.
- (vi) As Loch Lomond and The Trossachs National Park is a hotspot for tourism, there is a real opportunity to encourage and develop sustainable tourism in this area.
- (vii) All active travel modes need to be developed to coincide and collaborate with each other. These networks will only succeed if there is an inter-connectivity between modes – including public transport.

4.16 The key strategic objectives of the proposed Active Travel Strategy are:

Strategic Objective	Brief Description
Education	Raise awareness of the benefits of active travel and promote opportunities to get involved and reduce conflict between users.
Inclusivity	Ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly.
Climate Impact	Encouraging active travel to be the preferred mode for short journeys.
Safety	Improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups.
Health	Promote active travel for individual health gains, including mental wellbeing.
Connectivity	Connect key land uses and destinations via a coherent active travel network, taking advantage of public transport connections as well as blue-green infrastructure improvements.

These objectives were developed to address the ambitions for active travel in the region, ensuring that the strategy is responsive to the needs and aspirations of the local population.

- 4.17 Monitoring and evaluation is a key component of the Active Travel Strategy as it is vital to measure the uptake of active travel, assess the impact of interventions, and ensure continuous improvement.
- 4.18 The adoption of an Active Travel Strategy is essential for promoting healthier, more sustainable, and safer transportation in West Dunbartonshire. It aligns with the Council's broader goals of reducing emissions, improving public health, and creating vibrant, connected communities. The strategy provides a framework for the long-term development of active travel infrastructure and initiatives.

5. People Implications

- 5.1 There are no people implications associated with this proposal.

6. Financial and Procurement Implications

- 6.1 The financial or procurement implications will be assessed in advance of the delivery of individual projects.
- 6.2 The report will aid the application for future active travel funding grants as it illustrates a clear proposal for future development and enhancement. Grant funding opportunities from national and regional programs will be explored to help support the implementation of the strategy.

7. Risk Analysis

- 7.1 There are no risks involved within the Active Travel Strategy. Risk analysis will be undertaken in advance of the delivery of individual projects.

8. Equalities Impact Assessment (EIA)

- 8.1 There will be positive impacts for various protected groups and across human rights and health and social/economic areas as detailed in the Equality Impact Assessment. The Strategy has taken an approach to decarbonise travel emissions and implement active travel alternatives through applying principles of the Sustainable Development Goals (SDGs) and the Just Transition. Furthermore, we want to take this forward in a way that, active and sustainable travel alternatives are fairer and more equal, considering alienated minorities and notably those in poverty - so it can empower women and those with disabilities, etc. to make Sustainable travel choices and improve the local economy.

9. Consultation

- 9.1 Extensive consultation has been undertaken, both online and in-person, with all key and relevant stakeholders. This included council staff, local residents, businesses, community groups, neighbouring local authorities, and any other relevant organisations.
- 9.2 Feedback illustrates a strong support for the strategy, with many keen to see the future development and enhancement of active travel across West Dunbartonshire.

10. Strategic Assessment

- 10.1 The Strategy sets out proposals and actions to support the successful delivery of the strategic priorities and objectives of the Council:

Our residents' health and wellbeing remains a priority; and
Our neighbourhoods are sustainable and attractive.

Chief Officer:	Gail Macfarlane
Service Area:	Roads and Neighbourhood
Date:	16 October 2024

Person to Contact: Zachary Ferguson, Active Travel Officer
Zachary.ferguson@west-dunbarton.gov.uk

Appendices: Appendix 1: West Dunbartonshire Active Travel Strategy
Appendix 2 EIA (To follow)

Wards Affected: All



Active Travel Strategy

West Dunbartonshire Council



Document Produced by



On Behalf of



Foreword

I am delighted to introduce West Dunbartonshire Council's Active Travel Strategy.

The strategy recognises the crucial role that active travel can play in mitigating climate change and empowering people to make journeys in a more sustainable and affordable way.

We know that car ownership in West Dunbartonshire is at a lower rate than the national average, providing a real opportunity for change in our area.

In developing the active travel strategy, we have spoken to residents and stakeholders and carried out in-depth research into the journeys currently made.

We want to encourage residents to swap short car journeys for active travel and it is part of the Council's role to ensure options are available to make walking, wheeling or cycling easier and more attractive.

This active travel strategy aims to identify gaps in connectivity at a local level and proposes appropriate changes and upgrades to improve access, understanding and safety, allowing for active travel to become a mode of choice.

It is aimed to make transport modes accessible for all, regardless of income, mobility and location; reduce transport emissions

and congestion to improve air quality; and unlock healthy lifestyles through active living. It also aims to improve the quality of public transport and integrate different modes of public transport, ensuring future resilience by improving connectivity across the region.

This vision forms the basis of this strategy, ensuring a coherent, effective, and informed approach aimed at helping West Dunbartonshire become an area which embraces active travel for the benefit of everyone.




Councillor David McBride
**Convener of Infrastructure,
Regeneration and Economic
Development**

Contents

Introducing the Strategy	1
Part of a National, and Regional Vision..	6
West Dunbartonshire at a Glance	11
Our Travel Needs	16
Actions and Outcomes	24
Reference List	39



A scenic view of a bridge over a river at sunset. The bridge has a large, arched metal structure. The sun is low on the horizon, creating a warm glow. In the foreground, there is a blue directional sign on a green pole. The sign points left and lists distances to Renton (1 1/4 miles), Dumbarton (4 miles), and Glasgow (20 miles). It also features icons for a bicycle, a bus, and a pedestrian. The background shows a river and some trees.

Introducing the Strategy

Why does West Dunbartonshire need an active travel strategy? In this section we provide necessary definitions and answer this question to understand why the strategy is being developed and what our vision is for active travel.

Defining Active Travel

What is active travel?

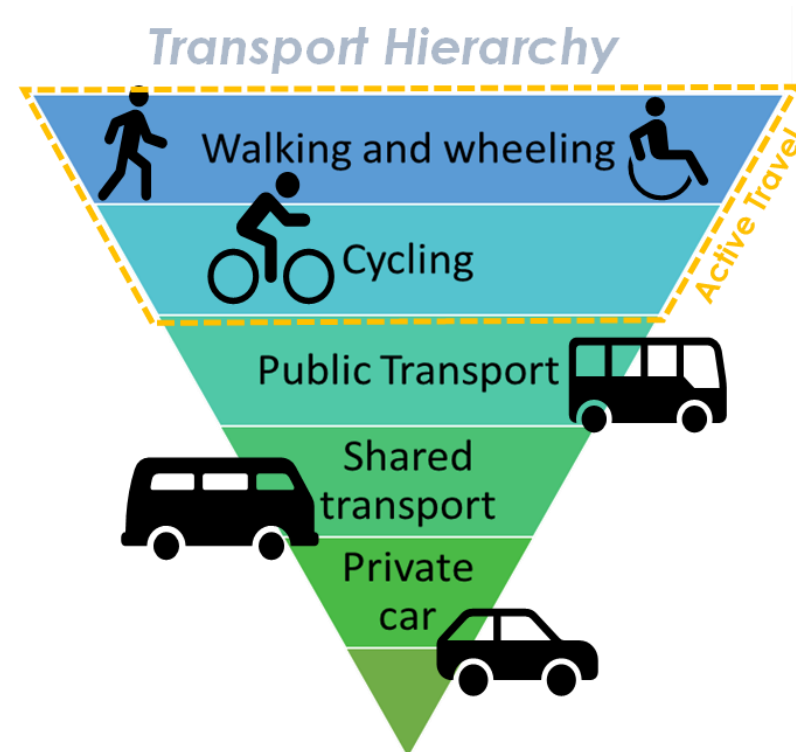
According to Transport Scotland¹ “Active Travel refers to journeys made by modes of transport that are fully or partially people-powered, irrespective of the purpose of the journey. It includes walking, people using wheelchairs, cycling (including e-bikes) to name a few. Active travel modes are at the top of the transport hierarchy and should be prioritised accordingly, with walking and wheeling considered first, followed by cycling, then the remainder of the modes, as per the Transport Hierarchy diagram.”

The transport hierarchy¹ is a framework used to prioritise different modes of transport based on their sustainability, accessibility, and overall benefit to public health and the environment. In Scotland the National Transport Policy has declared that this hierarchy will be embedded in all policies and will be used as a tool to address national priorities.

Why an active travel Strategy?

The West Dunbartonshire Active Travel Strategy outlines our vision and plan for promoting walking, wheeling, and cycling within our community in alignment with Scotland's national ambitions. At the heart of this strategy lies an understanding of both national priorities and local needs. Scotland's push towards active travel is driven by the recognition of its crucial role in mitigating climate change, encouraging greener transport, and providing sustainable, affordable and accessible transport for all members of society. As part of this broader context, West Dunbartonshire Council recognises the importance of active travel and its potential in addressing local challenges and unlocking wider benefits. By increasing our focus on active travel, we aim to enhance the health and well-being of our residents, improve air quality, reduce congestion, and contribute to the economic vitality of communities.

An active travel strategy identifies gaps in active travel connectivity at a local level and proposes appropriate changes and upgrades to improve access, understanding, and safety, allowing for active travel to become a mode of choice. This strategic approach enables us to identify vital local needs to increase walking, wheeling, and cycling throughout our region.



Benefits of Active Travel

Improved active travel can have numerous positive impacts on our communities and is associated with a number of benefits including:

Promotion of **physical health** to improve cardiovascular health, strengthen muscles, and maintain a healthy weight².



Transport Scotland² states that “integrating active travel into a commute is a sustainable way of engaging in exercise, which is important as maintaining consistent levels of physical activity is crucial to accruing the associated health benefits”.



Active travel contributes to **mental well-being** by reducing stress levels and improving mood with users being more satisfied with this form of transport than any other².

It fosters **community** engagement and interaction, as people share experiences and connect during their journeys³.



Active travel can be more **cost effective**. According to Sustrans¹ “the amount saved for each mile walked or wheeled instead of driven ranges from **19p** in Dunfermline, to **72p** in Glasgow”⁴.



Active travel reduces carbon emissions⁵ and pollution, helping to mitigate climate change and create more **sustainable** urban environments.



Inclusion of **step-free access** and improved walkways can greatly improve the experience for all users and make transport more accessible to everyone⁶.



Walking, wheeling, and cycling are associated with many benefits including physical, mental, social, and environmental dimensions. Active travel is a holistic approach to transportation that benefits individuals, communities, and the planet alike.

Strategy Overview

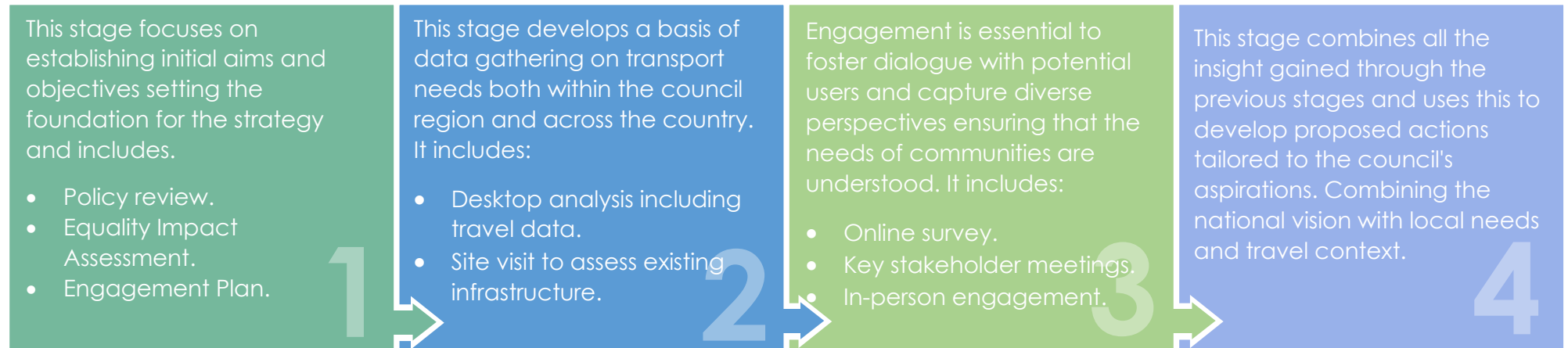
Strategy Overview

Guidance published by Transport Scotland¹ has been followed to ensure a consistent approach to strategy development. The process followed to develop these actions and prepare this strategy are shown below:

Baseline	Data Gathering	Engagement	Action List Development
<p>Part of a National and Regional Vision:</p> <p>A summary of relevant policy from a national, regional, and local level providing the strategic context in which this strategy will sit.</p>	<p>West Dunbartonshire at a Glance:</p> <p>Provides insight into the existing geographic, transport and active travel context based primarily on desk top study and census data.</p>	<p>Our Travel Needs:</p> <p>Focuses on the travel needs and desires of the community through assessment of all engagement activities and through a cycle network plan.</p>	<p>Actions and Outcomes:</p> <p>This discusses the development of the proposed action list and outlines all actions to be taken forward including routes, associated infrastructure, policy, and behaviour change.</p>

Strategy Development

Following this introduction, the strategy is broken into four sections, each linked to one of the above steps in the process.



Strategic Vision

After reviewing national, regional, and local policy, we have developed our own strategic active travel vision for the region:

Our vision is to create a future West Dunbartonshire where walking, wheeling, and cycling are the preferred modes of everyday journeys, fostering a more sustainable, healthy, vibrant, and inclusive community.

This vision will form the basis of this strategy, ensuring a coherent, effective, and informed approach aimed at helping West Dunbartonshire become an area which embraces active travel and equally benefits from its positive attributes.



A photograph of a bridge at sunset. The sun is low on the horizon, creating a warm glow. A road sign in the foreground indicates directions to Renton, Dumbarton, and Glasgow. The sign also features icons for a bicycle and a pedestrian. The bridge has a large, arched metal structure. The foreground shows a path and some vegetation.

Part of a National, and Regional Vision

This strategy does not stand on its own but forms links with our wider ambitions within the council, as well as the regional and national vision. This section draws out some of the key links with existing policies across all levels of governance.

Policy Context

Through an examination of national, regional, and local policies we have ensured that this strategy aligns with our existing ambitions for both West Dunbartonshire and the broader context. By thoroughly assessing existing policies at various levels of governance, we aim to ensure that our strategy harmonises with the overarching priorities of our community. This comprehensive review allows us to identify themes, address potential conflicts, and leverage opportunities for strategic collaboration. Through this process, we aim to create a consistent and integrated approach to active travel that reflects the unique needs and aspirations of our region while contributing to broader sustainable development objectives.

Several policies at each level impact active travel, key themes of the analysis conducted are discussed below however summaries of each policy reviewed are outlined in Appendix A.

Across the policy documents reviewed there were common themes which emerged:

- **Climate Change and Carbon Emissions**
- **Safety**
- **Economic Growth**
- **Health and Well-being**
- **Inclusivity and Equality**



National Policy

At a national level, a growing concern is climate change leading to commitments to reducing greenhouse gas emissions with the Scottish Government pledging to reach net zero by 2045. Climate change is now a consideration in most strategies along with well-being and economic growth. The **National Planning Framework 4 (NPF4)**⁷ has three policy themes which reference climate needs including: *sustainable places, liveable places, and productive places* with the intent “*to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.*”

In terms of transport, a key document is the **National Transport Strategy (NTS2)**⁸ which has four main priorities. Any initiatives put in place to address these should be informed by the Sustainable Travel Hierarchy:



Walking, wheeling, and cycling form the top tiers of the transport hierarchy which has been recognised by governance at all levels. **Scotland's Active Travel Framework (SATF)**⁹ vision for 2030 is that “*Scotland's communities are shaped around people and place, enabling walking and cycling to be the most popular modes of travel for short, everyday journeys*”. Active travel is also referred to as walking, wheeling, and cycling which emphasises the need for equity in active travel provision. **Going Further**¹⁰ (the national accessible travel framework) emphasises disabled people should be considered at the start of transport solutions rather than as an afterthought. This is echoed in the SATF's outcomes outlined to the right.

List of relevant National Policies:

- National Planning Framework 4 (2023)
- National Transport Strategy 2 (2020)
- Active Travel Framework Scotland (2019)
- Going Further: Scotland's Accessible Travel Framework (2016)
- Cycling Framework and Delivery Plan for Active Travel in Scotland, 2022-2030
- Let's get Scotland Walking - The National Walking Strategy (2014)
- Scotland's Road Safety Framework to 2030 (2021)
- Climate Change Plan 2018-2032
- Climate Ready Scotland: climate change adaptation programme 2019-2024
- Public Health Priorities for Scotland (2018)
- Cleaner Air for Scotland 2 (2021)

Scotland's Active Travel Framework Outcomes

- Increase the **number of people** choosing active travel.
- High quality active travel **infrastructure** for all.
- Active travel is **safer** for all.
- Active travel is **available** for all.
- Active travel **delivery promoted and supported** by range of partners.

Regional Policy

West Dunbartonshire forms part of a greater region made up of nearby authorities including neighbouring councils, Glasgow City and the Loch Lomond & The Trossachs National Park. An essential document outlining the transport ambitions of the area is the **Regional Transport Strategy (RTS)**¹¹ published by Strathclyde Partnership for Transport (SPT). This highlights the transport needs for the region and outlines five key issues, noted below.

- Provide **access to all** through the various transport modes.
- Reduce **transport emissions**.
- Unlock healthy lifestyles through **active living**.
- Improve **public transport** quality and modal integration.
- Ensure future resilience by improving **regional connectivity**.

Active travel can contribute to each one of these and the RTS highlights this by having a policy dedicated to *Enabling Walking, Wheeling, and Cycling*.

This is further emphasised in the **Clydeplan development plan**¹² which vision includes low carbon, connectivity, and health and well-being, among others. This strategy also lists several locations that should be a focus for development in the area.

West Dunbartonshire has six neighbouring authorities. Some of these already have their own active travel strategies such as Glasgow or East Dunbartonshire but even those that don't reference the need for walking, wheeling, and cycling in local development plans or their websites. Each has been reviewed with a focus on existing and future routes connecting them with West Dunbartonshire.

List of relevant Regional Policies:

- *Strathclyde Partnership for Transport Regional Transport Strategy (2023-2038)*
- *Clydeplan Strategic Development Plan (2017)*
- *Live Park: Loch Lomond & the Trossachs National Park – Local Development Plan (2017)*
- *Glasgow's Active Travel Strategy 2022-2031*
- *Argyll and Bute Local Development Plan 2 (2024)*
- *Renfrewshire Local Transport Strategy (2017)*
- *East Dunbartonshire Active Travel Strategy 2023-2030*

Active Travel in Neighbouring Authorities

- Loch Lomond & The Trossachs National Park contains the West Loch Lomond Cycle path which starts in West Dunbartonshire connecting Balloch to Tarbet¹³.
- Glasgow City Council and West Dunbartonshire are already linked through NCN 7 and NCN 745 and there is an on-road cycle lane on Great Western Road up to the council border¹⁴.
- Part of Argyll and Bute Council's future plan includes the development of the Helensburgh to Cardross / West Dunbartonshire cycleway¹⁵.
- The Renfrewshire Council active travel strategy includes the action to link areas like Linwood to the Erskine Bridge across the River Clyde¹⁶.
- In Stirling the NCN 7 already connects Balloch to Drymen¹⁷.

Local Policy

Within our own region, we have **the Local Development Plan 2 (LDP2)¹⁸** which sets out our spatial plans for the area. The LDP2 has an underlying theme of Climate Change for all goals and initiatives, with specific emphasis on the reduction of carbon emissions and taking a green infrastructure first approach. Our **Climate Change Strategy¹⁹** includes sustainable travel as a key programme to inspire change and lists "*Improving Infrastructure for walking, cycling and remote working*" as a key investment priority.

Within the LDP2 there is a spatial strategy which is divided into two focus areas: key development and regeneration areas (termed Delivering Our Places), and key assets. The role that transport, and specifically active travel, can play relating to both is in improving connectivity specifically focusing on:

Town Centres

- Aimed at creating vibrant and liveable spaces of which a modal shift contributes to car free areas in the city.
- Likewise, active travel should form part of the links creating a 'network of strategic town centres'.

Business and Industry

- Active travel routes should focus on linking the population with the economic areas.
- The economy is a key priority that should aim to address inequalities.

Greenspace

- West Dunbartonshire has a large rural area with multiple green assets with specific goals to promote health, recreation, and well-being.
- This has been emphasised in '**Our Green Network Supplementary Guidelines**' which state the need for active travel links and provide specific guidance for such initiatives.

These are also further related to the council's vision for the area as specified in the **Strategic Plan 2022-2027²⁰**. The strategic priorities include improving:

- **Our Communities:** Supporting resilient and thriving communities
- **Our Environment:** Working towards a greener future
- **Our Economy:** Creating a strong and flourishing economy

List of relevant Local Policies:

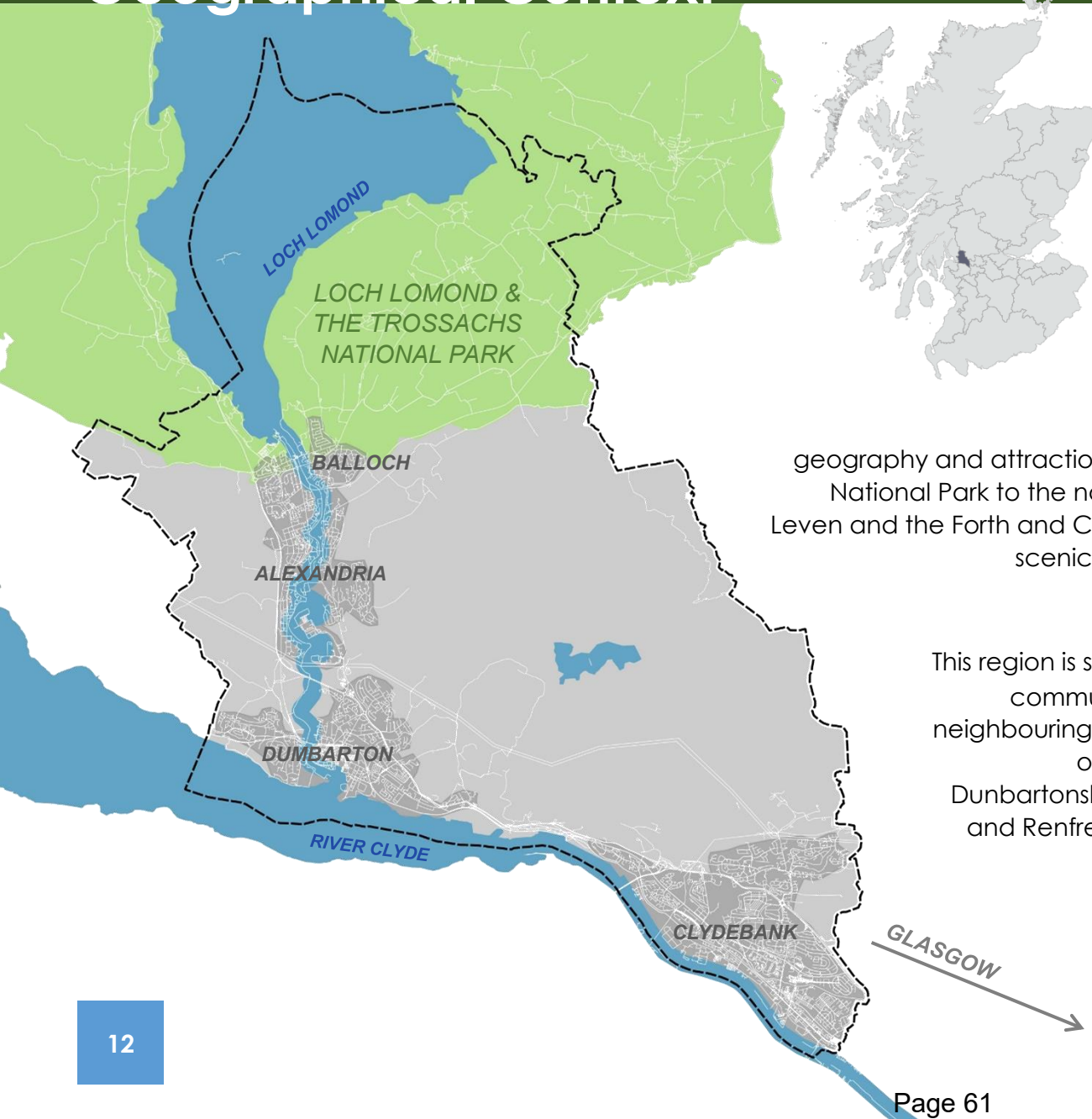
- Local Development Plan 2 (2020)
- Climate Change Strategy (2021)
- Strategic Plan 2022-2027
- Road Safety Plan (2011)
- Our Green Network Supplementary Guidelines (2015)



West Dunbartonshire at a Glance

This section provides insight into our region focusing on data collected from the national census, land use and travel related data, as well as detailing the current active travel infrastructure in place.

Geographical Context



Key Settlements

West Dunbartonshire is a region characterised by a blend of urban and rural landscapes. The main towns within the area are **Clydebank, Dumbarton, Alexandria, and Balloch**, each located on the southern and western edges of the council area, limited by topography.

Landscape and Leisure

The central area of the region is dominated by **hills and lochs** limiting development but simultaneously providing an area of natural attraction. Along with the hilly landscape, **water** is a significant feature of the region's geography and attractions. The area is bordered by Loch Lomond and the Trossachs National Park to the north, and the River Clyde to the south. Additionally, the River Leven and the Forth and Clyde Canal traverse the central urban areas, enhancing the scenic beauty and providing numerous recreational opportunities.

Our Neighbours

This region is strategically situated adjacent to **Glasgow city**, generating commuter trips to outside of the authority boundary. In addition to neighbouring Glasgow City Council, West Dunbartonshire borders several other councils, including Stirling Council to the northeast, East Dunbartonshire Council to the east, Argyll and Bute Council to the west, and Renfrewshire Council to the south, across the River Clyde, with the Erskine Bridge serving as a vital crossing point.

Existing Active Travel Infrastructure

West Dunbartonshire already has existing active travel routes. Key pieces of infrastructure are highlighted below. These are complemented by some localised provision of shared use paths and cycle lanes.

Loch Lomond Walking paths

The national park functions under its own authority and has its own path network dedicated predominantly to leisure.

Core Paths

We already have an established network of core paths as specified in our Core Paths Plan ²¹. The plan outlines a system of local paths aimed at “giving the public reasonable access throughout their area”²²

NCN Route 7

The NCN 7 runs through most of the region and a large part of the route runs parallel to a water course.

Bowline

This section of the NCN 7 was upgraded and reopened in September 2021 and acts as a case study for the region.

NCN Route 745

A limited section of the NCN 745 runs in the southeast of West Dunbartonshire

Transport Context

This strategy seeks to provide the most appropriate solutions for West Dunbartonshire. To help achieve this, it is essential to understand the current context with which our community lives. An extensive desktop study focusing on census²³ data and supporting sites such as DataShine²⁴ or Crashmap²⁵ provides insight into the region.

People of West Dunbartonshire:

23% of the population say their day-to-day activities are limited by **long term health problem or disability**.

Cycling can have additional benefits for disabled people related to both their physical and mental health but *“many disabled people don't get to enjoy the amazing benefits of cycling because of barriers that are put in their way; be they physical, attitudinal or otherwise.”*²⁶. Any new or upgraded active travel infrastructure or initiatives should be completed in accordance with relevant inclusivity guidance to ensure they are accessible to all.

17.6% of the population is **under the age of 16**.

According to Transport Scotland ²⁷ *“children and young families are disproportionately affected by unsafe or inaccessible street design when compared with other groups”*.

Destinations associated with young people such as schools should be accounted for.

22% of the population is **over the age of 60**.

Scotland's population is ageing meaning an increasing percentage of the population will be over 65 ²⁸. To ensure West

Dunbartonshire is futureproofing its transport system active travel should include *“encouraging older people to engage in active travel such as cycling or walking could have health benefits and reduce isolation”*²⁹.

Women make up 52% of the population and yet only **13% cycle** to work.

Despite making up more than half the population women are significantly less likely to cycle than men and this reflects national trends ³⁰. In their study on Travelling in a Woman's Shoes ³¹ Arup found that *“while women view cycling as good for health, this is negated by the perception that it is the least safe way to travel”*.

Active travel should go beyond physical infrastructure to ensure users feel safe to travel.

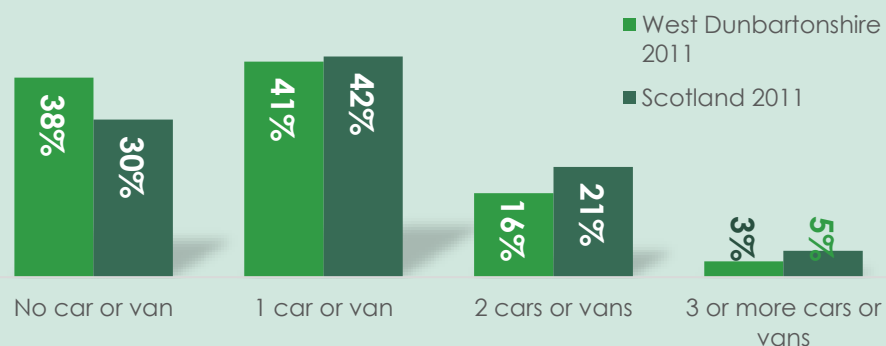
How are people travelling?

A third of **traffic safety** incidents involve pedestrians, while approximately 10% involve cyclists ²⁵.

Casualty Hotspots

Most casualties involving cyclists or pedestrians occur on main roads such as the **A811** in Alexandria or **Glasgow Road** in Dumbarton. Clydebank has the most incidents but has as many on **residential streets** as on the town's main roads.

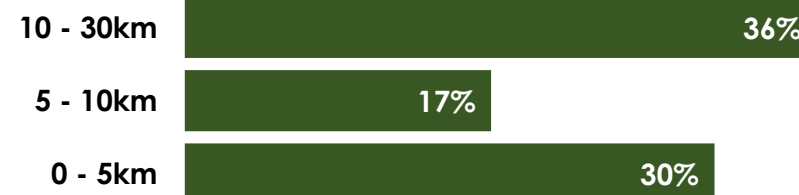
Fewer households in West Dunbartonshire **own private vehicles** than the national average, showing an existing user base for alternative more sustainable travel modes.



Commuter trips are vehicle focused with **64% of work trips made by car** and only 20% and 8% by public transport and active travel respectively.

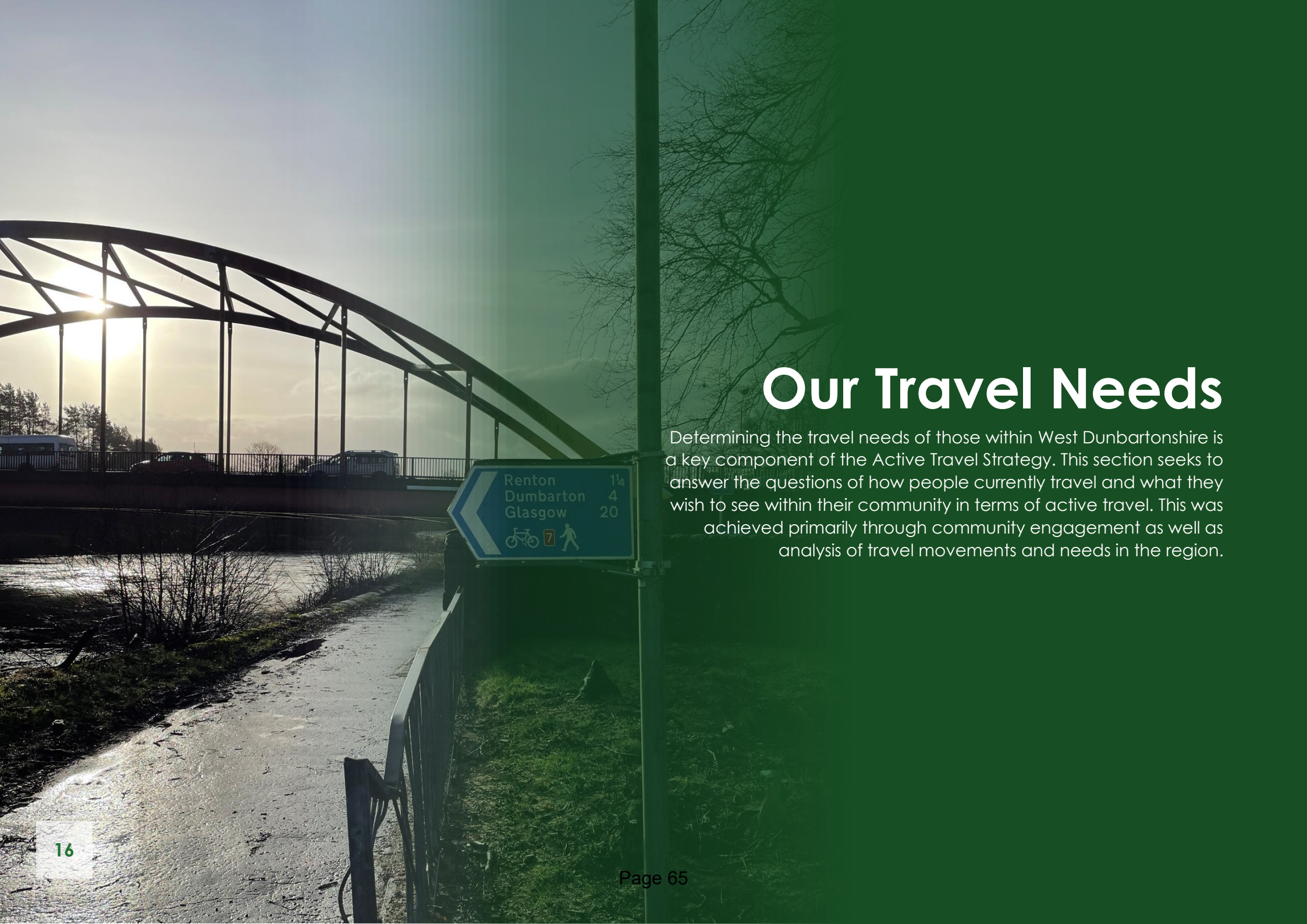
On the contrary, education-based trips are completed on public transport for 30% and **32% by foot** and only 26% by private vehicle.

West Dunbartonshire distances travelled by car to school and work:



Most short distance commuter trips are within West Dunbartonshire and head towards the centres of **Dumbarton and Clydebank**. The shorter distances are prime opportunities for modal shift to active travel.

Longer trips out of the region are towards **Helensburgh** and **Glasgow**²⁴. The longer trips could imply a need for greater public transport integration.



Our Travel Needs

Determining the travel needs of those within West Dunbartonshire is a key component of the Active Travel Strategy. This section seeks to answer the questions of how people currently travel and what they wish to see within their community in terms of active travel. This was achieved primarily through community engagement as well as analysis of travel movements and needs in the region.

Engaging with community and stakeholders

Effective engagement is central to our desire to deliver an active travel strategy that reflects the unique needs and aspirations of communities across West Dunbartonshire. The development of this strategy was supported by a Stakeholder Engagement Programme that enabled a two-way process of dialogue between the council and those engaged with to:

- Identify Active Travel and Behaviour Change issues and opportunities based on the local area and its users.
- Share and understand the desires for future connections across West Dunbartonshire.
- Provide an opportunity to build collaborative and long-term working relationships.
- Provide a platform to obtain accurate and up to date information and inform outcomes.

The overall desire of the engagement programme was to reach as many people as possible and to capture the views of those living, working, and visiting West Dunbartonshire.

In line with the principles of the Engaging Communities Toolkit³² for West Dunbartonshire, the Stakeholder Engagement Programme was carried out using a variety of communication tools and techniques. These included virtual meetings, online surveys, and in-person events. In this strategy we discuss key insights from the engagement process, however a full report is available in Appendix B.



Briefing workshops consisting of **virtual one-on-one** meetings with local, regional, and national stakeholders. Providing an opportunity to build collaborative working relationships aimed at improving active travel in the region.



Promotional posters designed to help maximise our reach were communicated through various channels such as social media, email, local newspapers, and provided in hard copy at engagement events.



Four **in-person** drop in events were held in March 2024 occurring at local centres in Clydebank, Alexandria, Balloch, and Dumbarton.



A six-week **public survey** was held online. QR codes and links were shared on posters and at all engagement events and resulted in 122 responses.



Direct engagement with Councillors, education providers and Community Councils provided a variety of perspectives and a broader knowledge base of West Dunbartonshire and its ambition for active travel.

What you had to say

Public Engagement Events

Community Councils were well represented at these events and emphasised the active travel focus expected within upcoming local place plans which they are developing.

The events highlighted specific areas which are not accessible to active travel users including the **Old Military Road** to Gartocharn, the **A813** to Bonhill, as well as **Kilbowie Roundabout**. It was further emphasised that the NCN provides useful routes, however lighting and crossing facilities could be improved.

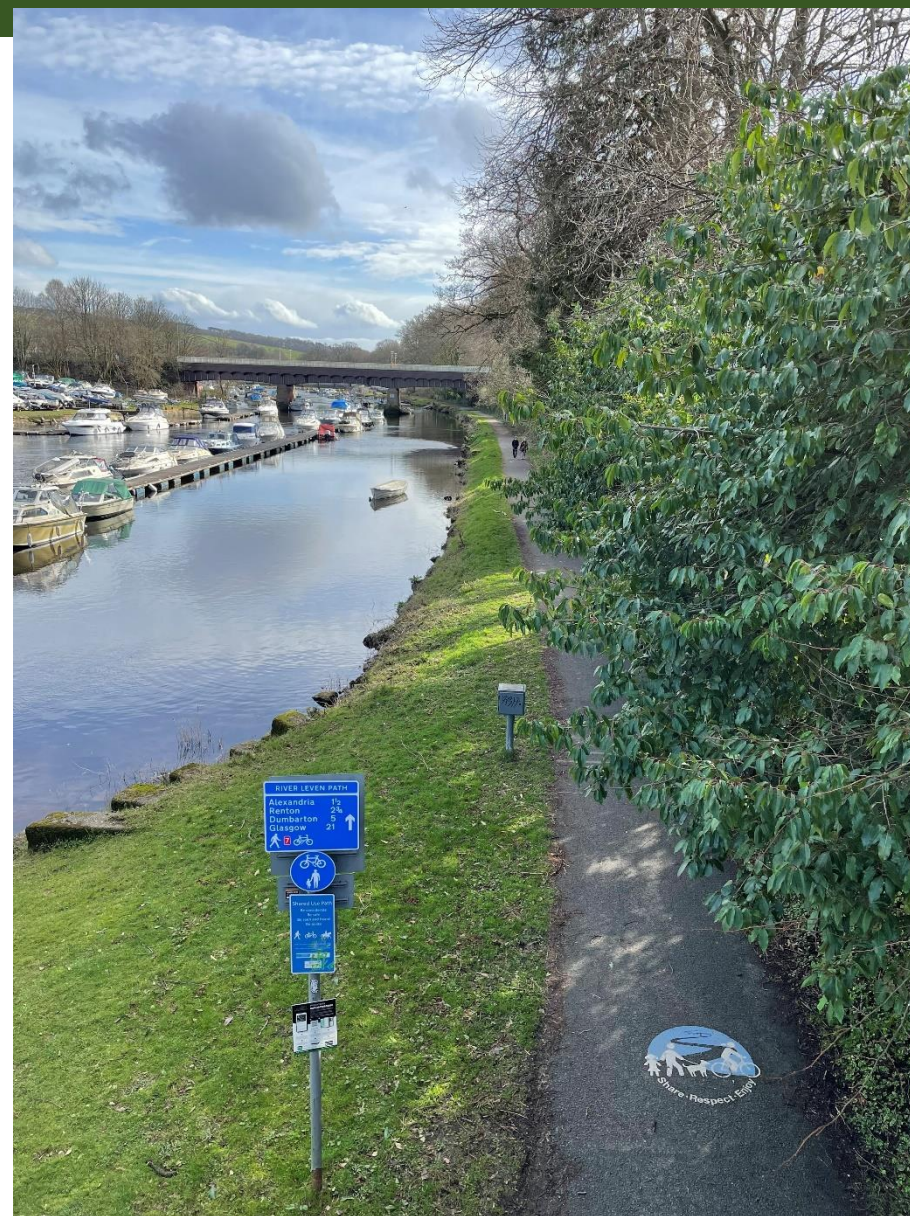
Briefing Workshops

These workshops highlighted the need to link the strategy with **local place plans** and the 20-minute neighbourhood programme. It was mentioned that a focus on **well-being** should be considered.

It was noted that people engage with leisure based active travel within the Loch Lomond and the Trossachs National Park but will travel a long distance by car to get there. Improved public transport and active travel integration may help people visiting to travel sustainably.

Public Survey

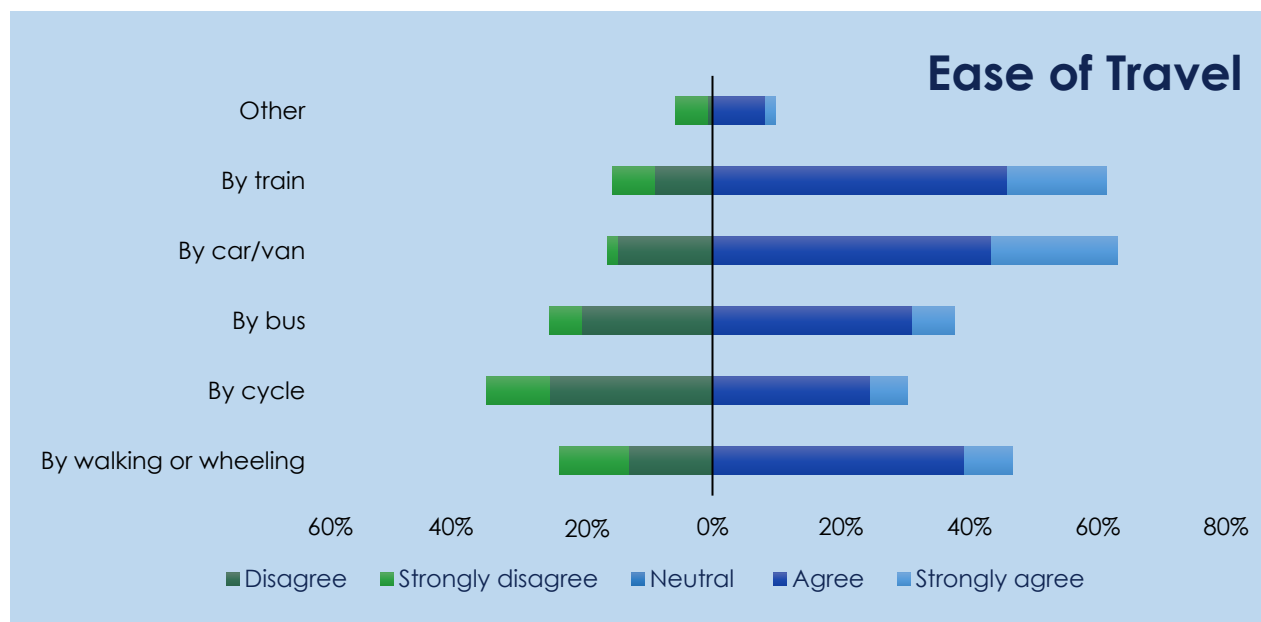
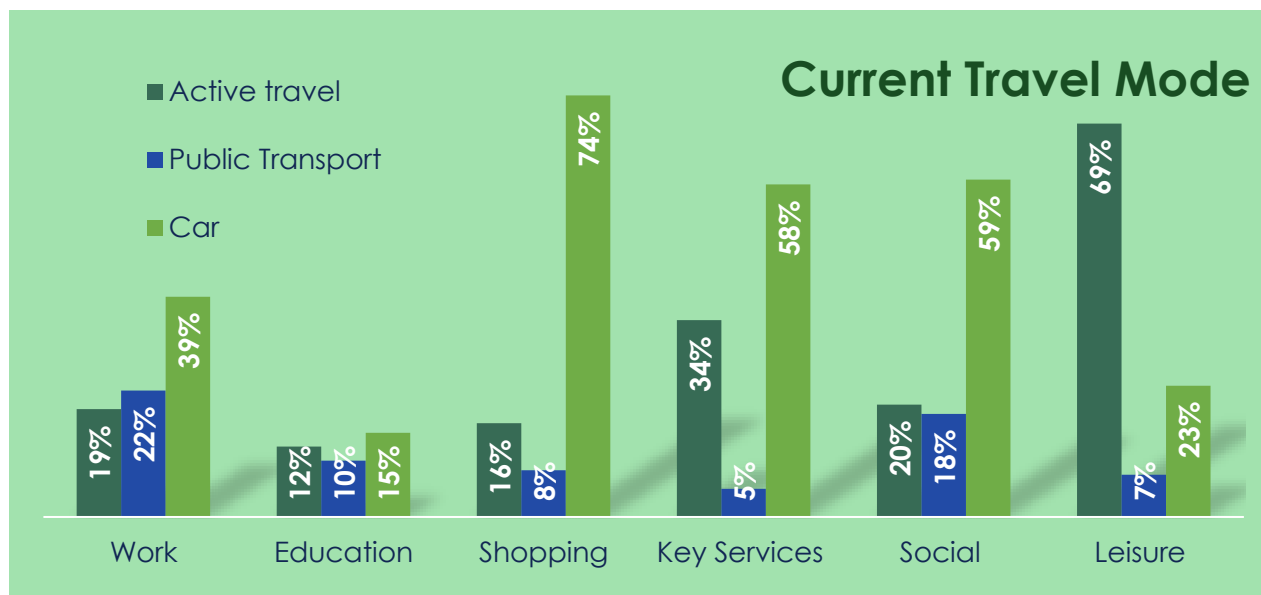
The online survey went live in February 2024 which was publicly available for six weeks. The survey focused on three key areas: Current Travel Habits, Existing Travel Barriers, and Future Travel Aspirations. The questions aimed to gain insight to how those within the area currently travel, what they view as barriers to active travel, and what they'd like to see in the future. The key findings from the questions in the survey are summarised below.



What are the main methods of travel in West Dunbartonshire?

There is a clear tendency within West Dunbartonshire for private vehicles to be the mode of choice to most destinations particularly when travelling to the shops, key services, or social activities; with over 50% of respondents traveling by car to these locations. One destination which is distinctly different is travel to leisure activities where 69% of survey respondents travel by walking, wheeling, or cycling. This emphasises the key role that leisure activities play in the region and that existing active travel infrastructure focuses on leisure provision rather than everyday journeys.

The community were given the opportunity to rate the ease at which they can use different modes of transport. Private vehicles were most highly rated with 63% of respondents agreeing it is easy (followed by train). Most modes were rated as easy to use more than not, with 47% in agreement regarding walking. The only mode which didn't have a high agreement score was cycling, with 35% of respondents disagreeing and only 30% agreeing, making it the least accessible mode in our region.



What are our current barriers to active travel in West Dunbartonshire?

When asked to identify barriers that users currently face when using active travel for their everyday journeys, these were the most indicated reasons.

Walking and Wheeling

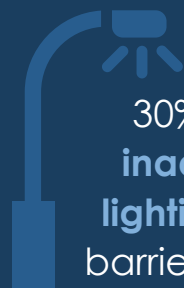
32% of respondents say **aggressive driver behaviour** prevents them traveling actively.

"I have experienced motorists driving through red lights at pedestrian crossings and drivers on mobile phones whilst driving."

Lack of continuous footway or path was noted by 29% of respondents.

The largest concern, from 54% of respondents, is the **condition of footways**.

29% **feel unsafe** while walking and wheeling.



30% quote **inadequate lighting** as the barrier to travel.

23% say **cars parked on the pavement** are biggest obstacle.

"There are far too many cars parked on pavements and at drop kerbs making using a wheelchair impossible without having to go onto the road to get around the obstacles".

Cycling

42% of respondents say **lack of continuous cycle routes** prevents them from travelling this way.

"Main cycle path provides good main artery but roads unsafe to ride on due to volume and driver behaviour".

61% of those who answered **do not own a cycle**.

39% quote **lack of segregated cycle lanes** as their deterrent

"Designated, joined up cycle lanes across Dumbarton would definitely encourage me and others to cycle more across the area."



Traffic safety concerns were raised by 28% of respondents.

Poor road condition was to blame by 45% of respondents.

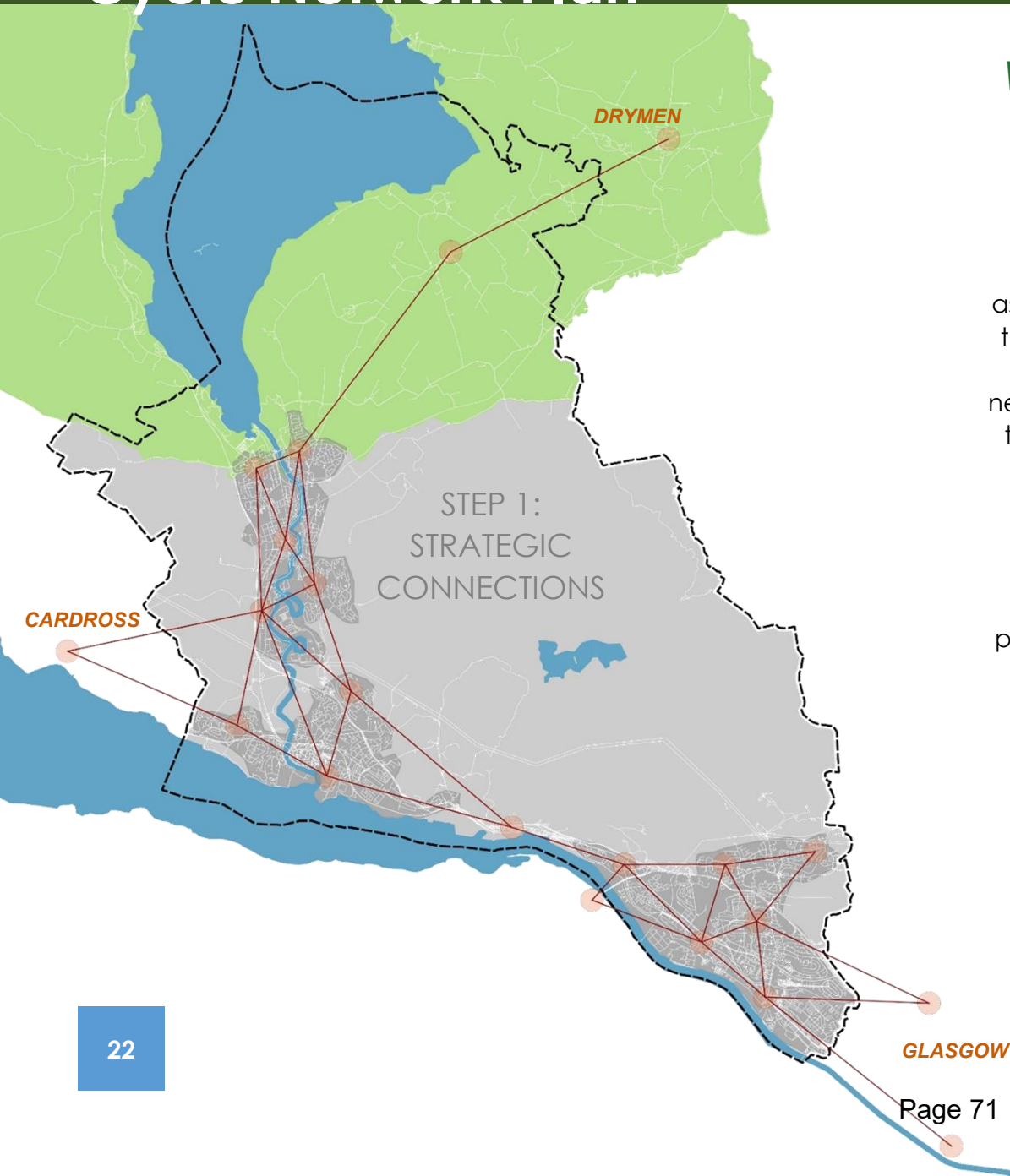
"I have suffered too many punctures and have come off my bike on more than one occasion due to the road conditions".

What infrastructure and travel behaviour initiatives would you want to see?

The survey sought to provide insight into what residents and visitors of West Dunbartonshire want to see from an active travel strategy. A series of possible infrastructure and behaviour change based initiatives were provided and respondents selected those that they felt would be most beneficial for the region. Each of these is listed below with the size of the word indicating its priority. This clearly shows that path maintenance is the most important initiative needed in the area, followed by the provision of improved greenspaces, and rest areas along routes. Improved connectivity and modal segregation were also important to respondents.



Cycle Network Plan



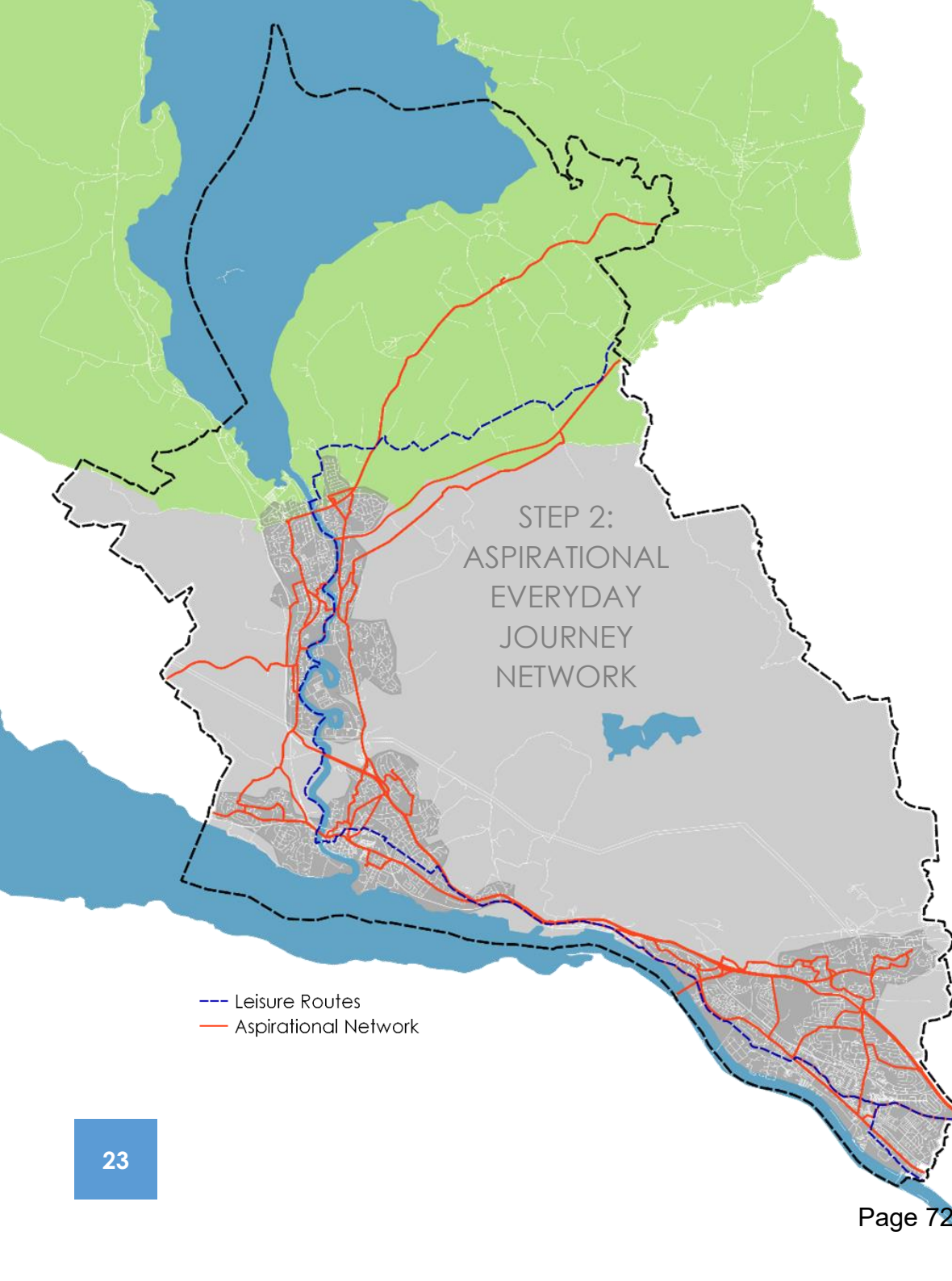
What is a cycle network plan and why do we need one?

The creation of a cycle network plan is an important step in the development of the active travel strategy. Through this process we can identify where people will want to travel to which allows a network to be developed that could be provided in the future. This aspirational everyday journey network connects key locations across the region, and by being continuous and connected, will help more people to make the journeys they want by cycle in the future. This network was used as a starting point to determine routes that can be taken forward for development as part of this active travel strategy.

The full network plan and process is outlined in Appendix C.

An aspiration to connect destinations

The network plan was developed by adopting a decide-and-provide approach, meaning that instead of determining where people currently travel by cycle, an aspirational perspective is taken to determine where people would want to cycle to and from, if a connected and safe route network could be provided.



Connecting residents to key destinations

Initially key locations across the council area were identified including schools, retail areas, industry, hospitals, and cultural points as well as residential areas. These are mapped on page 29 of the appendix. These were clustered into strategic locations indicated by the circles on the Step 1 map. These were then linked by the most direct straight line which provides a strategic overview of where people are likely to want to travel to and from. Following this, the straight-line connections were distributed to the existing road and path network using only the shortest and quickest routes between points resulting in an aspirational everyday journey network shown in orange the Step 2 map. This process focuses on direct travel for everyday journeys; however, leisure routes are also an important component of active travel across West Dunbartonshire and existing routes including the NCN will still form part of the network. The blue lines on the map to the left show the addition of the existing NCN.

Network Planning Tool validation

This aspirational everyday journey network was then validated using Transport Scotland's Network Planning Tool (NPT)³³ which uses census data to assess the likely cycle networks needed across Scotland. The output from the NPT using the 'Go Dutch'* scenario illustrates a similar network.

**'Go Dutch' refers to a scenario used by the NPT which imagines a future where people in Scotland cycle to a similar degree as those in the Netherlands (while accounting for contextual differences)*



Actions and Outcomes

Up until now we have focused on outlining the context and data collection that has informed this strategy, but this section looks to the future. Here we take the information we have collected and use it to aid the development of actions specific to West Dunbartonshire which will form the basis of a future where active travel is a safe and convenient option.

Challenges and Opportunities

There is the opportunity to improve the **inclusivity** of active travel within West Dunbartonshire to ensure it is suitable of all users.



Many members of the community face the challenge of having limited **access to cycles**.



There is the opportunity to actively benefit from local knowledge by ensuring that **community involvement** is embedded in future work.



The upkeep of existing infrastructure can be improved in places, therefore there is an opportunity for prioritised **maintenance standards**.

Use of active travel infrastructure can be hindered by **safety** concerns which limits where, who, and when people are willing to travel.



For many users the quality of active travel infrastructure is a barrier to use with **improved quality** of both the infrastructure and supporting facilities essential to promoting further use.



Active travel infrastructure exists across West Dunbartonshire already, but there is a need for **improved connectivity** between local and regional link



Tourism is an attractor for the region with Loch Lomond and The Trossachs National Park drawing in visitors from within and beyond West Dunbartonshire. This provides an opportunity to encourage **sustainable tourism**.



WDC supports various travel modes including active travel and public transport with the potential to improve inter-connectivity between modes.



Strategic Objectives

Throughout the policy review, engagement, and data analysis several key themes have become clear. These themes provide underlying ambitions from a national perspective and are echoed by the communities within West Dunbartonshire itself.

Informed by this, six key objectives were established which will form the basis of proposed actions suggested in this section of the strategy. The development of these objectives began with an analysis of existing policies in West Dunbartonshire as well as wider policy goals. The engagement process was then crucial in understanding the perspectives and priorities of the community members, as it provided valuable input into the type of objectives that were deemed important by the local population. The engagement process helped identify key themes and areas of focus that resonated with the community members. As a result of this iterative process, the objectives of Safety, Inclusivity, Climate Impact, Education, Health, and Connectivity were identified.

These objectives were developed to address the ambitions for active travel in the region, ensuring that the strategy is responsive to the needs and aspirations of the local population. As a result, each action proposed aligns with at least one of the objectives listed alongside.

Education

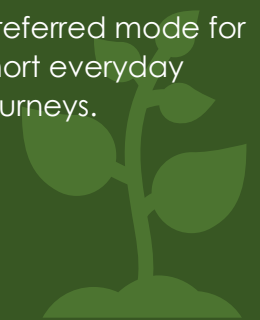
Raise awareness of the benefits of active travel and promote opportunities to get involved and reduce conflict between users.

Inclusivity

Ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly.

Climate Impact

Encouraging active travel to be the preferred mode for short everyday journeys.



Safety

Improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups.



Health

Promote active travel for individual health gains, including mental wellbeing.



Connectivity

Connect key land uses and destinations via a coherent active travel network, taking advantage of public transport connections as well as blue-green infrastructure improvements.

Action Plan

Using the evidence gathered throughout the strategy development process, we have developed a comprehensive action plan which reflects the needs and wants of the communities across West Dunbartonshire. This plan proposes several different measures aimed to help make active travel a genuine mode choice within West Dunbartonshire. The plan considers the evidence gained during the data gathering stage which was reviewed and compiled in tandem with the valuable insight obtained from the engagement exercises from those who live, work, or visit West Dunbartonshire. This helps provide a clear link to the strategy development stages undertaken and provides confidence that the actions reflect the needs and wants of the community. Stakeholder comments were also reviewed alongside the cycle network plan which revealed that there was crossover from both data sources. The proposed actions aim to meet the objectives outlined above ensuring that the vision of the strategy is met. To highlight where the actions meet the objectives, a colour code has been used with each action associated with one or more objective.



● Safety
 ● Inclusivity
 ● Climate Impact
 ● Education
 ● Health
 ● Connectivity

The actions proposed fall under four categories covering a wide range of possible solutions from infrastructure to policy changes. These are as follows:

1 Routes

Corridors that connect areas and provide improved active travel infrastructure.

2 Associated Infrastructure

Individual infrastructure improvements or programmes.

3 Policy

Changes to policy that positively impact active travel.

4 Behaviour Change

Measures that support the uptake of active travel.

Routes

All the interventions in the action plan are important and should be considered a priority to implement. However, the actions that take the form of routes have been put through a prioritisation process.

Scoring Process

To understand where to first concentrate efforts to realise the implementation of the routes, a Multi Criteria Assessment Framework (MCAF) methodology has been used. This approach assists in understanding which routes could have the greatest impact.

The scoring criteria used has been developed to reflect factors that can be quantitatively assessed at this stage. Throughout the development of the assessment criteria, the strategy vision was considered to ensure that the categories align. The MCAF scoring criteria is outlined below. A high, medium, or low score is assigned as the route is assessed under each of the criteria. The detailed assessment of each route is outlined in the Appendix D. A total score for each route is calculated by combining the results of each criteria and those scoring highest are deemed to be the greatest priority to implement.

MCAF Criteria

What is the potential level of users?

This is measured using Network Planning Tool (NPT) Scotland ³³ with the 'Go Dutch' option activated.



What is the stakeholder/public appetite like?

This is measured through examination of comments received during the engagement exercise.



What will the impact be on areas of socio-economic deprivation?

This is measured using the Scottish Index of Multiple Deprivation (SIMD) ³⁴



Does it link to public transport?

This is measured on the proximity of routes to railway and bus stations.



Does it link to key land uses?






This is measured by examining whether there are key land uses along the route such as schools, services, as well as future development areas.













What is the current level of cycle friendliness?

This is measured using NPT Scotland ³³ using the Cycle Friendliness assessment option.



Ref.	Title	Rationale	Score	Objectives
R-01	Kilbowie Road – Kilbowie Roundabout to Clydebank	Kilbowie Road forms a north/south connection between central Clydebank and areas to the north, linking key land uses. The route also provides access to Clydebank and Singer railway stations as well as the park & ride. The route currently has a low cycle friendliness score and passes through areas of deprivation.	28	
R-02	A813 - Balloch to Bellsmyre	This route connects Balloch to Bellsmyre passing through Bonhill and close to the Vale of Leven Industrial Estate. There is a high level of potential users and good connectivity to key land uses. The route currently has a low cycle friendliness score and passes through areas of deprivation. The route provides a key north/south connection.	26	
R-03	B857 & A812 - Balloch to Dalreoch Station	This route connects Balloch to the edge of Dumbarton passing through Renton and Alexandria on route. There is a high level of potential users and good connections to public transport. The route also passes through areas of deprivation. The route provides a key north/south connection.	26	
R-04	Glasgow Road - Dalreoch to Milton	Glasgow Road forms a key spine through Dumbarton and this route connects Dalreoch and Dumbarton railway station as well as providing access to key land uses. It currently has a low cycle friendliness score and has a medium level of potential users.	26	
R-05	A811 - Balloch to Drymen	This route, while rural, connects settlements such as Gartocharn with Balloch. The route links to Balloch railway station, as well as key land uses such as Gartocharn Primary School and retail. The route currently has a low cycle friendliness score and was mentioned by stakeholders as a route they'd like to see improved.	24	

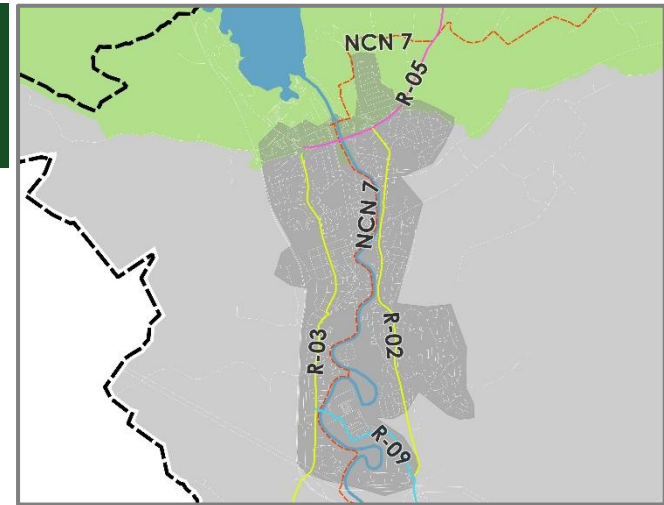
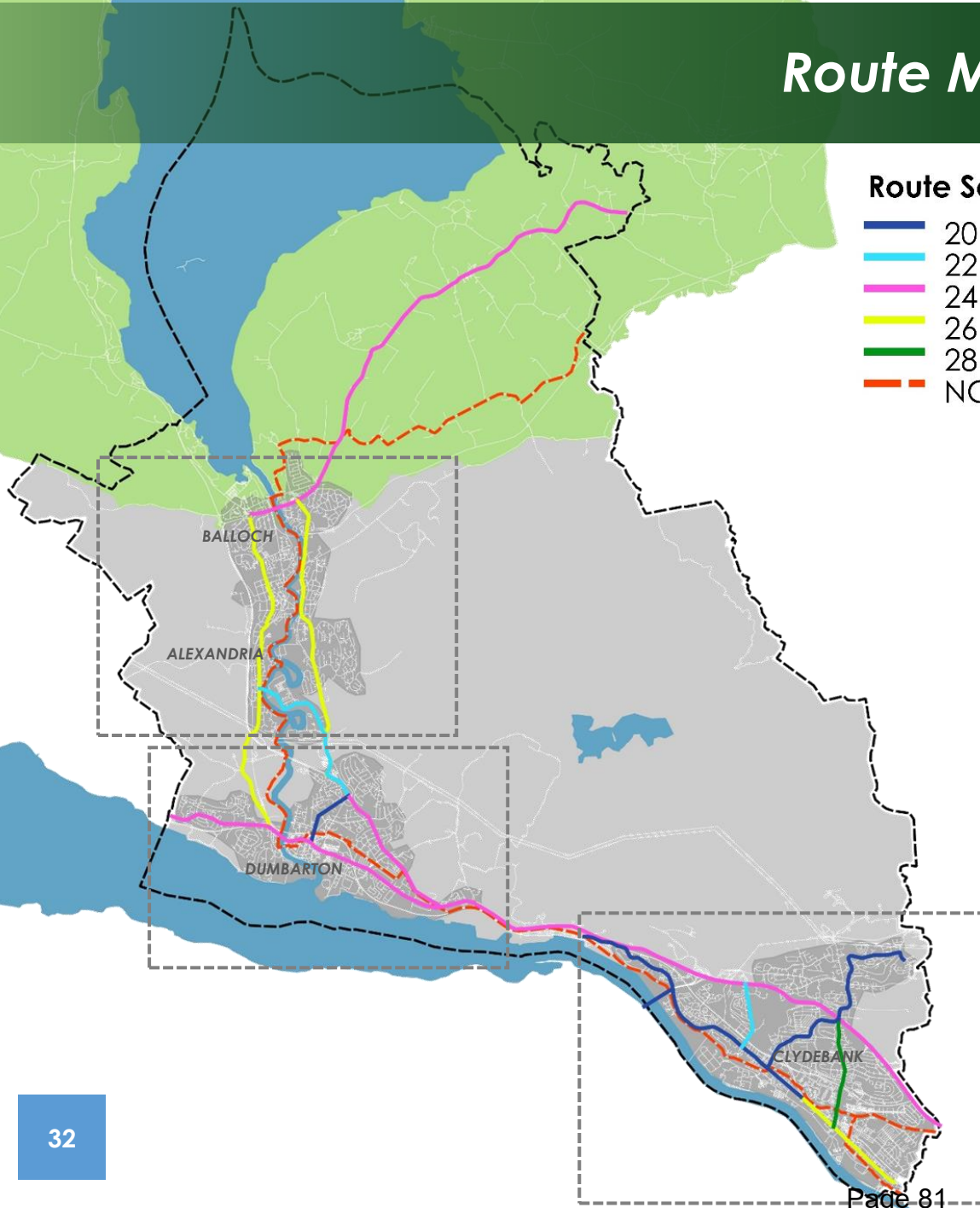
Ref.	Title	Rationale	Score	Objectives
R-06	A814 - Dalreoch Station to Cardross	This route provides a connection to Dumbarton for those living in Westcliff and Castlehill and connects to Dumbarton Joint Hospital. The route provides access to Dalreoch railway station and passes through areas of deprivation.	24	
R-07	A82 – Bellsmyle to Drumchapel	The A82 is a key transport route but currently has a low cycle friendliness score due to the vehicular nature of the road. It was mentioned several times during engagement as having potential for active travel movement but not in its current form. The route connects key land uses, areas of medium deprivation, as well as the park and ride.	24	
R-08	Glasgow Road – Clydebank to Yoker	This route provides a connection from Clydebank towards the Yoker area of Glasgow. The route passes through areas of deprivation and currently has a low cycle friendliness score. It connects key land uses and facilitates access to Clydebank and Yoker railway stations.	24	
R-09	Renton to Bellsmyle via Vale of Leven Industrial Estate	This route provides an east/west connection passing through the Vale of Leven Industrial Estate where there are several key land uses, and employers. The route connects to Renton railway station and passes through areas of deprivation.	22	
R-10	Mountblow Road – Mountblow to Dalmuir	This route connects Dalmuir to the A82 and areas to the north. It runs through areas of deprivation and serves as a useful north/south connection. The route passes Dalmuir Public Park as well as Kilpatrick School.	22	
R-11	Townend Road - Bellsmyle to Dumbarton	Townend Road serves as a north/south route linking Dumbarton Central railway station to the north of the town. It also links to the leisure centre and Braehead Primary School. The route passes through areas of medium deprivation, and it was mentioned several times during engagement.	20	
R-12	Dumbarton Road – Bowling to Clydebank	This route connects to Bowling railway station as well as Kilpatrick station while heading towards Clydebank. The route currently has a low cycle friendliness score. However, the potential level of users is lower than other routes.	20	

Ref.	Title	Rationale	Score	Objectives
R-13	Faifley to Kilbowie Road Roundabout	This route has a high level of potential users; however, it received limited mentions during engagement. The route has a low cycle friendliness score and passes through areas of medium deprivation.	20	
R-14	Duntocher Road – Kilbowie Roundabout to Dalmuir	Duntocher Road serves as a north/south link between Dalmuir and areas to the north. The route links to Dalmuir railway station and passes Brookland Nursery. The route passes through areas of medium deprivation.	20	
R-15	Erskine Bridge – Old Kilpatrick to Erskine	This route connects Old Kilpatrick to Erskine but has a low cycle friendliness score. Land use connections are limited, and it passes through areas of medium deprivation.	20	

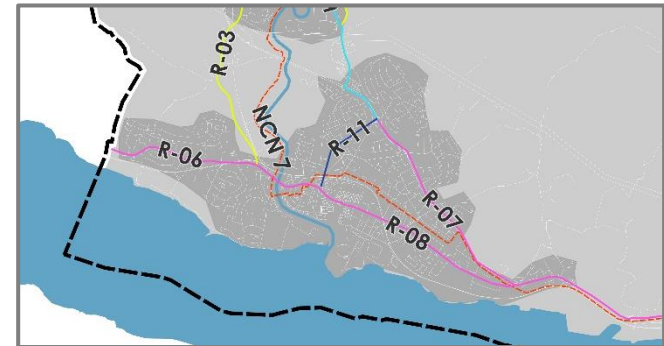
The following page contains maps with the 15 routes along with their respective score. The green route is that which scored the highest and so should be prioritised as it has been deemed to be most beneficial to the community. The map indicates that the route-based actions offer a good coverage throughout the region, connecting key areas within West Dunbartonshire, but also provide onward connections to destinations outside of the council area.

Route Map

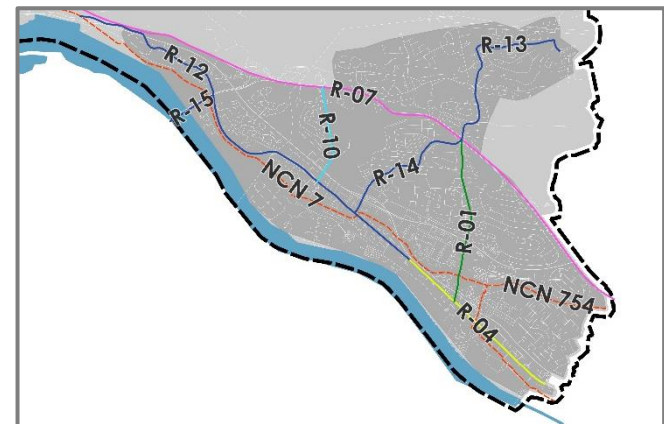
Route Scores



Alexandria & Balloch









Dumbarton








Clydebank

Associated Infrastructure




Associated infrastructure measures are those which can act as standalone measures but also complement and enhance the routes outlined above. This helps to ensure that these projects can be progressed independently of each other, but yet when brought forward in tandem provide even greater benefits for active travel users.

Ref.	Title	Barrier/Issue	Description	Objectives
In-01	Cycle Parking	Comments made during engagement that cycle parking infrastructure is lacking	Undertake a review of cycle parking locations and type to ensure they are secure and appropriately placed to meet demand	
In-02	Cycle Maintenance Stands	Cycle maintenance stands are damaged or removed	Ensure that existing cycle maintenance stands are in good condition and investigate where additional stands could be placed	
In-03	Condition Audit	Comments made during engagement suggest there are instances where footway widths are inadequate	Carry out condition audits to understand where improvements need to be made in regard to footway widths, along with surface quality	
In-04	Wayfinding Audit	Comments made during engagement that active travel route signage is lacking	Carry out a wayfinding audit to refresh and install active travel signage with route timings and directions	
In-05	School Safety Measures	Comments made during engagement that children/parents not confident enough to use active modes to travel to school	Continue to review and implement road safety measures around schools which aid active travel such as zig-zag lining, speed limit reductions, restricted time road closures	
In-06	Accessibility Audits	Comments made during engagement that walking infrastructure improvements are required to ensure they are suitable and inclusive for all users	Undertake, in collaboration with local access groups, accessibility audits to understand where improvements need to be made in regard to dropped kerbs and tactile paving, lighting, crossing provision, street furniture, surveillance, and rest areas	

Ref.	Title	Barrier/Issue	Description	Objectives
In-07	National Park Sustainable Integration	Encourage public transport and active travel use when accessing the national park	Investigate solutions to better integrate Balloch railway station and active travel infrastructure to encourage sustainable trips to Loch Lomond and the Trossachs National Park	
In-08	NCN Maintenance	Comments made during engagement that the NCN is poorly maintained	Collaborate with Sustrans to ensure that NCN Route 7 is maintained to a good standard	
In-09	Helensburgh to Dumbarton Cycle Route	Comments made during engagement regarding lack of progress on Helensburgh to Dumbarton Cycle Route	Collaborate with delivery partners to ensure that ongoing development of this route progresses	
In-10	NCN7 – Atlas Street/Clyde Street	On road section of NCN7 identified by Sustrans for upgrade	Collaborate with Sustrans to ensure that this section of the NCN earmarked for improvement is taken forward	
In-11	Balloch to Tarbet Active Travel Route	Comments made during engagement that the shoreside route is disjointed	Improve and extend route on the western shore of Loch Lomond to serve communities as well as promote leisure trips	

Policy

Policy measures are those which seek to foster positive change for active travel users from the onset. By introducing a change of policy, the aim is to create a culture where active travel is considered at a wider scale and becomes embedded in other council functions such as new development.

Ref.	Title	Barrier/Issue	Description	Objectives
P-01	Footway Parking Strategy	Site visit indicated that vehicles are parking on the footway	Develop footway parking strategy	
P-02	Maintenance Strategy	Comments made during engagement that footway and cycleway infrastructure is poorly maintained	Develop dedicated maintenance strategy for active travel infrastructure	
P-03	Local Place Plans	Comments made during engagement for the need to understand the active travel wants of the community	Consider the findings of the Local Place Plans developed by Community Councils and local groups.	

Behaviour Change

To support our future vision of making walking, wheeling, and cycling the preferred mode of transport for everyday journeys, we aim to continue to recognise the importance of targeted behaviour change. We currently promote active travel through initiatives such as travelling green and Bikeability and our aim is to expand our behaviour change programmes through the development of this strategy.

Behaviour change programmes can be a crucial supporting measure that enables usage of new or existing infrastructure to be maximised.

Implementing behaviour change programmes across West Dunbartonshire will help create a clear pathway for walking, wheeling, and cycling, motivating a wider range of people to access opportunities to travel actively for leisure, work, and study purposes.

Our ambition is to encourage and support our residents and visitors to take up active travel so that they can feel the benefits of travelling actively.







Community engagement has taken place throughout the development of this strategy, helping to bring people together and provide a platform for them to share ideas, and in doing so aid the identification of a comprehensive set of behaviour change interventions. The engagement undertaken acts as a baseline and any future delivery of behaviour change measures should be co-designed, have key stakeholder buy-in, and capture inclusive initiatives that meet the needs of our local communities.

By working with partners, we will help make walking, wheeling, and cycling more attractive and available through the delivery of measures identified in this strategy.

What do we mean by Behaviour change?

Behaviour change programmes seek to engage communities, schools, businesses, and other users through a combination of interventions to enable people to travel more sustainably by providing them with the opportunity, knowledge and skills to do so.



Ref.	Title	Barrier/Issue	Description	Objectives	
BC-01	Road User Awareness Programme	Comments made during engagement of inconsiderate driver behaviour	Support awareness raising campaigns to promote mutual respect between all road users		Community
BC-02	Shared Use Path Etiquette	Comments made during engagement of poor NCN / towpath user etiquette	Inform and encourage respect through awareness raising campaigns between all users of shared use paths such as the canal towpath and NCN sections		
BC-03	Community Active Travel Initiatives	Comments made during engagement of a lack of active travel uptake within the community	Continue to offer programmes that encourage active travel uptake such as Love to Ride and explore opportunities to develop this to cover walking		
BC-04	Ziggy Walking Programme	Improving active travel awareness from a young age	Continue encouraging walking through Walk to Nursery Week		School
BC-05	School Travel Plans	Improving active travel awareness from a young age	Encourage schools within the local authority to keep their travel plans up to date.		
BC-06	Promote Active Tourism	Comments made during engagement of the high volume of vehicles accessing the Loch Lomond and Trossachs National Park	Work with the Loch Lomond and Trossachs National Park Authority to encourage active tourism through ways to access the park by active modes, as well as opportunities to explore the park actively once visitors have arrived		Tourism

Monitoring and Evaluation Plan

To ensure the success of the active travel strategy, it is crucial to ensure that regular monitoring and evaluation is carried out. By doing so, the impact of the active travel strategy's objectives and actions can be reviewed, and progress tracked to ensure that positive change is occurring within West Dunbartonshire.

The objectives within the strategy form the basis of the monitoring and evaluation review. From here, indicators can be used to benchmark against, and provide a springboard for change using internal council data as well as external sources. The figure below provides further detail on the indicators, data sources, and outcomes to be used as part of the monitoring and evaluation process and further detail is included in Appendix E.

Objective

This references the West Dunbartonshire's Active Travel Strategy
Objectives: **Climate Impact, Connectivity, Health, Inclusivity, Education and Safety**

Indicator

The indicators outline quantitative and qualitative attributes associated with the specific objectives such as "air and noise pollution levels" or "the percentage of people who travel to work or study by active modes"

Data Source

A list of data sources which contribute to the measurement of applicable indicators. This includes both **existing data sources** such as the *School Hands Up Survey* or *Scottish Census* as well as suggested **future data collection** such as *Active Travel Surveys* and *Post Construction Audits*

Definition of Success

The level to which the strategy has been successful in reaching the objectives is based on defined levels of success such as "Active travel becomes attractive as a mode of travel in the area for everyday journeys." or "users feel safer when moving around"

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- ²⁸ Scottish Government (2021) [A Scotland for the future: opportunities and challenges of Scotland's changing population](#)
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West Dunbartonshire Active Travel Strategy

Appendix

Contents

Appendix A.	Policy Review.....	1
Appendix B.	Engagement Report.....	13
Appendix C.	Network Plan.....	27
Appendix D.	Multi-criteria Analysis	35
Appendix E.	Monitoring and Evaluation Plan	39
Appendix Reference List		44

Appendix A. Policy Review

A.1. Introduction

This technical note provides a summary of the policy review exercise undertaken in support of the development of the active travel strategy (ATS). The policy review is an important step in the ATS development process as it sets the scene for the policy environment the ATS will sit within. From the review, key themes have been identified which are consistent throughout policies at all levels of governance signifying their importance and relevance. The latter section of this technical note examines these themes and, from them, proposes several objectives. These objectives should be incorporated into the ATS and steer its development, informing the engagement process as well as the interventions and actions which will be put forward in due course. However, the objectives proposed should be reviewed throughout the ATS development process. Specifically, they should be examined after the engagement process and, if required, be amended to best reflect the needs and voices of those who live and work in West Dunbartonshire.

A.1.1. Policies Examined

Several policies were assessed to understand the aims and objectives of policy documents relevant to active travel. This policy examination was conducted at a national, regional, and local scale to understand what the recurring themes are and understand the policy environment the ATS will sit within. The graphic to the right outlines the policies that have been examined.

National

- National Planning Framework 4 (2023)
- National Transport Strategy 2 (2020)
- Active Travel Framework Scotland (2019)
- Going Further: Scotland's Accessible Travel Framework (2016)
- Cycling Framework and Delivery Plan for Active Travel in Scotland, 2022-2030
- Let's get Scotland Walking - The National Walking Strategy (2014)
- Scotland's Road Safety Framework to 2030 (2021)
- Climate Change Plan 2018-2032
- Climate Ready Scotland: climate change adaptation programme 2019-2024
- Public Health Priorities for Scotland (2018)
- Cleaner Air for Scotland 2 (2021)

Regional

- Strathclyde Partnership for Transport Regional Transport Strategy (2023 – 2038)
- Clydeplan Strategic Development Plan (2017)
- Live Park: Loch Lomond & The Trossachs National Park - Local Development Plan (2017)
- Glasgow Active Travel Strategy 2022-2031
- Argyll and Bute Local Development Plan 2 (2024)
- Renfrewshire Local Transport Strategy (2017)
- East Dunbartonshire Active Travel Strategy 2023 - 2030

Local

- Local Development Plan 2 (2020)
- Climate Change Strategy (2021)
- Strategic Plan 2022-2027
- Road Safety Plan (2011)
- Our Green Network Supplementary Guidelines (2015)

A.2. National Policy

National policy sets the scene for the country as a whole and provides a framework for the direction of policy at more local scales. In the context of the ATS, the main national policy documents examined include:

Table A-1 below outlines the key objectives of the relevant national policy along with the implications this may have on the ATS.

Table A-1: National Policy Summary

Policy	Key Objectives	ATS Implication
National Planning Framework 4 (2023)ⁱ	<p>National Planning Policy Local Development Plans should support the principle and development of 20-minute neighbourhoods (places where people can meet the majority of their daily needs within a reasonable walk, wheel or cycle of their home. The concept can be adjusted to varying geographical scales.</p> <p>Central Scotland Green Network. Creation and connection of green infrastructure in Central Scotland including active travel path networks which will include but be denser than the National Cycle Network.</p> <p>National Walking, Cycling and Wheeling Network. Any new/and or upgraded routes for walking, cycling and wheeling that help create a national network.</p>	The 20-minute neighbourhood concept is very applicable to the ATS through ensuring that enabling measures are in place to realise this aim.
National Transport Strategy 2 (2020)ⁱⁱ	<p>The NTS2 vision has four priorities:</p> <ul style="list-style-type: none"> • Reduce inequalities, • Take climate action, • Deliver economic growth, • Improve health and wellbeing. <p>These are all relevant to the ATS. The document includes the Sustainable Travel Hierarchy and states that “We will design our transport system so that walking, cycling and public and shared transport take precedence ahead of private car use”. This hierarchy puts active travel at the top meaning the actions put forward in the ATS should take precedence over other modes.</p>	The actions in the ATS should align with the four priorities included in NTS2. Active travel measures should be designed such that active travel is prioritised over planning for the private car.

Policy	Key Objectives	ATS Implication
Active Travel Framework Scotland (2019) ⁱⁱⁱ	<p>The Active Travel Framework sets out Scotland's vision for the future of active travel across the country. It establishes high level outcomes and indicators to improve, develop and monitor active travel in Scotland. This includes 5 strategic objectives:</p> <ul style="list-style-type: none"> • Reduce pollution and carbon emissions, • Deliver liveable communities, • Improve health and safe travel, • Reduce inequalities in areas like employment, service and leisure, Support sustainable economic growth 	<p>This framework promotes active travel across Scotland. At all levels of this framework it references the need for active travel to be promoted at a local level through local policy. The ATS will directly fulfil some of these objectives</p>
Going Further: Scotland's Accessibility Travel Framework (2016) ^{iv}	<p>The purpose of the framework is to ensure disabled people's rights are reached by removing transport barriers and including disabled people in the work to do so. This framework was set out to ensure the rights of disabled people are met as per the United Nations Convention on the Rights of Persons with Disabilities (the Convention). Four outcomes of this frameworks vision are:</p> <ul style="list-style-type: none"> • Ensure successful door-to-door journey for all users, • Involve disabled users in the design, • All involved in transport delivery have the capacity to provide travel information to disabled users, • Ensure safety and security for disabled users. 	<p>Although most of this framework is in relation to public transport, it does state that active travel can encompass this by <i>"supporting people through training and equipment to engage fully in active travel"</i>.</p>
Cycling Framework and Delivery Plan for Active Travel in Scotland, 2022-2030 (2022) ^v	<p>The national cycling policy with an associated delivery plan which highlights:</p> <p><i>"The top priority for the achievement of our vision is for more dedicated, high quality, safe cycling infrastructure delivered by effective resourcing ensuring fair access and supported with training and education."</i></p>	<p>Actions in the delivery plan include:</p> <p>Build and maintain a dense, coherent network of connected cycling infrastructure in every town and city that is separate from traffic and integrated with public transport, and rural routes that link to these networks and interface with the trunk road network and NCN.</p> <p>Ensure investment in the creation of cycling infrastructure integrated with public transport in settlements, and inter-urban / rural routes that link to these networks.</p>

Policy	Key Objectives	ATS Implication
Let's get Scotland Walking - The National Walking Strategy (2014)^{vi}	<p>The three strategic aims of the National Walking Strategy are:</p> <ul style="list-style-type: none"> • Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being. • Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone. • Enable easy, convenient, and safe independent mobility for everyone. 	<p>The ATS should cater to walking and consider the enabling factor of the low economic threshold to entry.</p> <p>The health implications for the individual as well as the environment are well understood and should be emphasised in the ATS.</p>
Scotland's Road Safety Framework to 2030 (2021)^{vii}	<p>Contains a vision that is working towards a road traffic system that becomes free from death and serious injury including emphasis on journeys made on foot and by cycle and a specific casualty reduction target for cyclists.</p> <p>Making the roads and roadsides safer is an objective.</p>	<p>Segregation of active travel users and vehicles is encouraged.</p> <p>A change in attitudes and behaviours is required to ensure all road users are respected.</p>
Update to the Climate Change Plan 2018 –2032 (2020)^{viii}	<p>The action plan contains actions to reduce the impact of climate change which are relevant to active travel. The main objective applicable to the ATS is:</p> <p>Reduce car kilometres by 20% by 2030</p>	<p>The ATS measures put forward will aim to encourage active travel update and modal shift.</p> <p>Behaviour change actions will help to support reaching the 20% reduction target.</p>
Climate Ready Scotland: climate change adaptation programme 2019-2024 (2019)^{ix}	<p>The document contains objectives which aim to prepare for a shift in practices and attitudes to improve the environment. Those relevant to the ATS are:</p> <ul style="list-style-type: none"> • Our communities are inclusive, empowered, resilient and safe in response to the changing climate. • Scotland's buildings and places are adaptable to Climate Change. 	<p>Active travel has strong environmental credentials and the proposals in the ATS will cater to the communities of West Dunbartonshire by facilitating sustainable travel.</p>
Public Health Priorities for Scotland (2018)^x	<p>This document contains five priorities which are relevant to active travel.</p> <ol style="list-style-type: none"> 1. A Scotland where we live in vibrant, healthy, and safe places and communities 2. A Scotland where we flourish in our early years 3. A Scotland where we have good mental wellbeing 4. A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all 5. A Scotland where we eat well, have a healthy weight and are physically active 	<p>Ensuring the measures proposed in the ATS enable people access to greenspace, reduce dependence on the private car, cater to children, and encourage everyday active travel will help to achieve these priorities.</p>

Policy	Key Objectives	ATS Implication
Cleaner Air for Scotland 2 (2021)^{xi}	This document emphasises the importance of modal shift from private car to active travel to help in reducing transport-related emissions which contribute to poor air quality.	Behaviour changes tools and enabling infrastructure will help encourage a modal shift towards active travel.

A.3. Regional Policy

Following the national policy is the regional policy. At this level the aims become more focused and pertinent for the region West Dunbartonshire sits within. In the context of the ATS, the main regional policy documents examined include:

Table A-2 below outlines the key objectives of the relevant national policy along with the implications this may have on the ATS.

Table A-2: Regional Policy Summary

Policy	Key Objectives	ATS Implication
Strathclyde Partnership for Transport Regional Transport Strategy 2023-2038 (2023)^{xii}	<p>A key objective of the RTS is, <i>"To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys."</i></p> <p>There are several aims which follow, the most relevant to active travel being:</p> <ul style="list-style-type: none"> • Policy 13 – Create a regional active travel network with a focus on the sustainable travel hierarchy. • Policy 14 – Accelerate the delivery of AT Related infrastructure. • Policy 15 – Improve access to bikes through schemes such as 'Cycle to Work' and ensure the availability of non-standard bikes. • Policy 16 – Integrate AT with public transport modes. • Policy 17 – Integrate AT with micromobility and review the emerging guidelines around micromobility. 	<p>The aims of the ATS should consider the relevant RTS objectives.</p> <p>Ensuring elements such as access, integration, and sustainability are integrated into the ATS will help to ensure the key aims listed are met.</p>

Policy	Key Objectives	ATS Implication
Clydeplan – Strategic Development Plan (2017)^{xiii}	<p>The Clydeplan document states that planning, and policy should focus on four relevant areas:</p> <ul style="list-style-type: none"> • Regeneration including “Integrate land use with sustainable transport networks.” • Economy • Low carbon infrastructure which states, “connected transport networks including active travel, green networks”. • Placemaking which calls for safe, navigable spaces which enable good health and wellbeing. <p>The document also outlines areas for strategic development, investment, and delivery in regard to transport, economic, and environmental factors. These include:</p> <ul style="list-style-type: none"> • Clyde Waterfront • Dumbarton • Clydebank • Lomondgate • Clydebank Riverside • Bowling 	<p>The enabling element of active travel through opening areas up for travel can bring regeneration and economic benefits.</p> <p>Ensuring that measures in the ATS consider place as well as space will help to create a welcoming and attractive locality.</p>
Live Park: Loch Lomond & the Trossachs National Park – Local Development Plan (2017)^{xiv}	<p>Active travel forms an objective of the National Park's plan:</p> <ul style="list-style-type: none"> • Promoting sustainable Travel and Improved active Travel options. 	<p>The close proximity of the national park to the main settlements of West Dunbartonshire means that there is opportunity to integrate the outcomes and actions of the ATS to better connect greenspace and encourage journeys by sustainable modes.</p>
Glasgow’s Active Travel Strategy 2022-2031(2022)^{xv}	<p>Glasgow City's active travel strategy covers three key themes:</p> <ul style="list-style-type: none"> • Connectivity, people and place: rebalancing streets and spaces • Unlocking change: enabling everyone to walk, wheel or cycle • Thinking differently: encouraging, motivating and sustaining change <p>The strategy is extensive focusing on providing effective actions to improve active travel in Glasgow.</p>	<p>Glasgow City Council neighbours West Dunbartonshire and as the largest city in Scotland is a key generator of trips to, from and through West Dunbartonshire Council (WDC).</p>

Policy	Key Objectives	ATS Implication
Argyll and Bute Local Development Plan 2 (2024) ^{xvi}	Argyll and Bute include active travel as a key element of their upcoming Local Development Plan and have released apps across their region to promote active travel.	Argyll and Bute are a neighbouring council to WDC and home to a key trip generator: Helensburgh. Part of their future plan includes the development of the Helensburgh to Cardross / West Dunbartonshire cycleway
Renfrewshire Local Transport Strategy (2017) ^{xvii}	This strategy promotes transport in general rather than just active travel but includes objectives such as 'encouraging healthy lifestyles', 'Ensure a healthy and sustainable environment' and 'Encouraging a choice of transport options' which all promote improved access to active travel.	Renfrewshire borders WDC at the River Clyde with a key link being the Erskine Bridge. This strategy promotes regional connectedness and includes Erskine to Clydebank/Glasgow as one of the essential routes.
East Dunbartonshire Active Travel Strategy 2023-30 (2023) ^{xviii}	This is a recent and extensive strategy aimed at delivering improved active travel in the region. There are four key themes on which this is based: <ul style="list-style-type: none"> • Walking and wheeling network, • Active Travel Neighbourhoods, • Connectivity Corridors, • Behaviour change. 	East Dunbartonshire shares a mainly rural border with West Dunbartonshire.

A.4. Local Policy

At a local scale, the policy starts to present an image of the key aims that are relevant to West Dunbartonshire. In the context of the ATS, the main local policy documents examined include:

Table A-3 below outlines the key objectives of the relevant local policy along with the implications this may have on the ATS.

Table A-3: Local Policy Summary

Policy	Key Objectives	ATS Implication
Local Development Plan 2 (2020) ^{xix}	<p>The key priorities of the LDP are; Flourishing, Independent, Nurtured, Empowered, and Safe.</p> <p>Specific reference is made to active travel through a call for ‘Creating Places’ which includes maintaining the ‘distinctive identity’ of WDC and including ‘green infrastructure’ and importantly it states a desire to, <i>“Ensure that streets are safe, comfortable and attractive for all users; creating an accessible, inclusive and walkable network of streets and paths which consider the role of streets as places for people first.”</i> (p75)</p>	<p>Ensuring that the ATS caters to the key priorities through well thought through actions will help meet the objectives.</p> <p>The desire to make streets people centric aligns to the transport hierarchy which the ATS will follow.</p>
Climate Change Strategy (2021) ^{xx}	<p>The council has established nine key themes which should form the basis for any actions taken to tackle climate change. One of these is ‘Sustainable Travel’.</p> <p>Under this the council pledges to <i>“take action to encourage active travel through walking, cycling and public transport and deploy sustainable alternatives to decarbonise transport”</i>. (p26)</p>	<p>The ATS will help progress sustainable travel options across West Dunbartonshire.</p> <p>Ensuring integration with sustainable modes such as public transport for longer journeys.</p>
Strategic Plan 2022 – 2027 (2022) ^{xxi}	<p>The Council’s priorities are community resilience, green future, and a flourishing economy with the overarching priority being “Supporting our Communities to Thrive” (p11)</p> <p>The strategy states that the council will <i>“encourage and support active and sustainable travel options, where appropriate, by learning from best practice and encouraging the uptake and use of electric vehicles and will work with partners to expand and promote sustainable modes of transport including walking and cycling.”</i> (p22)</p>	<p>There is overlap with some of the priorities in the LDP.</p> <p>Encompassing these themes in the ATS and targeting them through specific actions will help to ensure the policy objectives are met.</p>

Policy	Key Objectives	ATS Implication
Road Safety Plan (2011) ^{xxii}	<p>The safety plan includes initiatives focused on children including:</p> <ul style="list-style-type: none"> • Teaching children about road safety within the school curriculum, • Encouraging walking and cycling to school to reduce CO2 emissions, • 'Travelling Green' project which encourages walking to school, • 'Step Forward' project which promotes physical activity, • 'Scottish Cycle Training Scheme (Bikability Scotland Level 2)' Which encourages on road bike training, • Encouraging schools to apply for 'Scotland's Cycle Friendly School Award', • Reduced road speeds around school to make walking to school safer. 	Existing education schemes and behaviour change initiatives should be encompassed within the ATS and new measures proposed where required.
Our Green Network Supplementary Guidelines (2015) ^{xxiii}	<p>Green infrastructure is defined as "the 'green' and 'blue' features of natural and built environments. They can provide naturalised water management, useable open space, active travel routes and habitats for wildlife." (p4)</p> <p>The documents highlight that one of the key principles involved in enhancing the network is to link it with the existing network.</p>	Ensuring actions proposed in the ATS are connecting to existing active travel routes to make the green network more coherent and improve the sustainability of the area.

A.5. Recurring themes

As outlined, each policy, strategy or plan has key focus areas, visions, and motivations which indicate underlying themes for their solutions, policies, and goals. Several of these occur commonly at a national, regional, and local level which presents an opportunity to identify them to ensure the ATS aligns with them. The recurring themes identified from the policy review are outlined in Figure A-1.



Figure A-1: Recurring Themes from the Policy Review

The recurring nature of these themes in the existing policy highlights the focus areas for the ATS. Active travel infrastructure and behaviour change initiatives can impact all of the above topics and help to reach the aims and objectives of policy at all scales. From these themes specific objectives for the ATS can be developed with confidence that they have been informed by the existing policy landscape.

A.6. ATS Objectives

The five themes outlined above are broad categories which encompass several topics. For example, inclusivity and equality relates to ensuring that the actions proposed in the ATS are mindful of the diverse range of users that may use them. However, it can also be linked to education and opportunity, such as through outreach activities with schools, or through the provision of access to bikes or community groups. Consequently, these themes provide a useful steer for what areas the ATS objectives should target. Table A-4 outlines the objectives developed, in part, from the policy review for the ATS. These have been developed by starting with the overarching policy themes, narrowing them down to relevant themes for the ATS, before forming objectives that align with policy but also aim to develop active travel uptake within West Dunbartonshire.

Table A-4: ATS Objectives

Overarching Policy Theme	ATS Theme	ATS Objective
Climate Change & Emissions	Climate Impact	Encouraging active travel to be the preferred mode for short everyday journeys.
Economic Growth	Connectivity	Connect key land uses and destinations via a coherent active travel network, taking advantage of public transport connections as well as blue-green infrastructure improvements.
Health and Wellbeing	Health	Promote active travel for individual health gains, including mental wellbeing.
Inclusivity and Equality	Inclusivity	Ensure inclusive and equitable access to active travel for all. Including people with health conditions, those with different socio and economic needs, and the elderly.
Inclusivity and Equality	Education	Raise awareness of the benefits of active travel and promote opportunities to get involved and reduce conflict between users.
Safety	Safety	Improve actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups.

Appendix B. Engagement Report

B.1. Introduction

To support the development of the active travel strategy (ATS), an interactive engagement programme was developed that placed an emphasis on the need to ensure stakeholders and communities had the opportunity to be involved. The primary aim of the stakeholder engagement programme was to identify current barriers to active travel and future connections across West Dunbartonshire.

The stakeholder engagement programme ran between January 2024 to April 2024 with all engagement activity designed to help:

- Raise awareness and understanding of the need to develop an ATS for West Dunbartonshire.
- Understand where people travel to and from.
- Implement a people and place focus:
 - Who currently uses the transport mode/infrastructure, who does not?
 - The existing barriers to accessing their neighbourhoods/amenities/mode for different groups of people.
 - What outcomes and benefits do people within the neighbourhood or communities want and need?
 - What infrastructure and changes to the built environment could support these outcomes?

B.2. Methodology

B.2.1. Key Audiences

The first stage of the stakeholder engagement programme was to undertake a stakeholder mapping exercise to help identify stakeholders with an interest in the project. A stakeholder database was created, and this provided an overview of each stakeholder including all publicly available contact information and the planned engagement method. In general, stakeholders were identified on the basis of:

- Those likely to have a role in developing the ATS.
- Those likely to be significantly impacted by the ATS measures.
- Those with an interest in transport in West Dunbartonshire.
- Those with knowledge or experience to contribute to the shaping and development of the ATS.

The stakeholder database remained 'live' as the project progressed. This was important as the stakeholder's level of interest in the project could change as the ATS progressed. Table B-1 identifies some of the key stakeholders identified during the mapping exercise and sets out the respective levels of stakeholder influence against anticipated levels of interest in the ATS. Each group was engaged with either by AtkinsRéalis or by West Dunbartonshire Council.

Table B-1: Key Stakeholders

	Interest	
Influence	Consult	Collaborate
	<ul style="list-style-type: none"> - WDC Public Transport Officers - WDC Roads Officers - WDC Sustainability & Active Travel Officers - Elected Representatives 	<ul style="list-style-type: none"> - Cycling UK - NHS Scotland - Transport Scotland - Sustrans - Scottish Canals - Paths for All Global - Love to Ride - Loch Lomond and the Trossachs National Park Authority
	Inform	Involve
	<ul style="list-style-type: none"> - WDC Communities Officers - WDC Communications Officers - WDC Equalities Officers - WDC Member Services Officers - Local Media/ Press 	<ul style="list-style-type: none"> - Accessibility/Disability Groups - Local Businesses - WD Residents & Associations - Schools/Education Institutions - Voluntary, Community, Faith, Social Enterprise Sector (VCFSE)

B.2.2. Delivery Approach

In line with the principles of the [Engaging Communities Toolkit](#) for West Dunbartonshire, the Stakeholder Engagement Programme was carried out using a variety of communication tools and techniques.

The engagement delivery plan for the West Dunbartonshire Council (WDC) ATS is set out in Table B-2. The plan presents the main engagement activity with a timeline of when each activity occurred. The stakeholders represented at the briefing sessions and those who provided feedback across the wider engagement programme are those previously listed in Table B-1.

Table B-2: Engagement Delivery Plan

Engagement Activity	Channel	Stakeholder Audience	Timing
2 x External stakeholder briefing workshops	Microsoft Teams (Online)	External stakeholders	20 th Feb 24
1 x Internal WDC briefing Workshop	Microsoft Teams (Online)	Internal WDC Officers	21 st Feb 24
1x online survey, press release and launch	WDC Website Survey 123	All stakeholders, including the general public	19 th Feb 24 – 31 st March 24
4x In-person public engagement sessions	In-person	All stakeholders, including the general public	11 th - 14 th March 24

The key findings from each engagement activity have been included in subsequent sections.

In addition to the engagement activity set out in Table B-2 collaboration was encouraged with key stakeholders throughout the duration of the programme. As a result, some stakeholders provided further information on local initiatives and ongoing projects which were considered in the development of the strategy. These interactions provided an opportunity to build collaborative and long-term working relationships whilst ensuring the outcomes better matched the needs of the communities most impacted by the ATS.

B.3. Briefing Workshops

To commence with the stakeholder engagement programme, two briefing workshops were held with external stakeholders, and one with WDC Officers with an aligned interest in the development of the ATS. The main purpose of the briefing workshops was to raise awareness of the strategy and engagement, invite stakeholder involvement and support, whilst also promoting the online survey and inviting feedback.

Virtual workshops were considered to be beneficial rather than face-to-face workshops primarily due to the size of West Dunbartonshire as a council area. Material and content shared during the briefing workshops was done so via PowerPoint presentation.

Stakeholders attending the briefing workshop for external partners included regional and nation-wide statutory bodies, transport groups, business representatives, active travel interest groups, community councils, and local community-based organisations and groups. WDC Officers who attended did so from departments such as Public Health, Planning, Housing, Roads, Regeneration, Green Space and Communications. There was some overlap in attendees, with some strategic stakeholders attending both briefing workshops.

B.3.1. Feedback Summary/Key Insights

Discussion points and key insight shared during the briefing workshops included:

- The link between the ATS and the Local Place Plans that are being developed across West Dunbartonshire. There is a need to ensure both the strategy and the place plans align, particularly those that have an interest in active travel.
- It would be beneficial to have a focus on place and wellbeing outcomes. A similar approach taken for the Clydebank place plan is looking at key strategies and plans and then assessment based on place and wellbeing outcomes. Active travel has been one of the strongest themes that has come through.
- Engagement with Loch Lomond and the Trossachs National Park Authority is important and should continue throughout the development of the emerging ATS.
- The national park authority is currently looking at how sustainable travel can reduce carbon emissions from visitor journeys. It was highlighted that most journeys are not commuting but people travelling, often long distances, to the national park. Also highlighted were that many people will contribute to carbon reduction in other areas through using sustainable travel methods to work, but then travel long distances by car to visit the national park.
- Key point raised was that the NCN could be made safer for year-round use with better connections to local communities. Connections over the Erskine Bridge also need attention.

B.4. Survey

On the 19th February a six-week public survey was launched to help capture people's views on the existing barriers they face in relation to walking, wheeling and cycling across West Dunbartonshire. As well as what initiatives would encourage members of the public to walk, wheel, and cycle more often. The online survey was made available in alternative formats and a printed copy could be posted, if required.

To ensure the survey reached as many people as possible it was publicised via email to a range of stakeholders including schools, community councils, and local transport groups including active travel organisations and businesses. Awareness of the survey was also raised at the internal and external workshop briefings and the public engagement events with a request to invite feedback and for stakeholders to share across their networks.

The survey consisted of three main sections: travel habits, existing travel conditions, and future travel aspirations. Each section includes questions related to the specific topic and aimed at understanding both users current and future needs relating to active travel. Each section is discussed below.

A total of 122 responses were received with a sample of the key findings highlighted in the next section of this report.

B.4.1. Travel Habits

The first section of the survey focused on gaining insight into the community's current travel habits. The questions asked users about their current main modes of travel as well as querying how easy people find it to travel in the region.

Figure B-1 outlines participants current preferred transport mode to key destinations. A private vehicle was the most used form of transport for every journey except for leisure activities where 69% of respondents use an active travel method to travel. However, for work, shopping, accessing key services, and social activities private vehicles are the preferred mode of choice, with over 50% of respondents choosing this mode for the latter three journey types.

Although there is a high percentage of users using active travel for leisure, few use it to get to other destinations with less than 8% of users cycling to all other destinations and less than 16% walking to most destinations (except for visiting key services at 30%). Alongside this, public transport use remains low with train use averaging 7% and bus use averaging around 5% across all the journey types.

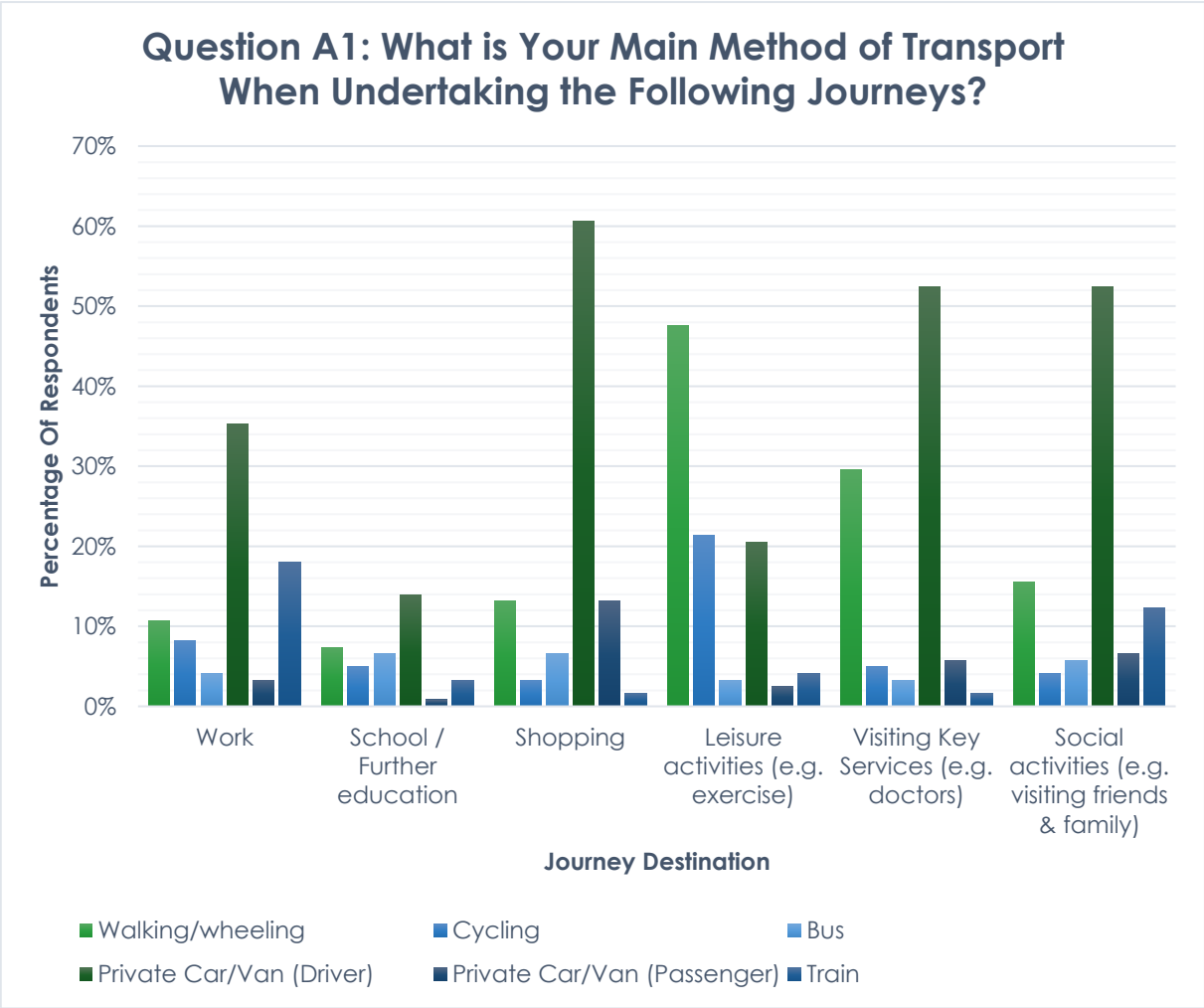


Figure B-1: Results of survey question A1 indicating current modal choice.

When asked to elaborate on how easy it is to travel by these various modes, more respondents indicated that it was easy to travel by all modes, except for cycling where 35% disagreed that it was easy to travel and only 30% agreed. This is outlined in Figure B-2 which shows respondents' level of agreement with ease of travel in West Dunbartonshire. This indicates that the least easy modes to travel by is cycling (35%) followed by the bus (25%) and walking or wheeling (24%) while the car and train appear to be the easiest modes with 63% and 61% agreeing respectively.

Further insight into respondents travel experience highlighted that there tends to be a willingness and positive attitude to moving towards more sustainable modes of transport such as buses and trains, but that people feel unable to do so currently. The unreliability and limited frequency of the current bus and train service was quoted as being a main barrier to better public transport uptake. It was also noted that bus stops and railway stations are too far to travel to and not well integrated with each other. There was additionally a concern about safety on public transport that was raised repeatedly with respondents stating this as a deterrent to using these modes.

There was a general positive attitude to the NCN with users noting that it is good for leisure travel, with the main limitation raised being a lack of lighting and some maintenance issues. However, it was noted that there is a distinct lack of any other cycle infrastructure and so travelling to specific destinations such as school or work is difficult, as is travelling to the NCN from residential areas. Road safety and vehicle conflict was a common concern with many users feeling unsafe cycling on the road, and that even when using the NCN, interaction with road junctions felt unsafe. The A82 is a main artery through West Dunbartonshire, and this was noted to be busy, and often at risk of congestion and collisions making it difficult to cross and interact with as an active travel user.

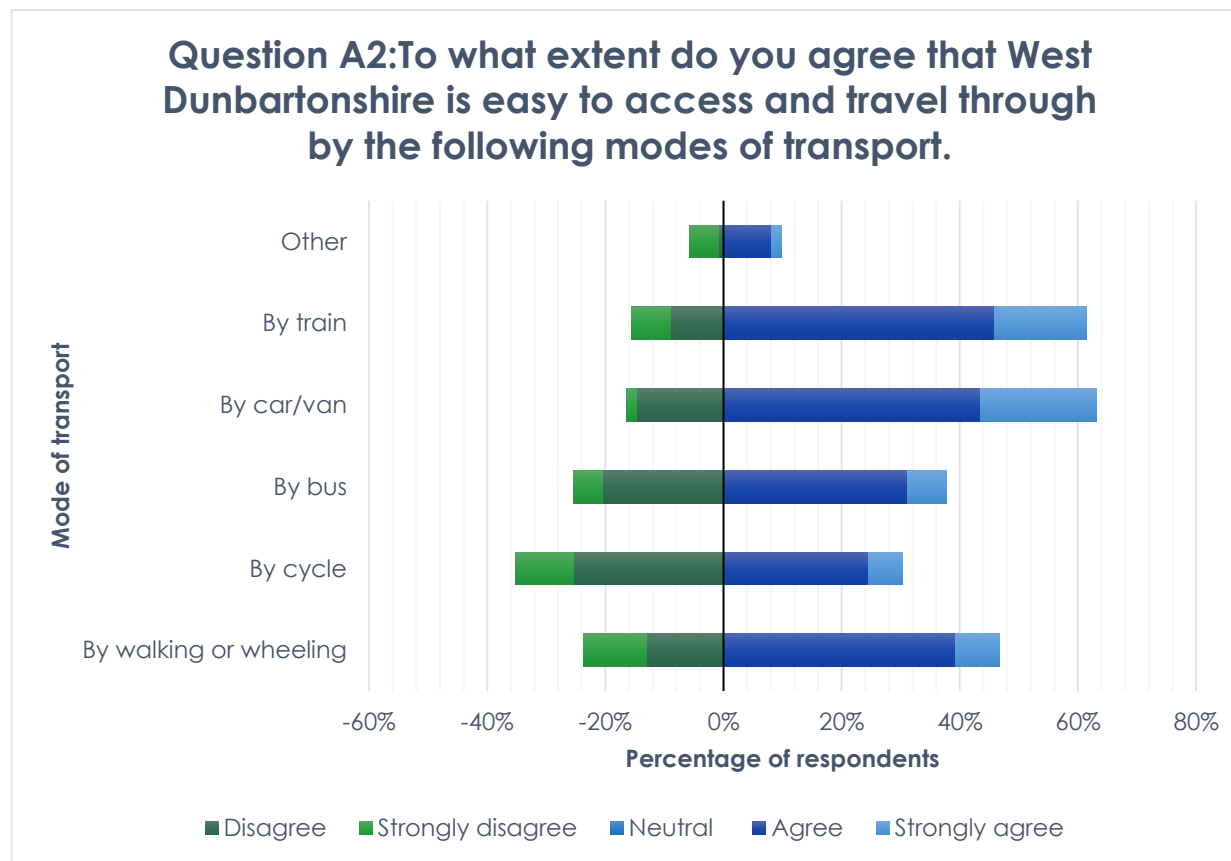


Figure B-2: Results of survey question A2 indicating ease of travel in WDC.

There were specific concerns related to accessibility for mobility impaired users including the limitations that poor footway quality puts on mobility scooters and wheelchairs. This was also raised as an issue concerning public transport with train station access having poor surface quality and limited ramps. It was also noted that when there is active travel provision, such as the NCN, there is no separation between those cycling and those walking and wheeling.

B.4.2. Existing Travel Conditions – Barriers

As part of the survey respondents were given an opportunity to identify their current barriers to walking, wheeling, and cycling in West Dunbartonshire. Respondents were provided with a list of potential barriers for walking and wheeling and then for cycling, of which they could select three and then they could further explain the detail of their answers in a subsequent question.

Figure B-3 details the results of respondents' barriers to walking and wheeling in the region. It is clear that the greatest barrier is the poor condition of footways with 54% of respondents selecting it. This is followed by aggressive driver behaviour (32%), poor lighting (30%), feeling unsafe (29%), and lack of continuous footways (27%).

When expanding on these answers, users reiterated concerns with footway quality noting issues such as overgrown vegetation, flooding, and irregular paving as well as increasing instances of dog fouling. The issue of cars parked on the footway was also reiterated with respondents noting that they were left walking on the road and that the issue is particularly severe near schools. It was also noted that lack of cycle lanes and segregation between

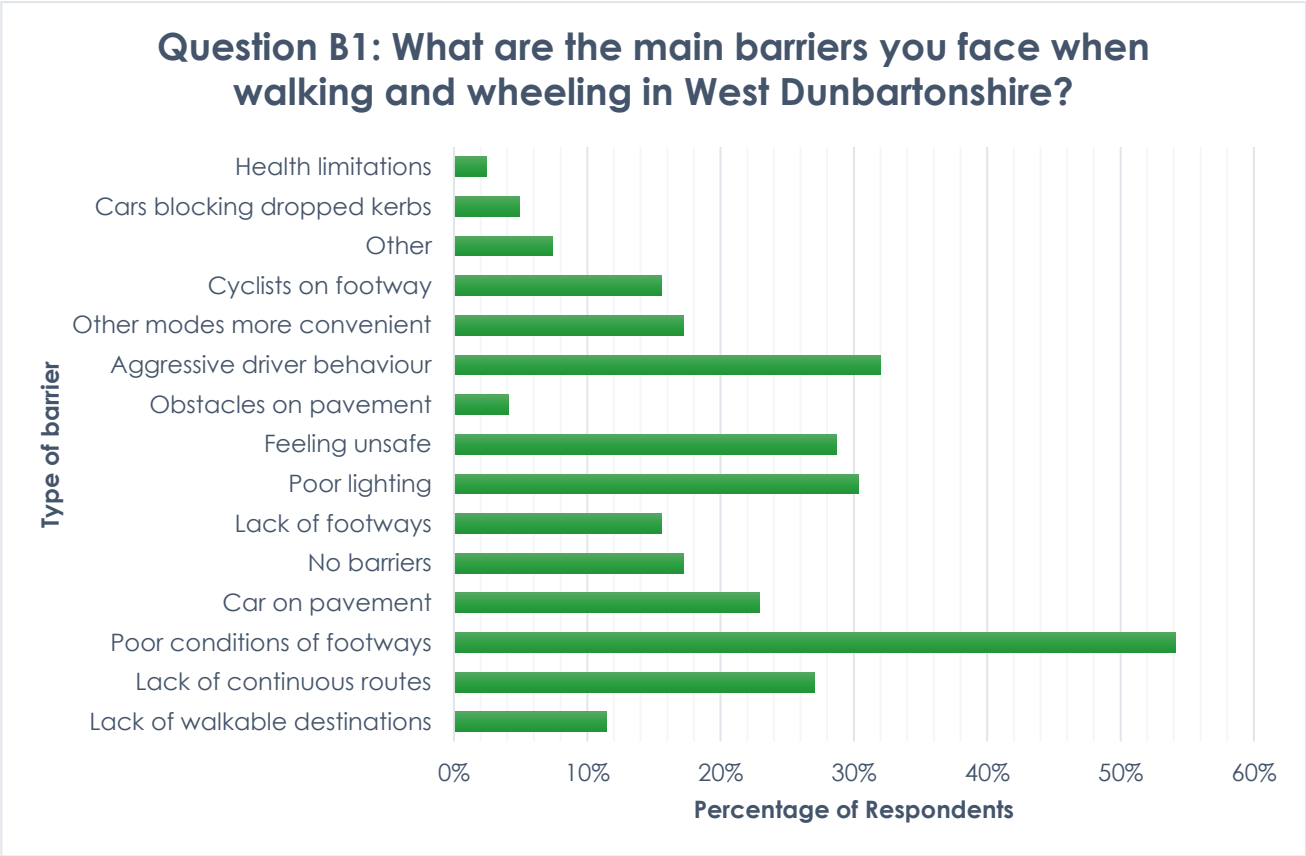


Figure B-3: Results of survey Question B1 indicating barriers to walking and wheeling in WDC.

pedestrians and cyclists often sees cyclists using the footway at speeds which makes other users uncomfortable. Nighttime was noted to be a period which is particularly unappealing to pedestrians, drawing attention to a lack of passive surveillance and the limited light produced from new LED lights.

Figure B-4 details the results of respondents' barriers to cycling in the region. In regarding to cycling, the most apparent barrier is access to a cycle with 61% of respondents stating that they do not own a cycle. The quality of the cycle route itself was the next most common issue, including poor road conditions (45%), lack of continuous routes (42%), and lack of segregated cycle lanes (39%).

When elaborating on their answers, respondents stressed that they want to cycle but are unwilling to because of road safety, noting that even though the NCN is good it is not easy to access. Respondents mention the speed, volume, and aggression of drivers as the main deterrents from cycling on the road which, combined with potholes and parked cars, make it difficult to cycle on road in the region. This is a particular issue because of the lack of cycle infrastructure outside of the NCN and is significantly worse in rural areas with high speeds and narrow roads. Other concerns raised included conflict with pedestrians on cycle paths and security limitations due to lack of lighting and secure cycle parking.

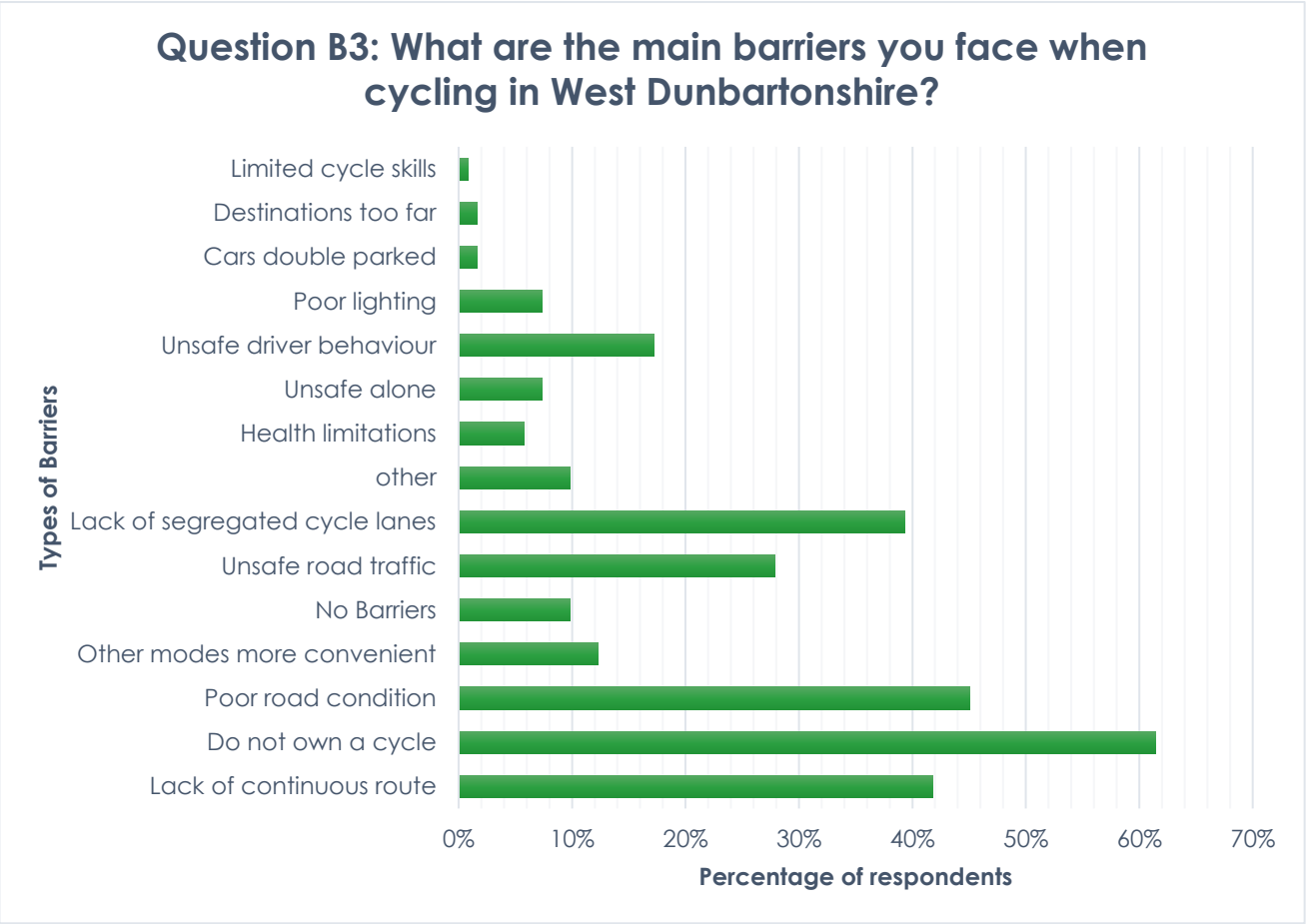


Figure B-4: Results of survey Question B2 indicating barriers to walking and wheeling in WDC.

B.4.3. Future Travel Aspirations

Respondents were given an opportunity to indicate which initiatives they would most like to see in West Dunbartonshire that would encourage walking, wheeling, and cycling. Lists of potential initiatives were provided for infrastructure and for behaviour change separately and respondents were asked to choose two which they felt would encourage them to use active travel more. These were asked for walking and wheeling, and then cycling respectively.

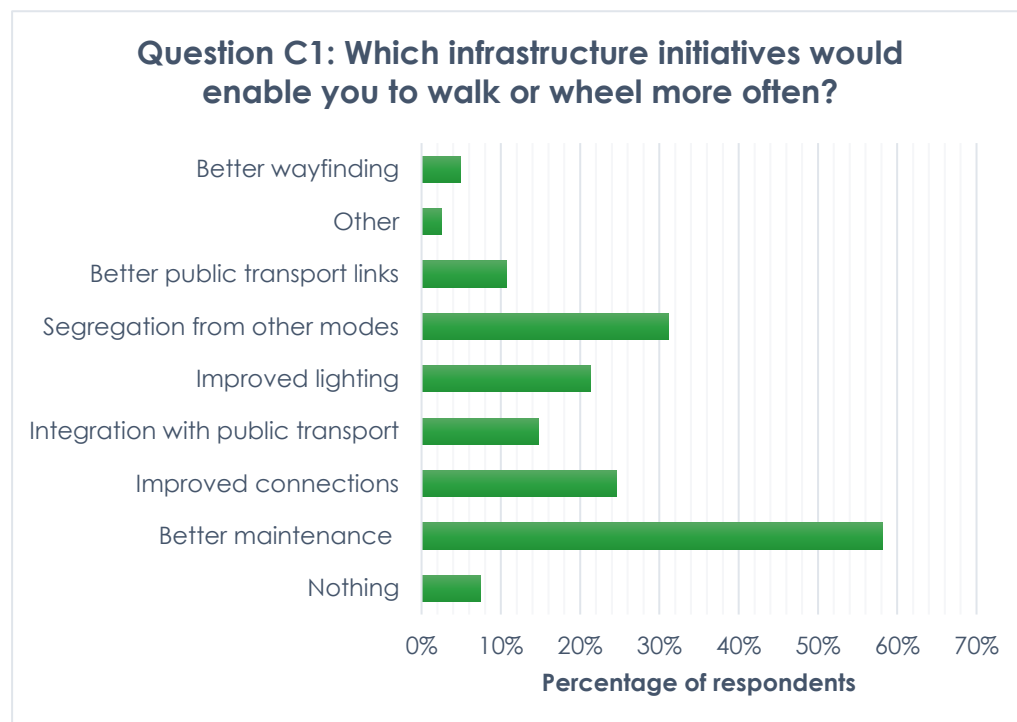


Figure B-5: Results of survey Question C1 indicating which infrastructure initiatives respondents feel will enable them to walk and wheel more.

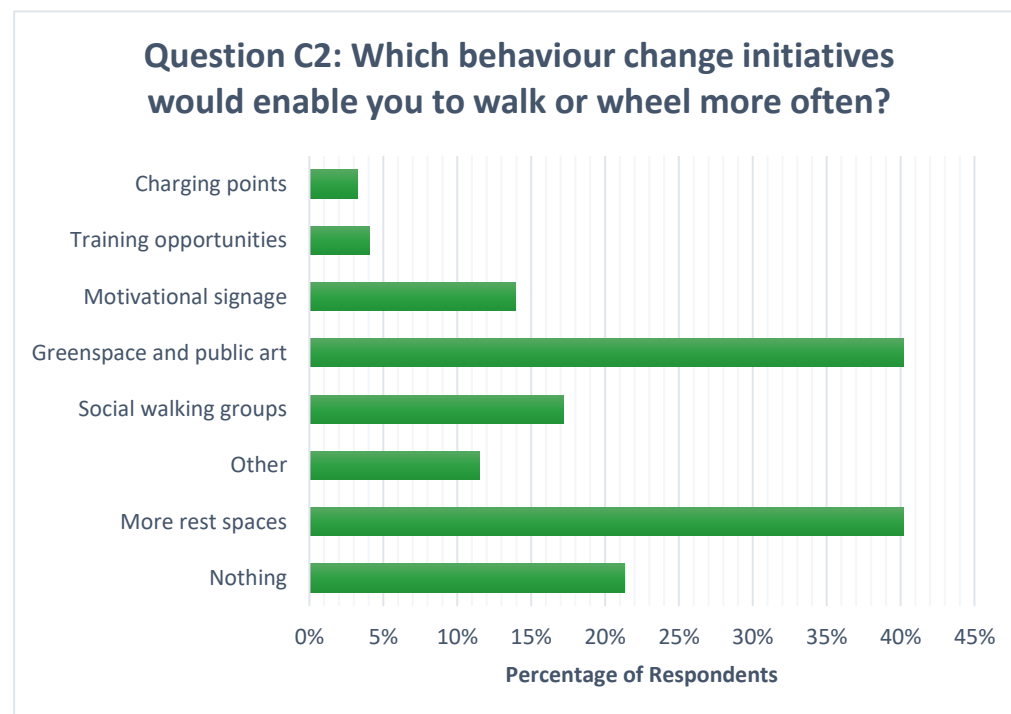


Figure B-6: Results of survey Question C2 indicating which behaviour change initiatives respondents feel will enable them to walk and wheel more.

Regarding walking and wheeling, Figure B-5 indicates the infrastructure initiatives users would like and Figure B-6 indicates the behaviour change initiatives users would like to see. For the former, improved maintenance of paths and footways is a clearly the most important initiative with 58% of respondents selecting this, followed by segregation from other modes selected by 32% of respondents. For behaviour change based initiatives

40% of people said that greenspace or public art and more rest areas would enable them to walk or wheel more, however 21% said that no initiatives would help.

Across both sets of questions there are some respondents who suggested 'other' initiatives relating to walking and wheeling (2% for infrastructure and 11% for behaviour change). These included litter picking events, women safety support, action against car owners, and most predominantly public toilet provision.

Respondents were asked the same questions regarding cycling and the results regarding infrastructure initiatives are outlined in Figure B-7, and regarding behaviour change are outlined in Figure B-8. For infrastructure initiatives, both segregation from other transport modes and better maintenance were selected by 38% of respondents, and an improved and better-connected network was selected by 33%. However, 27% of respondents also stated that nothing would encourage them to cycle more. In regard to behaviour change, no initiatives would encourage active travel uptake was selected by 34% of respondents, more than any other option. Aside from this, the only other initiative that was selected by more than 20% of users was better route and activity information (28%).

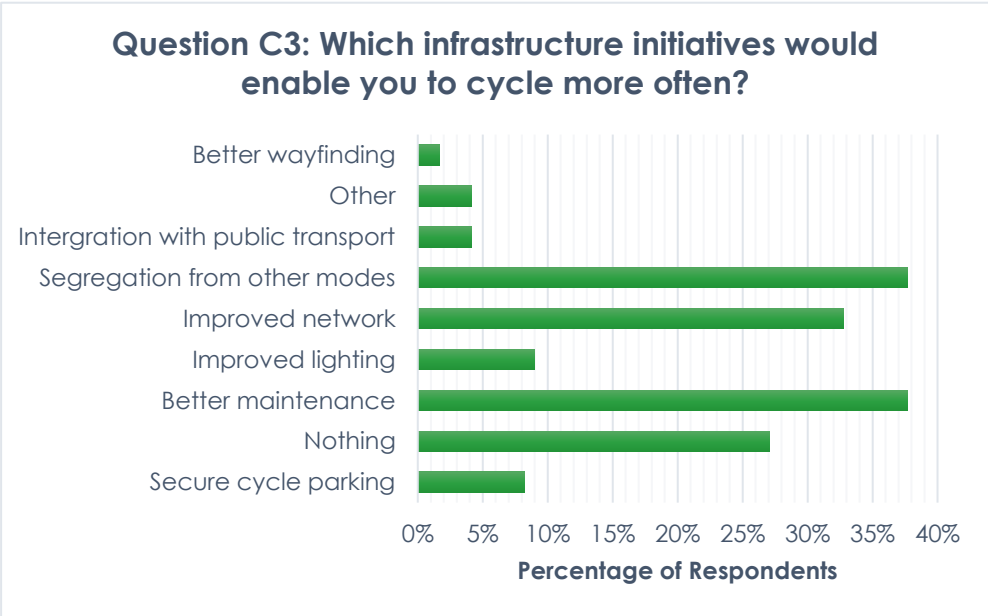


Figure B-7: Results of survey Question C3 indicating which infrastructure initiatives respondents feel will enable them to cycle more.

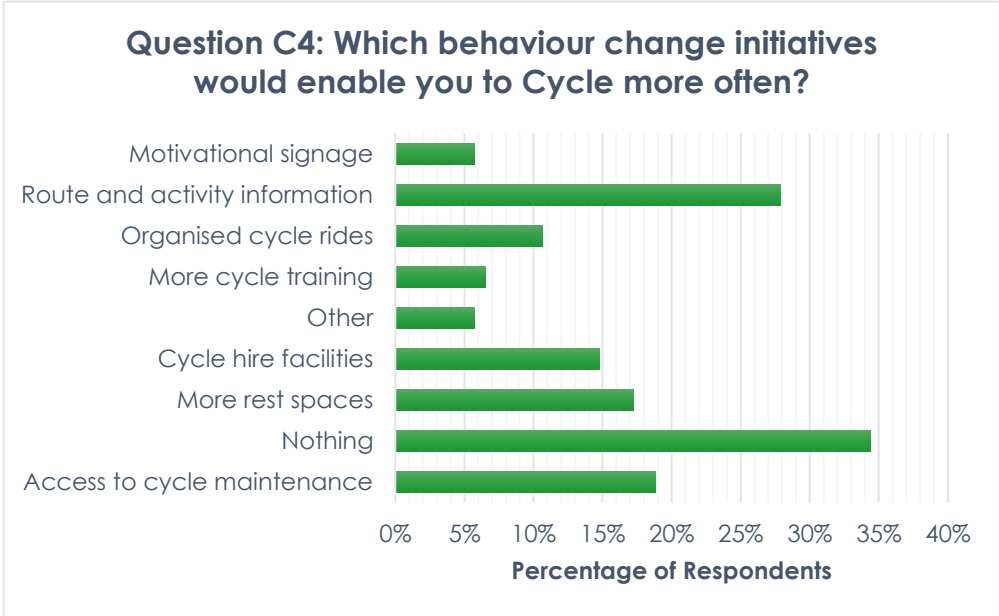


Figure B-8: Results of survey Question C4 indicating which behaviour change initiatives respondents feel will enable them to cycle more.

Across both sets of questions there were some respondents who suggested 'other' initiatives relating to cycling (4% for infrastructure and 6% for behaviour change). These included suggestions to improve junction design, vehicle driver education, and secure cycle parking.

Alongside initiatives, respondents were able to indicate how much they agreed with statements regarding West Dunbartonshire Council's (WDC) ambitions. The ambitions were listed as follows:

- **Ambition 1:** There is a need to improve the actual and perceived safety for those travelling actively, including children, women, and ethnic minority groups.
- **Ambition 2:** To increase the number of people traveling by active modes it is important to raise awareness of the benefits of active travel and promote opportunities to get involved.
- **Ambition 3:** Promoting active travel across West Dunbartonshire could contribute to the improved physical, social and mental wellbeing of people.
- **Ambition 4:** To promote inclusive and sustainable growth, we need to connect key land uses and destinations via a coherent active travel network, taking advantage of public transport connections as well as blue-green infrastructure improvements.
- **Ambition 5:** To help reduce climate impact we can encourage active travel to be the preferred mode for short journeys.

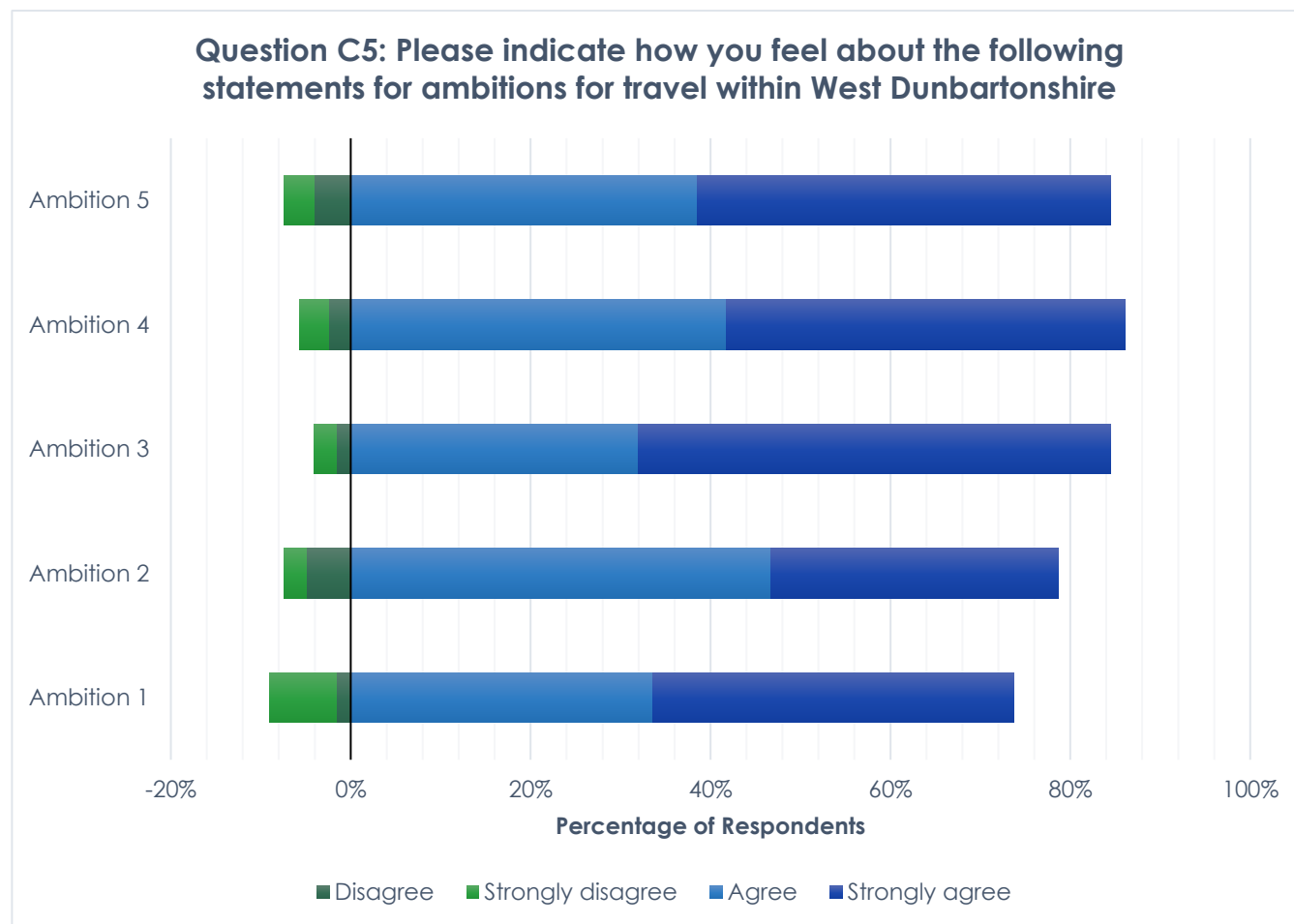


Figure B-9: Results of survey Question C5 indicating respondents' level of agreement with WDC's ambitions.

Respondents were able to rate each of these on a scale from strongly disagree to strongly agree. Figure B-9 outlines the results and shows general support for the ambitions. Every ambition was agreed or strongly agreed with by over 74% of respondents and disagreed with by less than 10%. Ambition 3 relating to well-being and health was the most strongly agreed with (52%), and Ambition 4 on encouraging sustainable growth had the most overall support with 86% of respondents agreeing or strongly agreeing. Ambition 1 was the least supported with 9% strongly disagreeing, but still had 76% agreeing or strongly agreeing.

B.5. Public Engagement Events

Four public engagement events were delivered in March 2024 to help facilitate more in-depth discussions around active travel with communities across West Dunbartonshire. The locations of these events are identified in Figure B-10 and the corresponding dates are listed below:

- Monday 11th March: *Clydebank Town Hall*
- Tuesday 12th March: *Alexandria Community Centre*
- Wednesday 13th March: *St Kessog's Church Hall (Balloch)*
- Thursday 14th March: *Concord Community Centre (Dumbarton)*

The purpose of the engagement events was to enable residents to share their views on how walking, wheeling, and cycling connections across West Dunbartonshire should look over the next 10 years and beyond. Residents could also obtain information on the purpose of the ATS whilst sharing their lived experience of active travel across West Dunbartonshire.

To maximise reach, venues across the three main urban areas of West Dunbartonshire were chosen to host the public engagement events. Officers from WDC's Roads and Neighbourhood teams as well as AtkinsRéalis staff attended all four events, presenting maps of the focus area, recording the views and suggestions shared by residents, whilst also providing paper copies of the public survey for residents to complete. Social media, direct emails, and

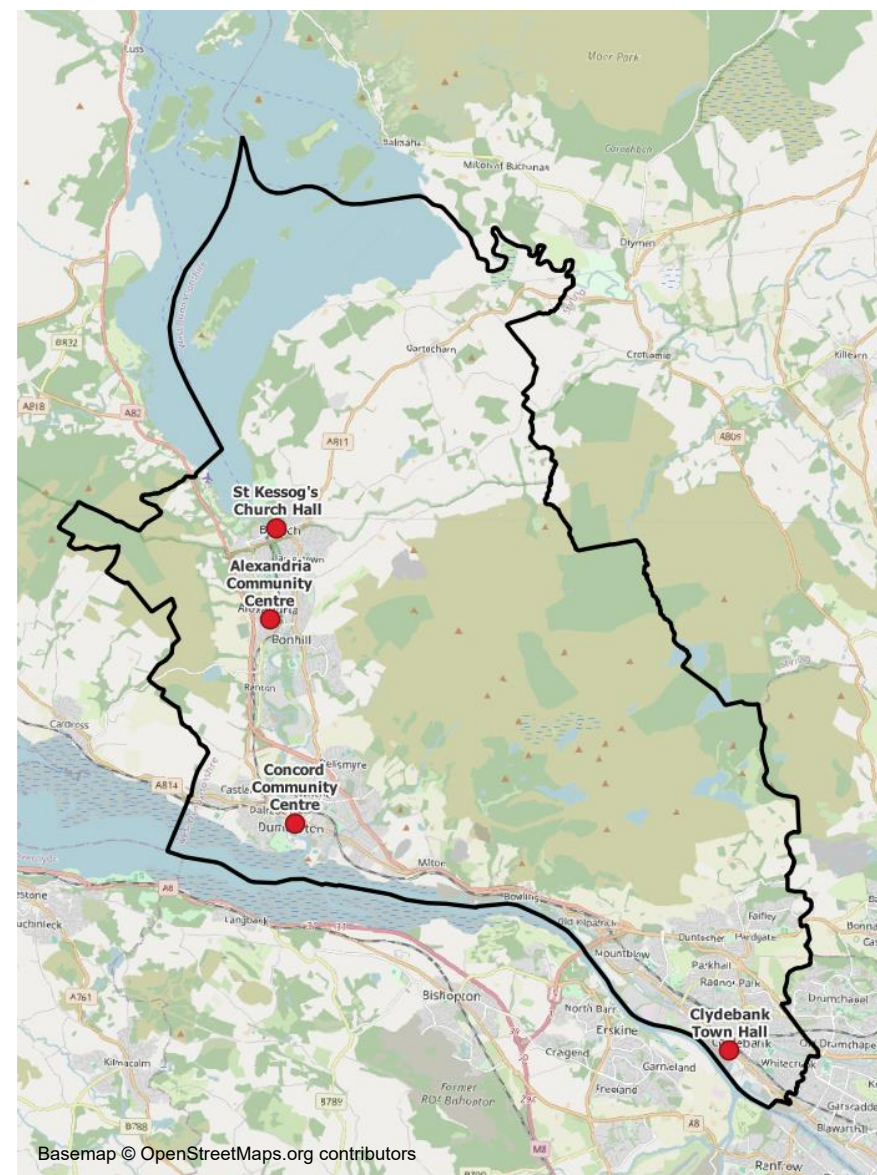


Figure B-10: Public engagement event locations

local newsletters were some of the communication channels used to promote the public engagement events and a promotional poster was created as seen in Figure B-11.

B.5.1. Feedback Summary / Key Insights

Discussion points and key insight shared during the in-person engagement events included:

- Community council members took the opportunity to share their knowledge on the area and highlight their upcoming *Local Place Plans*. The community council members emphasised a number of local place plans which are due to be released and that active travel is a common focus area across them.
- At all four of the locations similar barriers to cycling, walking, and wheeling were raised which reflect those already noted in the survey results. The main barriers noted were that improved maintenance is needed, safety is a concern and a major reason as to why people don't travel by cycle, and that the NCN lacks lighting.
- Specific locations were noted, including the Old Military Road to Gartocharn and the A813 to Bonhill which have narrow footways, the Park and Ride at Kilbowie is currently underused which provides an opportunity to increase use, and that crossing points to and from the NCN are safety concerns.

In addition to this, public transport was also a focus area of discussion with users noting a lack of connectivity with key services (hospital) and other transport modes (rail), and the positioning of bus stops means people don't see the bus service as a viable transport option. It was suggested that bus times do not align with train times, leading to additional and unnecessary travel time, making private cars more practical forms of transport.

West
Dunbartonshire
COUNCIL

AtkinsRéalis

HAVE YOUR SAY!

ACTIVE TRAVEL STRATEGY

Have your say on how walking, wheeling, and cycling connections across West Dunbartonshire should look over the next 10 years and beyond.

West Dunbartonshire Council is in the process of developing an Active Travel Strategy for the region. Active travel refers to journeys undertaken by people walking, wheeling (people using wheelchairs or any alternative to foot/pedestrian-based mobility), cycling and scooting.

Have your say!

Please follow the QR code to complete a short survey by **Sunday 31st March 2024** to have your say.

Scan QR code to access the survey

In Person Events

We are also holding public drop-in sessions where you can meet some of the project team, ask questions, and share your views in person.

11/03/24: **Clydebank Town Hall** (Reception Room)

12:00 - 17:00

12/03/24: **Alexandria CE Centre** (Area 1)

15:00 - 20:00

13/03/24: **St Kessog's Church Hall, Balloch**

12:00 - 17:00

14/03/24: **Dumbarton Concord Community Centre**

12:30 - 17:30

Should you require the survey in an alternative format or if you wish to request a printed copy to be posted to you, please email: CAS_Roads_Contact_Centre_Queries@west-dunbarton.gov.uk

Figure B-11: Promotional Poster

Appendix page 26

Active Travel Strategy

Page 117

Appendix C. Network Plan

The aim of the network plan is to identify a strategic network connecting key destinations within the study region through the most direct routes possible. In West Dunbartonshire there currently is, as previously discussed, the National Cycle Network running through the area, and although an important connection for cycling in the area, is not always the most direct route between key locations and so is not typically used for everyday travel. There may be more direct routes available, but they are not currently well-used because of a lack of infrastructure even though there may be suppressed demand. The network plan will mitigate this limitation by predicting where people would be travelling if they had the most direct route choice, rather than where they currently travel. This direct route choice is then used to provide a more aspirational and optimised travel network.

The process used to do this is broken down into four steps as outlined below and indicated in Figure C-1^{xxiv}. Note that these steps are displayed through maps on the following pages.

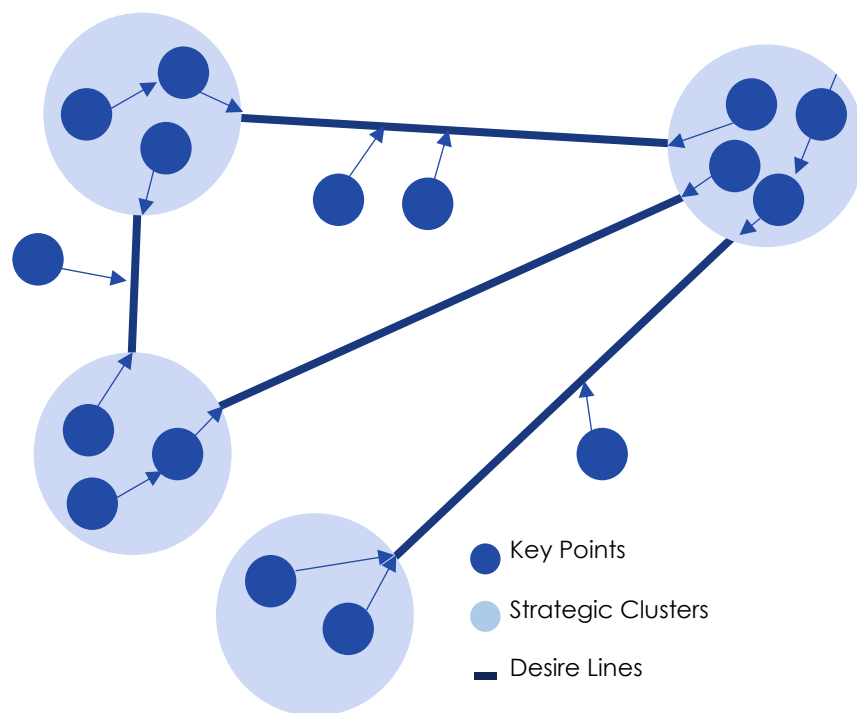


Figure C-1: Visual representation of Step 1 – 3 of the network plan.

Step 1: Identify Key Points

The first step is to identify key origins and destinations within the region that users will be travelling to and from. These are the locations which will likely generate the most trips. In the case of West Dunbartonshire, the key locations were identified using mapping software, census data, and local knowledge and included:

- Main employers and industrial complexes,
- Schools including primary, secondary, and tertiary education,
- Retail such as major shopping centres and high streets,
- Culture and tourism attractions,
- Hospital and medical facilities,
- Railway stations, and,
- Residential centres

These key points are indicated on a map of West Dunbartonshire in Figure C-2.

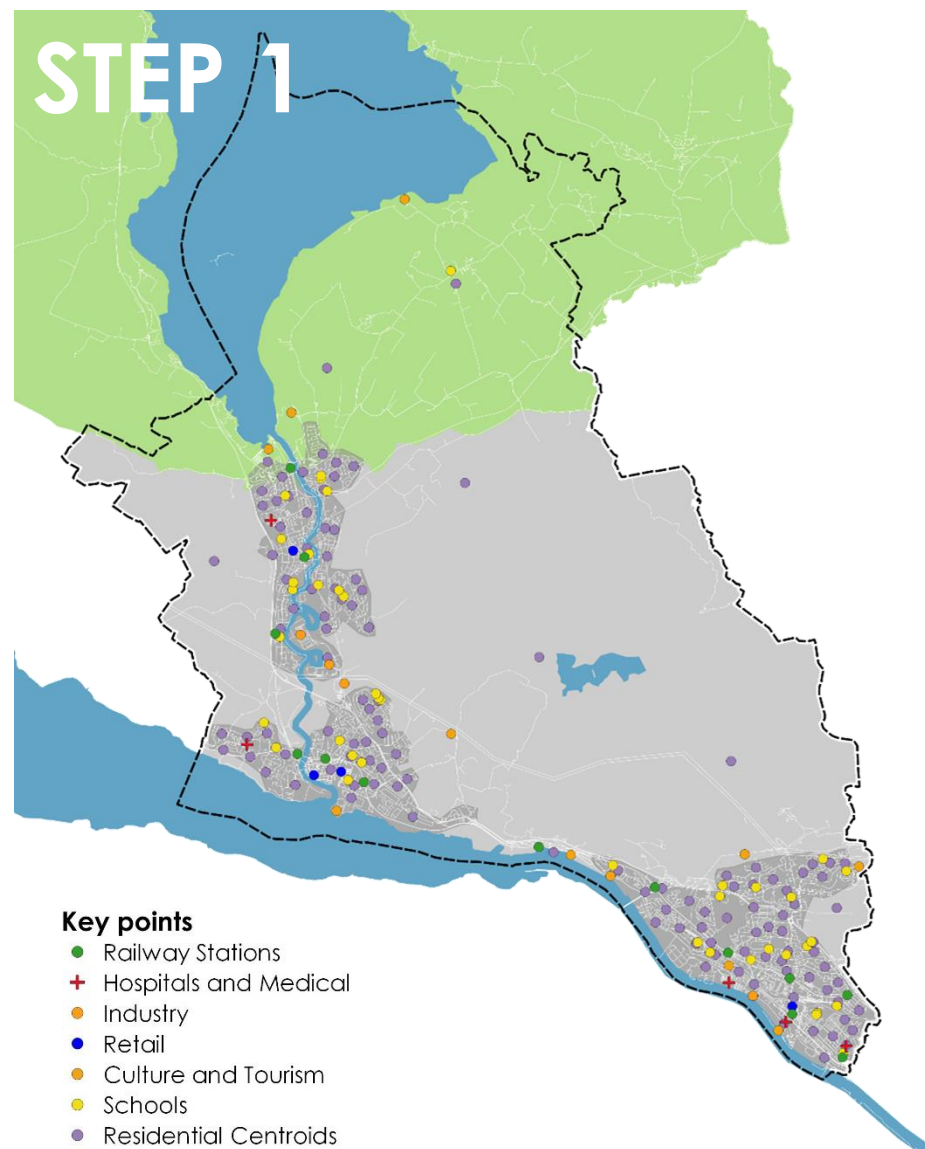


Figure C-2: Map indicating Step 1 showing the identification of key points across West Dunbartonshire.

Step 2: Clustering key points

The mapping of the key locations are then grouped into clusters based on proximity to each other. These clusters will represent strategic locations used for the network plan. The cluster locations considered the existing key points identified in the previous steps while also considering future developments as identified in the Local Development Plan^{xxv} as well as key locations within neighbouring councils.

This clusters will make up strategic locations used to create the network and are shown in Figure C-3.



Figure C-3: Map indicating Step 2 showing strategic clusters

Step 3: Desire Lines

Each of the strategic clusters were then connected with straight links representing desire lines. These indicate key movement corridors which the cycle network should aim to support. In order to ensure the network was usable all links were less than 5 miles^{xxvi}. These desire lines make up the strategic network as outlined in Figure C-4.

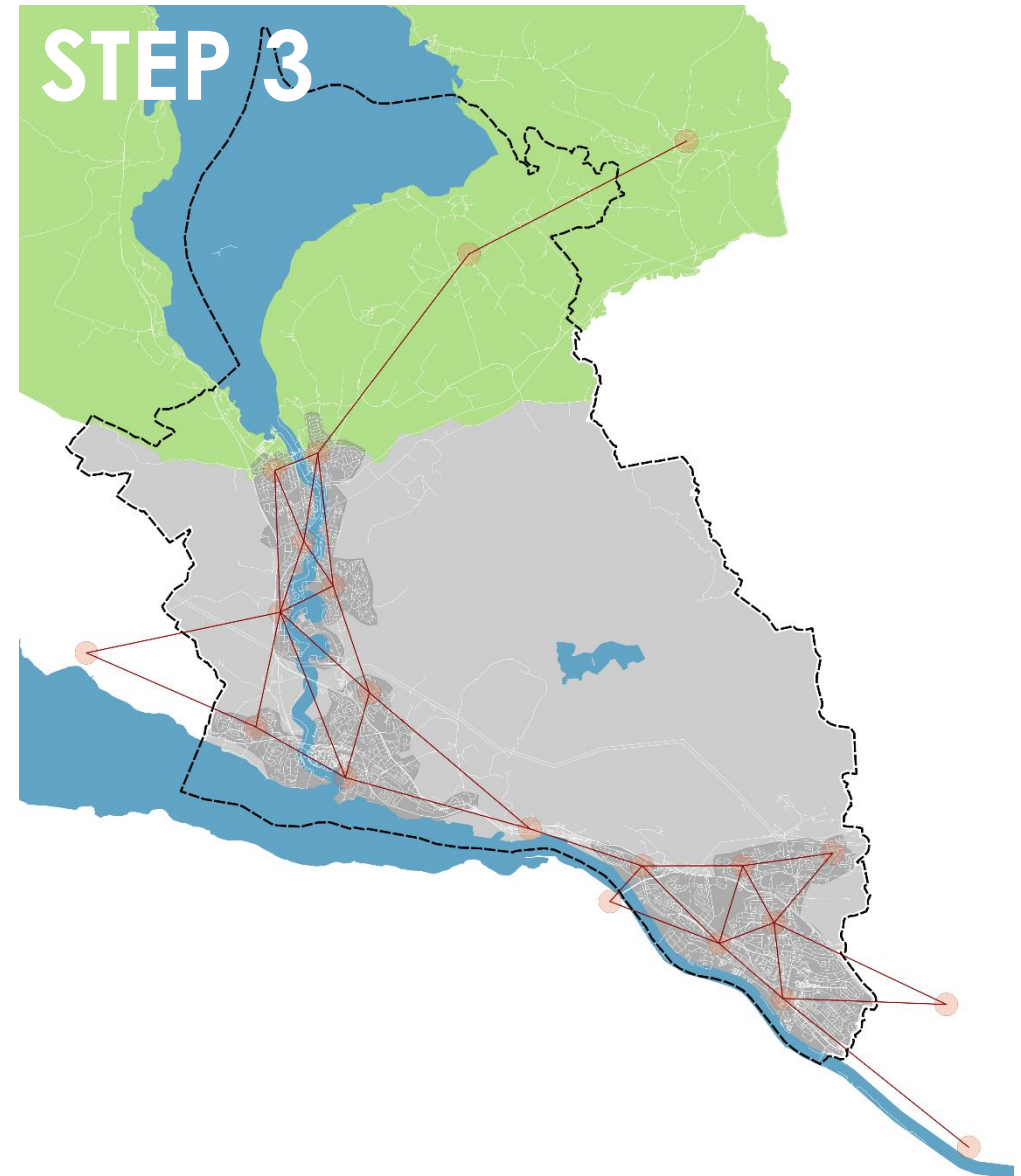


Figure C-4: Map indicating Step 3 showing desire lines linking strategic clusters.

Step 4: Aspirational Everyday Journey Network

The desire lines are straight links and so do not match the existing road network. Ideally active travel routes would be created along the most direct desire lines, but existing infrastructure will prevent this (such as private property boundary lines, buildings, and water ways). Each straight desire line identified in step 3 therefore needs to be aligned onto the existing roads and paths in West Dunbartonshire. This creates an aspirational everyday journey network which takes the shortest possible route along actual roads and paths as mapped in Figure C-5. It will be one of the aims of the active travel strategy to propose appropriate infrastructure on this aspirational everyday journey network, resulting in the potential to provide a network which is optimal for users to access key destinations within the region.

The aspirational everyday journey network is contained within West Dunbartonshire but as noted in previous steps, there are strategic links to locations within neighbouring councils. It is outside of the scope of West Dunbartonshire Council (WDC) to make changes within the neighbouring authorities however cross council movement should be considered. A number of the routes leading out of West Dunbartonshire match with either established routes or planned routes by neighbouring councils, further supporting their strategic importance. Figure C-5 identifies those routes in neighbouring councils which relate to route-based actions in the WDC Active Travel Strategy

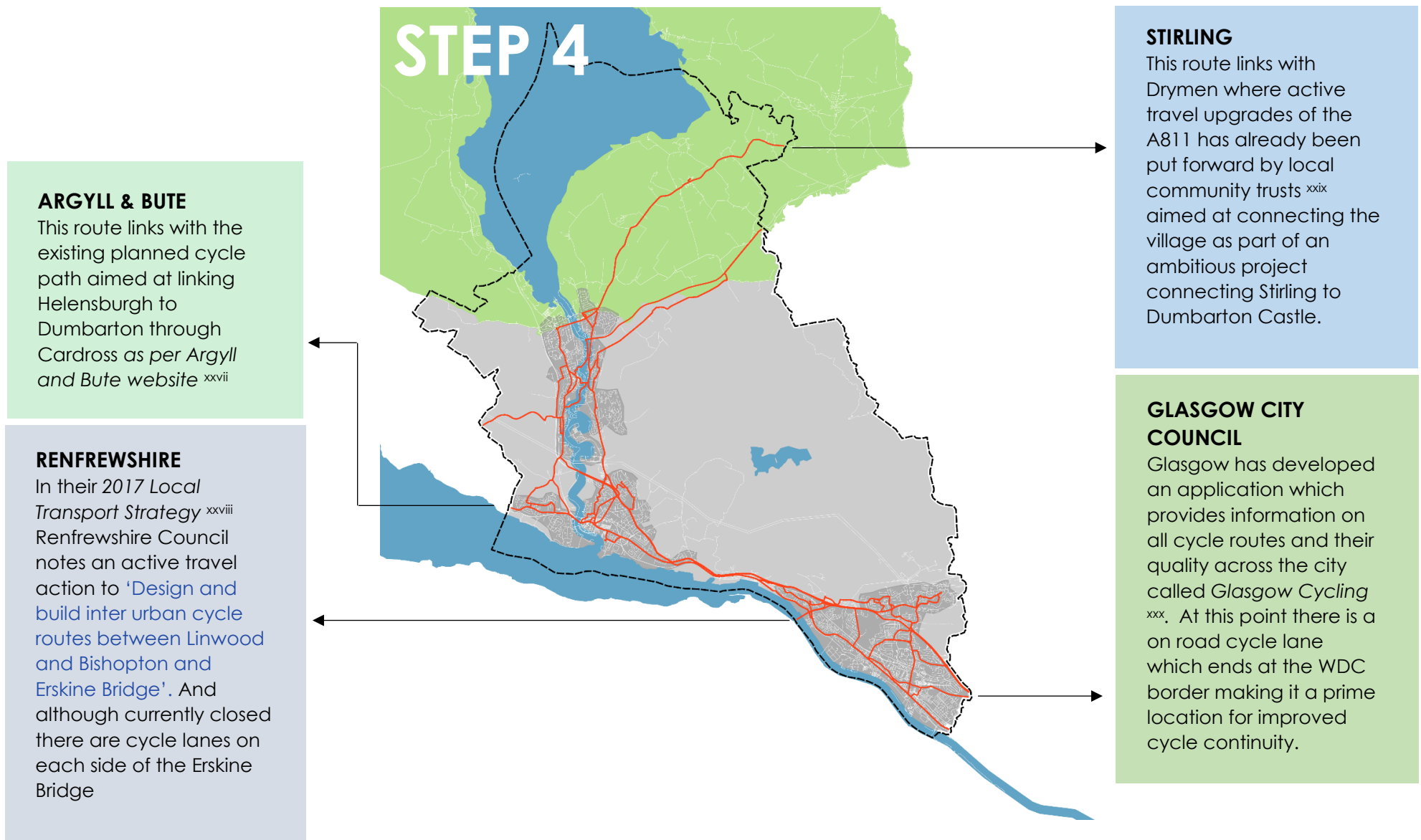


Figure C-5: Map indicating Step 4 showing the aspirational everyday journey network as applied to existing paths and roads.

Step 5: Adding Leisure Routes

The aspirational everyday journey network focuses on everyday routes designed to get users from one key cluster to another by the shortest route possible. Active travel by its very nature of being active is not only associated with direct movement between two key points but also as a leisure activity. Leisure trips tend to be longer and focus on quiet routes with attractive features such as rivers or hills. In the case of West Dunbartonshire there is already an established leisure route in the National Cycle Network paths 745 and 7 which run through the council area. These routes are essential to the region and provide a path for those walking, wheeling, and cycling that is quiet, traffic free, with views of the union canal, the River Leven or the Loch Lomond and Trossachs National Park. Step 5 overlays the leisure routes with the aspirational everyday journey network created in step 4 providing a network that is encompassing of both everyday and leisure travel needs as shown in Figure C-6.

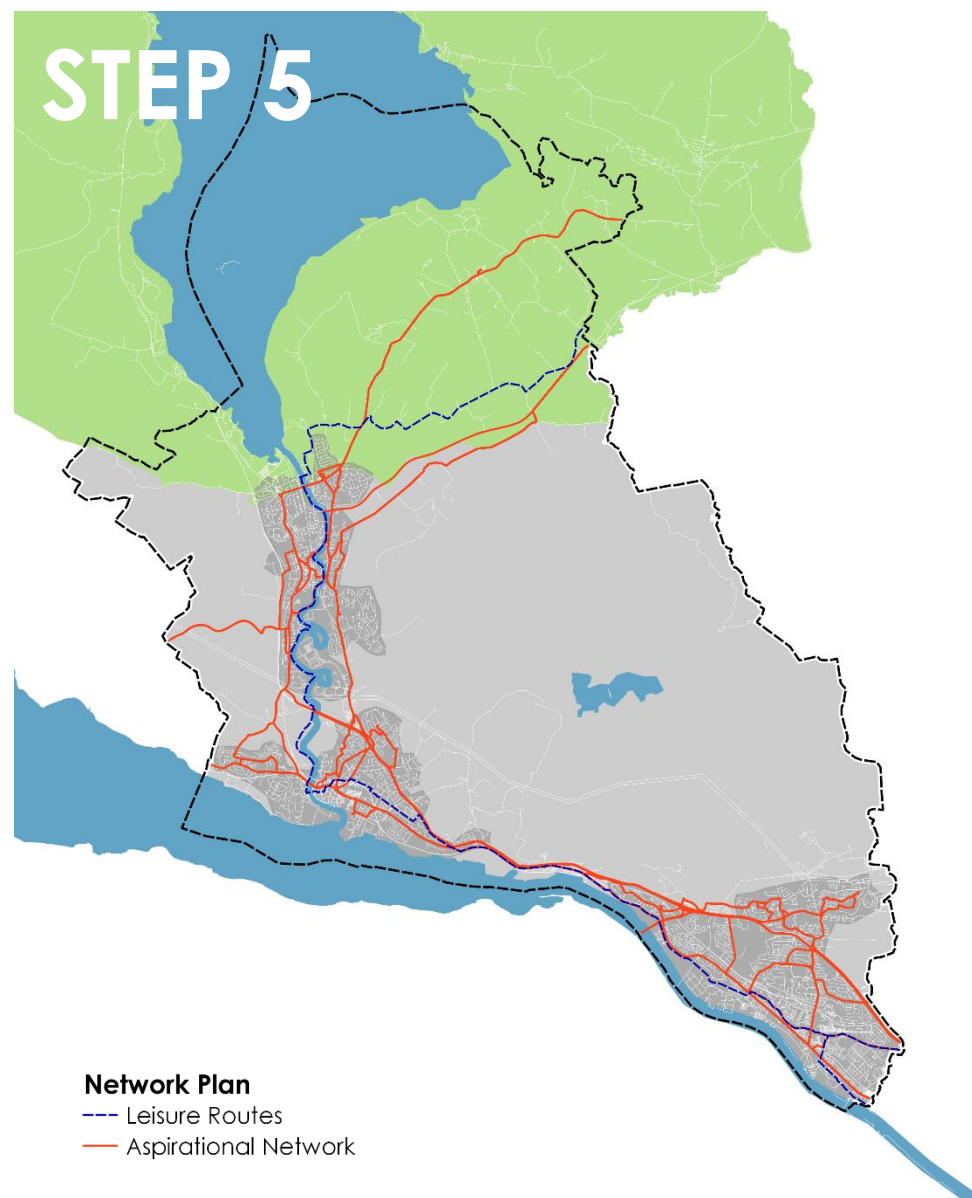


Figure C-6: Map indicating Step 5 showing leisure routes and everyday travel routes as per the aspirational everyday journey network

Appendix D. Multi-criteria Analysis

In total there were 15 routes suggested as part of the action list in the delivery plan. Each of these was assessed based on a set of criteria in order to prioritise the delivery of these routes. The detailed criteria were as follows:

Criteria	High - 5	Medium - 3	Low - 1
What is the potential level of users? <i>Source: Network Planning Tool^{xxx}</i>	The corridor is anticipated to see a high level of use – NPT “Go Dutch” >1000 users	The corridor is anticipated to see a medium level of use – NPT “Go Dutch” 250-1000 users	The corridor is anticipated to see a low level of use – NPT “Go Dutch” <250 users
What is the stakeholder/public appetite like? <i>Source: Stakeholder Comments</i>	The corridor has been mentioned >3 times or is known to be a problematic gap in the network	The corridor has been mentioned 2-3 times or is a gap in the network that would be desirable to fill	The corridor has been mentioned <2 times and while it is a gap in the network there are alternative corridors
What will the impact be on areas of socio-economic deprivation? <i>Source: SIMD^{xxxii}</i>	The corridor passes through areas of high socio-economic deprivation (1 st -3 rd percentile) helping connect residents to everyday destinations	The corridor passes through areas of medium socio-economic deprivation (4 th -7 th percentile), helping connect residents to everyday destinations	The corridor passes through areas of low socio-economic deprivation (8 th -10 th percentile), helping connect residents to everyday destinations
Does it link to public transport? <i>Source: Google Maps</i>	The corridor directly connects to a public transport interchange such as railway or bus station.	The corridor facilitates access to a public transport interchange such as railway or bus station but does not directly connect to it.	The corridor does not connect to a public transport interchange such as a railway or bus station.
Does it link to key land uses? <i>Source: Google Maps / LDP Future Allocated Areas</i>	The corridor directly connects to >3 key land uses such as schools, health facilities, retail, new development (employment/housing)	The corridor directly connects to 2-3 key land uses such as schools, health facilities, retail, new development (employment/housing)	The corridor directly connects to <2 key land uses such as schools, health facilities, retail, new development (employment/housing)
What is the current level of cycle friendliness? <i>Source: Network Planning Tool</i>	The corridor has a score of <25 on the NPT Cycle Friendliness	The corridor has a score of 25-50 on the NPT Cycle Friendliness	The corridor has a score of >50 on the NPT Cycle Friendliness

The scoring process involved assessing each route against the criteria above and allocating a score based on its performance. Using a broad range of criteria helps to ensure that one or two criteria do not have unjust bias which could skew the results. Once each route has been scored against the criteria it is totalled. The routes which have the highest score are those which are deemed to have the potential to have the greatest impact and are those which should be considered for implementation first.

Ref	Title	Potential level of users?	Stakeholder/ public appetite?	Socio-economic impact	Link to public transport?	Does it link to key land uses?	What is the cycle friendliness level?	Total
R-01	Kilbowie Road – Kilbowie Roundabout to Clydebank	5	3	5	5	5	5	28
R-02	A813 - Balloch to Bellsmyre	5	3	5	3	5	5	26
R-03	B857 & A812 - Balloch to Dalreoch Station	5	3	5	5	5	3	26
R-04	Glasgow Road - Dalreoch to Milton	5	3	3	5	5	5	26
R-05	A811 - Balloch to Drymen	3	3	3	5	5	5	24
R-06	A814 - Dalreoch Station to Cardross	5	1	5	5	3	5	24
R-07	A82 – Bellsmyre to Drumchapel	5	5	3	3	3	5	24
R-08	Glasgow Road – Clydebank to Yoker	3	3	5	5	3	5	24
R-09	Renton to Bellsmyre via Vale of Leven Industrial Estate	1	3	5	5	5	3	22
R-10	Mountblow Road – Mountblow to Dalmuir	5	3	5	3	3	3	22
R-11	Townend Road - Bellsmyre to Dumbarton	3	3	3	5	3	3	20
R-12	Dumbarton Road – Bowling to Clydebank	3	1	3	5	3	5	20
R-13	Faifley to Kilbowie Road Roundabout	5	1	5	1	3	5	20

Ref	Title	Potential level of users?	Stakeholder/ public appetite?	Socio-economic impact	Link to public transport?	Does it link to key land uses?	What is the cycle friendliness level?	Total
R-14	Duntocher Road – Kilbowie Roundabout to Dalmuir	5	3	3	5	1	3	20
R-15	Erskine Bridge – Old Kilpatrick to Erskine	5	3	3	3	1	5	20

Appendix E. Monitoring and Evaluation Plan

To ensure the success of the active travel strategy, it is crucial to ensure that regular monitoring and evaluation is carried out. By doing so, the impact of the active travel strategy's objectives and actions can be reviewed, and progress tracked to ensure that positive change is occurring within West Dunbartonshire.

The objectives within the strategy form the basis of the monitoring and evaluation review. From here, indicators can be used to benchmark against, and provide a springboard for, change using internal council data as well as external sources. The table below outlines indicators, data sources, and outcomes to be used as part of the monitoring and evaluation process.

	Indicators	Data Sources	Definition of Success
Climate Impact	<ul style="list-style-type: none"> • Air and noise pollution levels • Percentage of people travelling to work or study by active modes • Length (km) of active travel trips undertaken • Perceived barriers to active modes 	<p>Existing data sources:</p> <ul style="list-style-type: none"> • Scottish Transport Statistics • Cycling Scotland Annual Monitoring Report • Scottish Environment Protection Agency (SEPA) Pollution Mapping <p>Future data collection requirements:</p> <ul style="list-style-type: none"> • Post construction/implementation engagement feedback. • Localised pollution monitoring • Postal residents' surveys • Active travel surveys • Traffic speed and volume surveys • Findings from project governance groups 	<ul style="list-style-type: none"> • Active travel becomes attractive as a mode of travel in the area for everyday journeys. • Climate indicators show an improvement within West Dunbartonshire. • Interventions result in increased uptake of active travel in the area.

Indicators	Data Sources	Definition of Success
Connectivity <ul style="list-style-type: none"> Length (km) of active travel paths/links improved or created Percentage of people travelling to work or study by active modes Length (km) of active travel trips undertaken Percentage of key land uses with cycle parking facilities Percentage of public transport interchanges that can be accessed actively Perceived barriers to active modes Perceived journey quality and safety for all travel modes 	<p>Existing data sources:</p> <ul style="list-style-type: none"> Cycling Scotland Annual Monitoring Report Scottish Transport Statistics School Hands Up Surveys Department for Transport (DfT)/Transport Scotland (TS) Traffic Counts <p>Future data collection requirements:</p> <ul style="list-style-type: none"> Post construction/implementation engagement feedback. Postal residents' surveys Active travel surveys Traffic speed and volume surveys Findings from project governance groups Post construction audits (if undertaken) 	<ul style="list-style-type: none"> Users of route feel safer when moving around. Engagement feedback highlights the improved quality of public spaces and their accessibility. Active travel becomes attractive as a mode of travel in the area for everyday trips. Survey findings point to increased comfort when using active travel Interventions result in increased uptake of active travel in the area.
Health <ul style="list-style-type: none"> Community health and wellbeing levels Percentage of active travel for recreation / leisure trips Perceived barriers to active modes Perceived journey quality for active travel modes Attitudes towards/propensity to walking, cycling and other active modes. Public awareness of active travel 	<p>Existing data sources:</p> <ul style="list-style-type: none"> Scottish Transport Statistics Cycling Scotland Annual Monitoring Report <p>Future data collection requirements:</p> <ul style="list-style-type: none"> Post construction/implementation engagement feedback. Postal residents' surveys Questions regarding propensity to use active travel to places of work/education/leisure and quality of place/placemaking. Attitudes and comments from those from protected characteristic groups. Active travel surveys Findings from project governance groups Reaction to online material and social media posts. Post construction audits (if undertaken) 	<ul style="list-style-type: none"> An increased number of people are observed to use active travel each day. Design interventions increase the likelihood of residents walking/wheeling in the area. Survey findings report an increase physical and mental wellbeing. Survey findings point to increased comfort when walking within the design area. Users of all abilities can become more independent when moving around the area. Active travel access to facilities is now direct and movement between areas becomes easier and safer.

	Indicators	Data Sources	Definition of Success
Inclusivity	<ul style="list-style-type: none"> Community health and wellbeing levels Percentage of key land uses with cycle parking facilities Percentage of public transport interchanges that can be accessed actively No. of streetscape improvements Vehicle movements by vehicle class Vehicle speeds Rate of traffic collisions and casualties Perceived barriers to active modes Perceived journey quality for active modes Percentage of vehicle ownership 	<p>Existing data sources:</p> <ul style="list-style-type: none"> Road collision statistics to-date Sustrans Walking and Cycling index Cycling Scotland Annual Monitoring Report Scottish Index of Multiple Deprivation (SIMD) Data <p>Future data collection requirements:</p> <ul style="list-style-type: none"> Post construction engagement feedback. Postal residents' surveys Pedestrian Route intercept surveys Questions regarding the width, quality of footways and pedestrian experience. Attitudes and comments from those from characteristic groups. Active travel surveys Traffic speed and volume surveys Findings from project governance groups Reaction to online material and social media posts. Post construction audits (if undertaken) 	<ul style="list-style-type: none"> Users of all abilities can become more independent when moving around the area. Active travel access to facilities is now direct and movement between areas becomes easier and safer. Design interventions result in decreased vehicular traffic speeds in the area. Engagement feedback highlights the improved quality of active travel journeys.
Education	<ul style="list-style-type: none"> Percentage of active travel for recreation / leisure trips Percentage of people travelling to work or study by active modes Rate of traffic collisions and casualties Perceived barriers to active modes Perceived journey quality for active modes 	<p>Existing data sources:</p> <ul style="list-style-type: none"> Road collision statistics to-date Scottish Transport Statistics Cycling Scotland Annual Monitoring Report <p>Future data collection requirements:</p> <ul style="list-style-type: none"> Post construction/implementation engagement feedback. Postal residents' surveys Active travel surveys Findings from project governance groups Reaction to online material and social media posts. Post construction audits (if undertaken) 	<ul style="list-style-type: none"> Users feel safer when moving around. An increased number of people are observed to use active travel each day. Behaviour change interventions result in an increase in understanding and respect between users Active travel becomes attractive as a mode of choice for everyday trips.

	Indicators	Data Sources	Definition of Success
Safety	<ul style="list-style-type: none"> Vehicle movements by vehicle class Vehicle speeds Rate of traffic collisions and casualties Perceived journey quality for active modes 	<p>Existing data sources:</p> <ul style="list-style-type: none"> Scottish Transport Statistics Cycling Scotland Annual Monitoring Report <p>Future data collection requirements:</p> <ul style="list-style-type: none"> Post construction/implementation engagement feedback. Postal residents' surveys Active travel surveys Findings from project governance groups Reaction to online material and social media posts. Post construction audits (if undertaken) 	<ul style="list-style-type: none"> Users of the route feel safe when using it Design interventions result in decreased vehicular traffic speeds in the area. Survey findings point to increased comfort when walking within the area. Audits highlight improvements across all criteria. Engagement feedback highlights the improved quality of active travel journeys.

Appendix Reference List

-
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- ii Scottish Government (2020) [National Transport Strategy 2](#)
- iii Transport Scotland (2019) [Scotland's Active Travel Framework](#)
- iv Transport Scotland (2016) [Going Further: Scotland's Accessible Travel Framework](#)
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- vi The Scottish Government (2014) [Let's Get Scotland Walking: The National Walking Strategy](#)
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- viii Scottish Government (2020) [Update to the Climate Change Plan 2018 – 2032](#)
- ix Scottish Government (2019) [Climate Ready Scotland: Second Scottish Climate Change Adaptation Programme 2019-2024](#)
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- xxv See reference xix
- xxvi Gallagher, R and Parkin, J (2014) [Planning for Cycling](#) CIHT: London
- xxvii Argyll and Bute Council (2024) [Helensburgh, Cardross and Dumbarton Cyclepath Update](#)
- xxviii See reference xvii
- xxix Alyn Smith (2022) [Stirling, the 'King's Highway' petition from Alyn Smith MP](#)
- xxx Glasgow City Council (2024) [Cycling Information](#) – interactive map
- xxxi Network Planning Tool Scotland (NPT) (2023) [NPT Scotland](#)
- xxxii Scottish Index of Multiple Deprivation (2020) [SIMD \(Scottish Index of Multiple Deprivation\)](#)

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer (Regulatory & Regeneration)

Infrastructure Regeneration and Economic Development Committee

6 November 2024

Subject: Economic Development Strategy Annual Update

1. Purpose

- 1.1** The purpose of this report is to provide Committee with the annual update of work undertaken during 2023/24 to deliver the West Dunbartonshire Economic Development Strategy 2022-2027. The report also highlights more recent activity and project work, where appropriate.

2. Recommendations

- 2.1** The Committee is invited to:
- (i) Note the work activity undertaken during 2023/24 to deliver the West Dunbartonshire Economic Development Strategy 2022-2027.

3. Background

- 3.1** The Economic Development Strategy 2022-2027 was developed to provide an economic vision and strategy for West Dunbartonshire Council for a five-year period and was approved by the Infrastructure, Regeneration and Economic Development Committee on 2 November 2022.
- 3.2** The Strategy aligns with the Council's Strategic Plan, the Glasgow City Regional Economic Strategy and the Scottish Government's National Strategy for Economic Transformation, Delivering Economic Prosperity.
- 3.3** The economic climate continues to present many challenges; these include, fluctuating energy costs, cost of living and continuing high inflation.

4. Main Issues

- 4.1** The vision in the Strategy is:

'By 2027, West Dunbartonshire will have an inclusive and vibrant economy through the creation of fairer jobs, a drive towards net Zero, and the development of prosperous places in partnership with our communities and businesses'.

4.2 The strategic priorities are:

- Stimulating economic investment and growing the business base;
- Establishing an inclusive economy by improving the skills of our people and supporting them into work;
- Creating a prosperous place where people choose to live, work, visit and invest;
- Addressing climate change and supporting a green recovery;
- Building stronger partnerships and new approaches to delivery.

4.3 Detail on the work activity undertaken to deliver the Economic Development Strategy 2022-2027 during 2023/24 under each of the priority themes is provided below.

Stimulating Economic Investment and Growing the Business Base

4.4 The Council's Business Support team provides a range of discretionary business grants to local businesses to assist them to grow and create local jobs. During 2023/24:

- 16 businesses have been supported with growth grant support to assist them to grow and create local jobs;
- 45 businesses have received a start-up grant to assist them to start-up their own business.

4.5 The Business Gateway service has been successfully delivered by the Council's Business Support team since 1 October 2015. The team provide an advisory service to our local start-up and growth businesses. In 2023/24 the Business Gateway service provided:

- Advice to 200 clients to help them to start up their own business;
- 35 start-ups with growth potential were given early-stage growth support;
- 30 businesses with action plans through growth advisory support service.

4.6 Business start-up numbers of 200 for 2023/24 slightly decreased from the previous year's figure of 205. The Scottish Local Government Benchmarking website provides information on the number of Business Gateway start-ups per 10,000 populations for each Local Authority area. The most recent data from 2023/24 shows that West Dunbartonshire supported 22.8 start-ups per 10,000 population which compares favourably with the figure of 13.6 start-ups per 10,000 population for the whole of Scotland.

4.7 A range of business support interventions have been funded through the UK Shared Prosperity Fund which went live during April/May 2023. To date, the fund has supported:-

- 14 Recovery & Growth grants;
- 12 Early-Stage Growth grants;

- 2 Working Towards Net Zero grants;
- 2 Enhancing West Dunbartonshire's Tourism Events & Attractions grants and;
- 15 businesses have been provided with specialist expert help.

4.8 A group of local businesses have received consultancy support to help build their own website. The consultancy support funded through UK Shared Prosperity Fund provided a mixture of group training and one-to-one support to ensure participants gained the knowledge required to build and maintain their own business website.

4.9 The Council are working in partnership with Glasgow City Region and Strathclyde University to provide businesses with green business advice through the development of carbon baseline assessments. This support is funded through the UK Shared Prosperity Fund. To date, 6 businesses have been referred for a carbon baseline assessment.

4.10 A Green Skills Business Training Grant has been developed to assist local businesses to improve their green skills. This grant will provide a financial contribution of 75% of costs up to £3,000 to assist businesses to upskill their staff and/or diversify to provide additional services related to green technologies such as:-

- Solar Photovoltaic (PV)
- Electric Vehicle Charging
- Solar Thermal Systems
- Ground & Air Source Heat Pumps
- External Wall Insulation

Establishing an Inclusive Economy by Improving the Skills of Our People and supporting them into Work

4.11 Working4U is an integrated service that supports residents in West Dunbartonshire to improve their skills, learning and financial situations, assisting their progress into work and protecting their rights to welfare benefits.

4.12 The learning service covers a wide range of activity, such as employability skills, youth work, family and adult learning. Helping individuals facing barriers like long-term unemployment or health issues build skills, gain experience, and improve their employability, creating pathways to paid work and promoting broader community growth and inclusion. In 2023/24 Working4U supported:

- 1,064 people to enter education or training; and
- 867 people to secure a nationally recognised qualification.
- 60 people accessed volunteering placements as a first step to employment.

4.13 Information and Advice is designed to support the financial well-being of residents through the provision of debt counselling and welfare benefit advice. Our focus is on households facing substantial challenges and assisting them to stabilise difficult situations. During 2023/2024 we supported residents to:

- secure £8.23 million through benefit maximisation; and
- renegotiate and manage £1.27 million of debt.

4.14 Employability support in 23/24 has seen a substantial change with the transition from the European Structural funds to the 'UK Shared Prosperity Fund' (UKSPF). This fund goes beyond employability to incorporate additional priorities, across the following investment priorities:

- Communities and Place (community development);
- Supporting Local Business (local business support);
- People and Skills (employability skills); and
- Multiply (improving maths skills).

This is a major change in the employability landscape and Working4U manage the programme of interventions for West Dunbartonshire. We ensure UKSPF aligns with the Scottish Governments No One Left Behind policy framework by reinforcing our partnership approach through the Strategic Employability Group.

4.15 The Strategic Employability Group continues to co-ordinate employability provision in an effective way. The approach is based on the principles that underpin the partnership agreement for employability between the Scottish and Local Government. The partnership brings together all the main service providers in West Dunbartonshire and encourages input to the process. In 2023/24, Working4U supported 439 residents to secure employment.

4.16 In 2022 the Council agreed to set aside an Apprenticeship Investment Fund of £1million. The fund is to be used over four years to meet the salary costs for young people taking up apprenticeships in West Dunbartonshire Council. The Team has worked with 206 people through the Modern Apprenticeship programme. Of these,

- 138 were apprentices (16–24-year-olds);
- 68 were receiving support for in-work progression (25 years+);
- The Team also supported 141 Foundation Apprentices.

Creating a Prosperous Place where People Choose to Live, Work, Visit and Invest

4.17 The latest draft strategic housing investment programme 2022-27 (identifies 755 homes to be developed by the Council and our Registered Social Landlord partners leveraging an estimated £55.8million of grant funding from the Scottish Government over the five years of the plan. Ongoing high levels of housing need in West Dunbartonshire have led the Council to declare a

Housing Emergency emphasising the need to work closely with colleagues in other teams to deliver more housing of all tenures and ensure that our housing is the best it can be across the Council area. We will continue to work with our colleagues to review the private housing market and ensure there is an adequate supply of private housing sites. Any investment in housing reaps rewards beyond the home itself and in addition to this our procurement processes include significant community benefits including apprenticeships, school engagement and investment in community spaces such as gardens, and to improve the resilience of town centres and to create 20 minute neighbourhoods.

- 4.18** The Local Economic Development (LED) annual capital budget plays an important role in developing shovel ready projects that can attract external funding as those opportunities arise. The budget is also used as match funding to lever in external funding; LED has funded long term visioning for our towns and communities, as demonstrated in the Alexandria Masterplan and Clydebank Town Centre Development Framework and continues to fund town centre regeneration projects. Projects in the pipeline include Mitchell Way public realm improvements in support of the Mitchell Way developments, branding and signposting for the Arc of Attraction in Dumbarton and a masterplan for the Balloch Pier area, in cooperation with the Loch Lomond and Trossachs National Park. The Regeneration Fund of £12.4m was agreed at Council on 28 October 2015 to support development and regeneration projects where a return would be achieved, whether in terms of wider economic growth or financial returns. To date, Regeneration Fund has been invested in several initiatives including the further development of the District Heating Centre at Queens' Quay. Regeneration Fund will also part-fund the repurposing of Glencairn House as a library, museum and community space, Connecting Dumbarton, delivery of the remaining sections of the Dumbarton Waterfront Walkway and some infrastructure at the proposed Scottish Marine Technology Park at Carless.
- 4.19** Regular meetings take place with the owners and agent of the Queens' Quay site, and there has been some progress towards delivering the remainder of the 1,000 homes at Queens' Quay.
- 4.20** It is hoped that Clydebank will still benefit from £20M of UK Government's Long-Term Plan for Towns funding, following decisions made at the UK Government's Autumn Spending Review. A 10-year Long Term Plan and accompanying 3 Year Investment Plan were approved by the Town Board and submitted for review and approval to the UK Government. The Plans build upon the previously approved Clydebank Town Centre Development Framework and on feedback from the community engagement undertaken by the Town Board in June – August 2024. The priority interventions for the town to be delivered in the next 3 years include:
- Town centre walking and cycling trails
 - Improving Three Queens Square
 - Creating a new town centre greenspace

- Connecting communities & facilities

- 4.21** Good progress has been made towards delivering the Levelling Up Fund programme of works for Dumbarton town centre. Connecting Dumbarton project was completed in early 2024; works on Glencairn House project started on site in April 2024; and a main contractor for the Artizan redevelopment will be appointed in late 2024, with works expected to start on site in early 2025.
- 4.22** Shopfront improvement grants funded by the UK Government Shared Prosperity Fund have been offered to all businesses within the Alexandria, Dumbarton and Clydebank town centres. So far, the funding has helped 24 business to improve their shop fronts, with at least another 8 likely to be completed by the end of March 2025.
- 4.23** Businesses in Alexandria have been working for the past year to develop a Business Improvement District (BID). A BID Proposal was approved by the Council on 5th September and a BID ballot is scheduled for 14th November. If successful, the BID will be formally established in Alexandria Town Centre from 1 April 2025. It is expected that the BID will help increase the footfall, improve viability and sustainability of the town centre and raise the profile of Alexandria as a destination for people to visit for leisure and shopping. The BID will also contribute to delivery of the Alexandria Town Centre Masterplan objective to make Alexandria the heart of the Vale.
- 4.24** During financial year 2023/24, Council and City Region Cabinet approved the Final Business Case for the infrastructure proposals for the Exxon site. Following commencement of the infrastructure construction contract which is anticipated later this year, the Exxon Project Board will consider how best to promote and deliver development on the site and make recommendations to Council.
- 4.25** Planning permission was approved for the Scottish Marine Technology Park on the former Carless site, and officers have been supporting the Malin Group in their delivery of the remainder of the remediation, the quay infrastructure, and in securing funding to address the funding gap.

Addressing Climate Change and Supporting a Green Recovery

- 4.26** The Queen's Quay District Heating Network continues to expand with work to update the phased connection plan ongoing. To date low carbon heat from the centre is being supplied to a leisure Centre, two office buildings, a town hall, a library, 145 Wheatley flats and most recently extension to 46 Clydebank Housing Association flats on Dumbarton Road. Future expansion plans extend to the West College Scotland, Health Centre and Golden Jubilee Hospital.

- 4.27** The Climate Change Strategy and Action Plan will continue to be reviewed by the Climate Change Action Group. Work is ongoing to provide carbon emissions data to the Scottish Government by November 2024. Internal carbon emission targets for future years will be reviewed in line with recent regulatory changes, following further update from Scottish Government.
- 4.28** The Local Heat & Energy Efficiency Strategy and Outline Delivery Plan is due for final publication in October 2024. The draft document was issued for public consultation over Summer 2024. Work on a detailed delivery is currently underway which will provide a route map for delivery across West Dunbartonshire.

Building Stronger Partnerships and New Approaches to Delivery

- 4.29** West Dunbartonshire Council is one of eight Member Authorities in the Glasgow City Region. In addition to progressing the Exxon City Deal project, Council officers collaborate with the City Region Programme Management Office on a range of Region-wide policies and projects which have this year included an Electric Vehicle charging strategy; Climate Clyde Forest; Climate Ready Clyde and the Investment Zone.
- 4.30** The UK Shared Prosperity Fund is the UK Government's main funding to replace European Union Structural Funds. This fund has provided £3,895,815 to support Communities & Place, Local Business and People & Skills. The future of the Fund beyond this year is currently unknown.

5. People Implications

- 5.1** There are no people implications related to this project.

6. Financial and Procurement Implications

- 6.1** The Council budget expenditure detailed in the action plan continues to be monitored and reported regularly to ensure that performance targets are achieved, maximising private sector leverage and external funding.
- 6.2** It is acknowledged that the achievement of the outcomes of this new Strategy Action Plan is reliant on the continued commitment and funding from both public and private sector partners.
- 6.3** There are no procurement issues in relation to the Strategy Action Plan contained within this paper; however, each project through its development will require an appropriate procurement process.

7. Risk Analysis

- 7.1** The consultation process with partners and key stakeholders ensured that the content of the strategy is appropriate and relevant to economic conditions and throughout the delivery process risk will be assessed and managed.

8. Environmental Sustainability

- 8.1** A pre-screening Strategic Environmental Assessment was completed for the Economic Development Strategy, which determined that although it was a key strategic document it wasn't expected that it would generate any environmental effects at this stage. Any specific plans and programmes which derive from the Strategy Action Plan are subjected to an environmental assessment as and when required.

9. Equalities Impact Assessment (EIA)

- 9.1** The Strategy has been impact assessed and is relevant to the general equality duty. The Strategy will assist with reducing inequality and advancing equality and has potential to produce positive impacts.

10. Consultation

- 10.1** A Consultation process was previously undertaken to obtain feedback on the Economic Development Strategy which involved consultation with senior officers across Council services and with our partners through the Community Planning Partnership - Flourishing Delivery & Improvement Group and the Working4Business Partnership group.
- 10.2** A feedback survey for the Economic Development Strategy was also developed and was available on the Council website for individuals/organisations to provide their comments or feedback. The feedback received through the survey was very positive.

11. Strategic Assessment

- 11.1** The Economic Development Strategy Action Plan 2022 – 2027 provides a clear strategic approach to Economic Development for the local area and helps to determine how we allocate resources to improve our economic performance. It responds to various local, regional and national policies and strategies. These include:
- West Dunbartonshire Council Strategic Plan;
 - West Dunbartonshire Plan for Place/Local Outcome Improvement Plan;
 - Glasgow City Region Economic Strategy; and

- The Scottish Government's National Strategy for Economic Transformation, Delivering Economic Prosperity.

Alan Douglas

Chief Officer - Regulatory & Regeneration

6 November 2024

Person to Contact:	Gillian McNamara, Economic Development Manager, Council Offices, Church Street, Dumbarton, G82 1QL. T: 07815705769 Email: Gillian.mcnamara@west-dunbarton.gov.uk
Appendices:	None
Background Papers:	IREC Committee Report - Economic Development Strategy Action Plan 2022-2027 1 November 2023 IREC Committee Report – New Economic Development Strategy 2 November 2022 Strategic Environmental Assessment – New Economic Development Strategy 2022-2027
Wards Affected:	All Wards

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer (Regulatory and Regeneration)

Infrastructure Regeneration and Economic Development Committee

6 November 2024

Subject: Business Loans Scotland Ltd

1. Purpose

- 1.1** The purpose of this report is to update Committee on the current status of Business Loans Scotland Ltd and to obtain approval to withdraw the remaining West Dunbartonshire Council funds from Business Loans Scotland Ltd.

2. Recommendations

- 2.1** The Committee is invited to:
- (i) Note the update provided on the current status of Business Loans Scotland Ltd and;
 - (ii) Approve the decision to respond to Business Loans Scotland with option 3 (per paragraphs 4.3 – 4.5) and withdraw the remaining West Dunbartonshire Council funds from Business Loans Scotland Ltd.

3. Background

- 3.1** Business Loans Scotland Ltd was formed in March 2017, with 27 Scottish Local Authorities becoming Full Members and 5 Local Authorities becoming Associate Members. West Dunbartonshire Council is a full member.
- 3.2** Business Loans Scotland Ltd. is incorporated as a company limited by guarantee and administers a number of loan funds providing finance of between £25,000 - £250,000 to growth small and medium sized businesses across Scotland. Business Loans Scotland Ltd evolved from two previous funds, namely the West of Scotland Loan Fund, which started lending in 1996 and the East of Scotland Investment Fund, which started lending in 2010.
- 3.3** Business Loans Scotland Ltd was awarded the contract to deliver a new Scottish Growth Scheme Debt Fund (Phase 2) from January 2019. This fund was fully funded through the Scottish Growth Scheme and the European Regional Development Fund and therefore did not require any match funding contribution from the Member Authorities.
- 3.4** Since the start of the fund in January 2019, Business Loans Scotland Ltd have issued a total of 190 loans for over £16.2 million to 166 businesses in 26

local authority areas with an average loan size of £85,000. This includes 2 West Dunbartonshire Council businesses which had a total loan value of £90,000.

- 3.5** Business Loans Scotland Ltd bid to run the new national loan fund “Investment Fund for Scotland” but were unsuccessful. In effect, without new loan finance to administer the company will gradually reduce in scale over the next 5 years.
- 3.6** As of 31st July 2024, the Council had £233,505 funds in Business Loans Scotland Ltd which has built up over the last few years from interest payments from business loans which were transferred from West of Scotland Loan Fund (WSLF) to Business Loans Scotland Ltd. In terms of Business Loans Scotland Ltd’s Articles of Association, no distribution can be made to any Member unless approved by the Board as being in keeping with the Company’s Objects. There is one company still making payments to a historical WSLF loan so this figure may rise slightly by approximately £5,800.
- 3.7** The Council previously withdrew £200,000 from Business Loans Scotland Ltd in 2019 when the West of Scotland Loan Fund portfolio was transferred to Business Loans Scotland Ltd

4. Main Issues

- 4.1** Scottish Government have decided not to recapitalise the Scottish Growth Scheme which means Business Loans Scotland Ltd won’t be able to process or approve any further loan applications and will only be responsible for maintaining the existing loan portfolio. Hence, the lending phase for the Scottish Growth Scheme concluded at 31st March 2024, and the focus for Business Loans Scotland Ltd is now to deliver the Realisation Phase of the contract with Scottish Government to 31st March 2029.
- 4.2** A Working Group was set up to look at the future “lending” options for Business Loans Scotland Ltd. They have presented Member Authorities with the following three options: -
- Option 1 - as a Local Authority Member of Business Loans Scotland Ltd are you prepared to allow 35% of your ring-fenced cash at bank balance to be top sliced thereby creating a £3.5 million Fund to allow lending to continue to Small to Medium Enterprises (SMEs) based in Scotland on a demand led, first come first served basis?
 - Option 2 - do you want to continue lending to SMEs in your own local authority area using your ringfenced cash at bank balance within Business Loans Scotland Ltd?
 - Option 3 - do you want Business Loans Scotland Ltd to cease lending to SMEs?

- 4.3 Option 1 would result in West Dunbartonshire Council funding being used to provide loan funding to businesses outwith the West Dunbartonshire boundary and would therefore not be considered as an attractive option.
- 4.4 Option 2 would mean loan funding only being delivered in some local authority areas and (mostly) at a relatively small scale. This may also cause duplication in the marketplace as there are now other loan providers that can provide business loan funding such as DSL Finance Ltd, Funding Circle & British Business Bank.
- 4.5 The recommended option is option 3, for Business Loans Scotland Ltd to cease lending to Small to Medium Enterprises, which would allow the Council to withdraw the remaining funds from BLS (£233,505) to use for local business development purposes as per the objects within Memorandum of Association of the organisation.

5. People Implications

- 5.1 Business Loans Scotland Ltd currently employs 7 members of staff (6.4 FTE). The Business Loans Scotland Ltd Board have previously agreed that all jobs are secure until 31st March 2025 and confirmed that Business Loans Scotland Ltd is sufficiently well resourced to carry the employment costs for members of staff until that date.
- 5.2 If the fund does not recommence lending, other options may need to be considered for staff who are not directly required to deliver the realisation phase of the contract. This may include options such as redeployment, voluntary retirement, or voluntary severance. As Business Loans Scotland Ltd staff are located within East Ayrshire Council premises it is expected that they will use East Ayrshire Council's Early Departure Policy to implement any staff changes.
- 5.3 Business Loans Scotland Ltd are in the process of setting up a working group to establish staff requirements for the realisation phase of the contract and will look at progressing options for staff in consultation with East Ayrshire Council HR team.

6. Financial and Procurement Implications

- 6.1 The withdrawal of funds will allow the Council to access and utilise additional financial resources which support costs associated with the creation, sustainability, and growth of local businesses within the area. This will contribute to the Council achieving its ambitions laid out in the Council's Economic Development Strategy 2022 - 2027.
- 6.2 The costs of any potential staff redundancy/pension liabilities are unknown at present. However, the Fund Manager has confirmed that there is currently £320,000 set aside in Business Loans Scotland Ltd to pay for any future

costs/liabilities and therefore it is unlikely there would be any financial implications for West Dunbartonshire Council.

6.3 There are no procurement issues in relation to this paper.

7. Risk Analysis

7.1 Legal guidance has been provided to the Board on the future options for BLS Ltd and the Board will continue to be supported throughout the process by the company external lawyers.

8. Environmental Sustainability

8.1 An environmental sustainability assessment screening has been completed and indicated that no strategic environmental assessment is required.

9. Equalities Impact Assessment (EIA)

9.1 An Equalities Impact Assessment has been carried out and indicated potential positive impacts for the local economy. Disinvesting in Business Loans Scotland Ltd allows funds to be invested in local businesses. This is in line with our local business development activities and services are outlined in the Council's Economic Development Strategy, which has been the subject of an Equalities Impact Assessment and approved by Committee. This proposal represents a continuation of Council business development support.

10. Consultation

10.1 Business Loans Scotland Ltd Board are consulting with member local authorities to determine preferred option for moving forward. Discussions with other local authorities indicates that option 3 is likely to be the overall preferred option.

11. Strategic Assessment

11.1 The proposals contained within this report support the strategic priorities of the Council's Economic Development Strategy (2022-27).

- Stimulating economic investment and growing the business base;
- Establishing an inclusive economy by improving the skills of our people and supporting them into work;
- Creating a prosperous place where people choose to live, work, visit and invest;
- Addressing climate change and supporting a green recovery;
- Building stronger partnerships and new approaches to delivery.

Alan Douglas

Chief Officer - Regulatory & Regeneration

6 November 2024

Person to Contact: Gillian McNamara, Economic Development Manager,
Council Offices, Church Street, Dumbarton, G82 1QL.

Email: Gillian.mcnamara@west-dunbarton.gov.uk

Appendices: Appendix One: EIA

Background Papers: None

Wards Affected: All Wards

Assessment No	1078	Owner	brmccolgan
Resource	Regeneration, Environment and Growth	Service	Regeneration
	FirstName	Surname	Job Title
Head Officer	Alan	Douglas	Chief Officer Regulatory & Regeneration
Members	Gillian Scholes, Business Gateway Manager/Business Support Co-ordinator Brian McColgan, Business Support Officer		
	<i>(Please note: the word 'policy' is used as shorthand for strategy policy function or financial decision)</i>		
Policy Title	Withdrawal of Funds from Business Loans Scotland (BLS)		
	The aim, objective, purpose and intended outcome of policy		
	<p>BLS is incorporated as a company limited by guarantee and administers a number of loan funds providing finance of between £25,000 - £250,000 to growth small and medium sized businesses across Scotland.</p> <p>The Council currently has £230,000 funds in BLS which has built up over the last few years from interest payments from business loans which were transferred from West of Scotland Loan Fund (WSLF) to BLS. The BLS Articles of Association states that any funds withdrawn from the fund must be ring-fenced for business development purposes.</p> <p>Scottish Government have decided not to recapitalise the scheme under which BLS was originally funded, which means BLS won't be able to process or approve any further loan applications and will only be responsible for maintaining the existing loan portfolio.</p> <p>A BLS Working Group was set up to look at the future "lending" options for Business Loans Scotland. BLS have presented Member Authorities with the following three options: -</p> <ul style="list-style-type: none"> • Option 1 - as a Local Authority Member of BLS are you prepared to allow 35% of your ring-fenced cash at bank balance to be top sliced thereby creating a £3.5 million Fund to allow lending to continue to SMEs based in Scotland on a demand led, first come first served basis. • Option 2 - do you want to continue lending to SMEs in your own local authority area using your ringfenced cash at bank balance within BLS? • Option 3 - do you want BLS to cease lending to SMEs? <p>Option 1 would result in West Dunbartonshire Council funding being used to provide loan funding to businesses out with the West Dunbartonshire boundary and would therefore not be considered as a viable option.</p> <p>Option 2 would mean loan funding only being delivered in some Local Authorities and (mostly) at a relatively small scale. This may also cause duplication in the marketplace as there are other loan providers that can provide business loan funding such as DSL Finance Ltd, Funding Circle & British Business Bank.</p> <p>The recommended option would be option 3, for BLS to cease lending to SMEs, which would allow the Council to withdraw the remaining funds from BLS (approximately £230,000) to use for local business development purposes.</p>		
	Service/Partners/Stakeholders/service users involved in the development and/or implementation of policy.		
	Economic Development		

Does the proposals involve the procurement of any goods or services?	No
If yes please confirm that you have contacted our procurement services to discuss your requirements.	No
SCREENING	
<i>You must indicate if there is any relevance to the four areas</i>	
Duty to eliminate discrimination (E), advance equal opportunities (A) or foster good relations (F)	No
Relevance to Human Rights (HR)	No
Relevance to Health Impacts (H)	No
Relevance to Social Economic Impacts (SE)	Yes
Who will be affected by this policy?	
Who will be/has been involved in the consultation process?	

Please outline any particular need/barriers which equality groups may have in relation to this policy list evidence you are using to support this and whether there is any negative impact on particular groups.

Specific group to consider	Needs	Evidence	Impact
Age			
Disability			
Gender Reassign			
Marriage & Civil Partnership			
Pregnancy & Maternity			
Race			
Religion and Belief			
Sex			
Sexual Orientation			
Human Rights			
Health			
Social & Economic Impact	<p>The Council wants to support local businesses</p> <p>We must also have due regards to the Fairer Scotland Duty</p>	Disinvesting in the BSL allows funds to be invest in local businesses	Some potential positive impacts for local economy.
Cross Cutting			

Actions

Policy has a negative impact on an equality group, but is still to be implemented, please provide justification for this.

Will the impact of the policy be monitored and reported on an ongoing basis?

Q7 What is your recommendation for this policy?

Introduce

Please provide a meaningful summary of how you have reached the recommendation

EIA 1078: Some potential positive impacts for local economy. Disinvesting in the BSL allows funds to be invested in local businesses. This is in line with our local business development activities and services are outlined in the Council's Economic Development Strategy, which has been the subject of an Equalities Impact Assessment and approved by Committee. This proposal represents a continuation of WDC business development support.

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer (Regulatory & Regeneration)

Infrastructure, Regeneration & Economic Development Committee

6 November 2024

Subject: Clydebank: Long Term Plan for Towns Fund

1 Purpose

- 1.1** This report sets out progress on the development of the Clydebank Long-Term Plan and Investment Plan to fulfil the requirements of the Long-Term Plan for Towns Fund.

2 Recommendations

- 2.1** It is recommended that Committee:
- (i) notes the progress achieved in preparing the 10 year Long Term Plan and accompanying 3-year Investment Plan and the proposals and interventions contained within them.
 - (ii) notes that the 10 year Long Term Plan and accompanying 3-year Investment Plan were submitted to the UK Government on 11 October 2024.
 - (iii) notes that following the recent General Election and the change of the Government, we have not yet received a confirmation of funding

3 Background

- 3.1** In October 2023 Clydebank was selected as one of seven Scottish towns to receive up to £20m of Long-Term Plan for Towns (LTPT) grant funding from UK Government (75% capital funding with the remaining 25% revenue funding). The purpose of the Fund is to invest in and rejuvenate the town based on the priorities of local people and to make a range of improvements under three broad investment themes - 1. High Streets, Heritage and Regeneration; 2. Transport and Connectivity; and 3. Safety and Security.
- 3.2** In accordance with the funding guidance, and following approval by IRED Committee on 7 February 2024, a Town Board was established to administer the funding and to develop the 10 year Long-Term Plan in collaboration with the local community. The Board is chaired by Liz Connolly, the Principal of the West College Scotland, and the first meeting took place on 10 May 2024. The role of the Town Board is to deliver change through realising the long-term vision for the town. The Council is a Member of the Town Board and remains the accountable body for funding. According to the guidance, where an intervention would commit the local authority to future expenditure beyond the

Fund (for example ongoing maintenance of new infrastructure), Town Boards must engage with local authorities and ensure that this is agreed.

- 3.3** The General Election and change in UK Government has delayed decisions on the future of LTPT funding. No formal communication has been received so far to confirm that the funding will be continued, and whether any requirements will change. The Town Board and the Council have been working on the premise that there will be no significant change to the funding.
- 3.4** The Long-Term Plan is to include a 10-year vision which clearly identifies the long-term priorities for the town and a 3-year Investment Plan which sets out how the funding will be allocated and spent over the next 3 years. According to the last version of the guidance, the first tranche of the funding would be released on approval of the Long Term Plan by the UK Government. The original deadline for submission of the Long-Term Plan was 1 August 2024, it was suspended by the UK Government following the General Election, and no new date was set.
- 3.5** Capacity funding of £250,000 has already been received to support governance of the fund. This has been used for the administration and management costs of setting up the Town Board and to cover consultancy fees for a team of design and community engagement consultants to support the Board with the development of the Long-Term Plan.

4 Main Issues

- 4.1** The Long-Term Plan recognises and builds on the good work that is already underway or has been undertaken in the town. In 2021 the Clydebank Town Centre Development Framework was approved. The framework was built on an understanding of Scottish Government guidance and what is working in other towns but is importantly a Clydebank specific solution grounded in a depth of analysis and extensive community engagement including:
- Clydebank Can (2018) – a detailed vision for a vibrant and dynamic Clydebank Town Centre developed through a series engaging workshops with the local community and stakeholders.
 - Clydebank Town Centre Charrette (2015) – long term vision developed by the public, designers and specialists working together.
- 4.2** The framework demonstrates a vision of Clydebank Town Centre in 15 years' time, transforming it from retail dominance to a vibrant mixed-use and resilient town centre that meets the needs of the whole community. The Town Board agreed that the Framework should be used as a basis for the Long-Term Plan, and, with further consultation, it be developed and updated to ensure that the Long-Term Plan best reflects current local priorities and long-term community aspirations.

- 4.3** A key difference between the 2021 Framework and the Long-Term Plan is the plan boundary. The 2021 Framework was tightly focused on the town centre whereas the Long-Term Plan boundary is much wider taking in Clydebank's residential neighbourhoods such as Dalmuir, Radnor Park, Linnvale and Whitecrook as it is based on the settlements used by the National Records of Scotland.
- 4.4** As part of the creation of the Long-Term Plan, the Town Board were keen for the consultation and engagement to have a wide reach reflecting the boundary of the plan. This was undertaken in two ways: -
- a)** A questionnaire based around the three key investment themes was developed by West Dunbartonshire Community & Volunteering Services. All registered groups within the Long Term Plan boundary were given opportunity to complete the questionnaire and provide information on their priorities for Clydebank. The questionnaires were issued to 37 registered groups within the Clydebank area which expressed interest, of which 19 groups returned completed questionnaires..
 - b)** Public engagement events were held on the 25th and 26th July in the Clyde Shopping Centre to highlight the Long-Term Plan programme and ascertain the opinions of the local community. Over the two days 111 people attended. The display boards remained on display for a further 2 weeks. People were given an opportunity to complete a paper questionnaire during the consultation event or an online survey. In total 308 responses were received.
- 4.5** The combined feedback based on responses from both the questionnaire and the public engagement events identified desired projects/interventions across the 3 investment themes which the community would like to see included within the Long-Term Plan. There is a consistency of responses across all community engagement undertaken, including the earlier events that influenced the Clydebank Development Framework in 2021. Focusing on the town centre was a strong message received, as people felt it was where the funding could have the biggest long-term impact and would be the most visible. In order of preference, creating New Parks/Green Spaces came out top under the High Streets, Heritage and Regeneration theme; Better Maintenance of Roads/Pavements was top under the Transport and Connectivity theme; and Diversions Activities for Young People under the theme of Safety and Security
- 4.6** Following the consultation, a 'long list' of potential projects/interventions deemed to meet the criteria for funding across the three investment themes was developed in conjunction with the Town Board. 16 potential projects/interventions were identified which were organised in terms of ease of deliverability and formed the basis of the Long-Term Plan. (Refer Appendix 1, pages 26 -33).
- 4.7** Members of the Town Board then selected their top 4 potential projects/interventions from the 'long list' to form the basis of the 3 Year Investment Plan (refer Appendix 2). It identifies how the Town Board intend to

utilise the first 3 years of available funding, underpinned by evidence from the community consultation. The priority interventions selected by the Town Board and contained within the 3 Year Investment Plan are: -

- **Priority Intervention 1:** Develop a series of new walking and cycling trails which could link with existing squares and spaces within the town.
- **Priority Intervention 2:** Introduce a series of improvements and activation to Three Queens Square including a new urban activity park next to the canal and a new Canalside Activity Centre.
- **Priority Intervention 3:** Develop new all ages multi-functional greenspace at the heart of the town centre, along the north side of the canal. It would incorporate new areas of seating and shelter, a sensory garden and raised community planters.
- **Priority Intervention 4:** Strengthen connectivity and accessibility to and from the town centre for surrounding communities, Queens Quay and the Golden Jubilee Hospital.

4.7 Initial design concepts for each of the priority interventions have been developed and contained within the 3 Year Investment Plan together with high level cost estimates, a preliminary programme, potential project risks and approval considerations. Expected outcomes and benefits of each intervention have also been included.

4.8 The 10 year Long Term Plan and accompanying 3-year Investment Plan were discussed by the Town Board at their meeting on 30 August 2024. The final 10 year Long Term Plan and accompanying 3-year Investment Plan incorporating comments from the Board members were submitted to the UK Government on 11 October 2024

4.9 To deliver the priority interventions, the Town Board will require to identify project leads and partners, establish a working group(s) to support definition and delivery of the projects, agree governance arrangements and financial monitoring regime. These aspects can be advanced in the coming months in parallel with the UK Government Approval process.

5 People Implications

5.1 It is likely that some projects will be implemented by or supported by existing staff within Regeneration, Business Support, Roads and Greenspace in consultation with the Town Board. As with the Levelling Up Fund in Dumbarton, consideration will be given in future to using some of the Long-Term Fund for Towns to meet the costs of staff required to deliver the programme of work. The programme and secretariat support to the Town Board will continue to have some demands on staff time across Council Services including Legal, Procurement, Finance, Communities, Planning, Asset Management, Greenspace and Roads.

6 Financial & Procurement Implications

- 6.1** £250,000 of capacity funding has been received to support establishment of the Town Board, the preparation of the Long-Term Plan and the associated community engagement.
- 6.2** It is envisaged that funding to deliver interventions from the 3 Year Investment Plan will be released following approval of the Long Term Plan and 3 Year investment Plan by the UK Government. The recent General Election and change in UK Government may have an impact on the funding and it has not been confirmed yet whether the funding will be continued.
- 6.3** The revenue part of the fund can be used to support the capital investment for the duration of the long-term plan for towns fund and the Council's support to the Town Board decision making processes and wider administration. Where an intervention would commit the local authority to future expenditure beyond the fund (for example ongoing maintenance), Town Boards must engage with local authorities and ensure that this is agreed. There is provision made in the 3 Year Investment Plan for ongoing maintenance costs of the selected projects.

7 Risk Analysis

- 7.1** A risk remains that the Long-Term Plan will not be approved, and funding not allocated following the Autumn budget. Potential risks for each of the priority inventions together with mitigation measures to address these have been identified in the 3 year Investment Plan.

8 Equalities Impact Assessment

- 8.1** An EIA has been carried out. This was appended to the previous IRED Committee report on 7 February 2024.

9 Environmental Sustainability

- 9.1** A 'zero carbon' approach has been taken to project selection and to reflect the aims of the Council's Climate Change Strategy.

10 Consultation

- 10.1** The Long-Term Plan and 3-year Investment Plan has been developed by the Town Board in consultation with the local community and it reflects their priorities. Previous engagements with the community from the Development Framework and charrette processes have been taken on board.

11 Strategic Assessment

- 11.1** The Council has agreed its five main strategic priorities for 2022 –

2027. The Long-Term Plan for Towns is consistent with the following objectives:

- Our neighbourhoods are sustainable and attractive.
- Our area has the infrastructure for sustainable and inclusive growth where businesses can flourish.
- Our residents are engaged and empowered.

Alan Douglas

Chief Officer - Regulatory &Regeneration

6 November 2024

Person to Contact: Gillian McNamara

Appendices: Appendix 1: Clydebank Long Term Plan: Ten Year Vision
Appendix 2: Clydebank LTP: Three Year Investment Plan

Background Papers: Clydebank Town Centre Development Framework,
September 2021

Wards Affected: Clydebank Wards



Clydebank Long Term Plan: Ten Year Vision

Prepared for the Clydebank Town Board

August 2024

THE VISION

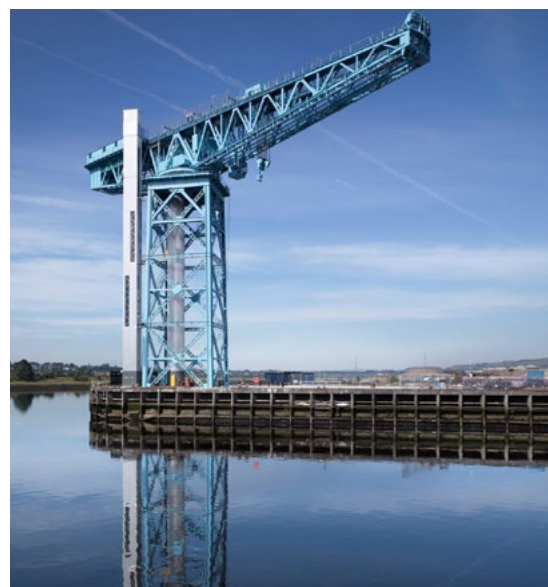


This is the Ten-Year Town Vision for Clydebank. It is based on listening to what the community has identified as important to them both through recent consultation and on the extended consultation embedded in the Town Centre Framework.

All the moves are based on the principle of creating a strong heart to the town that is better connected to the whole community and meets the wider community needs.

The vision for the future is a town centre of mixed uses and quality public and greened spaces. Streets are edged with outward facing activity with homes above and around with a greater feeling of safety, ownership and pride. This plan identifies area for investment to achieve this transformation of part of the traditional style shopping centre dominating the town centre from inward facing and surrounded by seas of parking into a functional, responsible and attractive town centre – an identifiable and visible heart that celebrates the heritage and shared stories of the community.

The accompanying 3 Year Investment Plan indicates a series of individual preliminary moves that are focused on providing multi-generational activity right in the centre of the town around the unique canal environment and delivering safe, legible routes that connect to the community and encourage footfall and active travel through and around the centre. This is a 'joined up' approach and the overlapping of these initial moves combine with existing heritage assets and public realm to nurture inclusion, shared purpose, health and well-being and provide distraction and opportunity.



“ Working closely with the Town Board and the wider community, we have employed a bespoke and detailed methodology to bring the Long-Term Plan to life, providing a clear path to achieving the collective ambitions that will be transformative for Clydebank.

About This Document

This **10 Year Vision** for the town is the first element of the Long-Term Plan for Clydebank. It has been developed following extensive community and stakeholder engagement by the design team of Threesixty Architecture, Turner & Townsend, Kevin Murray Associates, Sweco and West Dunbartonshire Council on behalf of, and in close collaboration with, the Clydebank Town Board.

It sets out the strategic case for positive change that will be achieved through the delivery of projects and interventions that are fully aligned with the ambitions of the local community.

These proposals and interventions have been developed from both the recent Clydebank Town Centre Vision and Development Framework and the Long-Term Plan specific community engagement.

They have been organised into a ‘Long List’ of opportunities, with the benefits of each outlined alongside the statutory / policy powers that could be called upon to facilitate their implementation.

contents

Vision Statement	02
About this Document	05



Shift Perceptions	126
Gather	130
Connect	136
Locate Services Centrally	148
Toolkit of Powers	170
	172



Long Term Plan for Towns	08
Policy Considerations	10
Clydebank Today	12
National & Regional Context	14
Local Analysis	16
Positive Moves	18
Vision & Development Framework	26
	28



Illuminate	174
Include & Invite	180
Revive	192
Toolkit of Powers	200
	202



The Town Board	40
Approach & Methodology	42
Community Engagement	44
	48



Methodology	204
Long List	206
	208

Client
Clydebank Town Board



Go Bold	60
Consolidate	72
Repopulate	81
Attract	83
Create Workplace	92
Repurpose & Repair	96
Regenerate	98
Educate	106
Meanwhile	112
Toolkit of Powers	116
	124



Engagement Report	216
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Project Team
West Dunbartonshire Council
Turner & Townsend
Threesixty Architecture
Sweco

context

Context:

Long Term Plan for Towns

The UK Government have identified 55 towns to benefit from from the Levelling Up Programme via the Long-Term Plans, to drive ambitious proposals to regenerate local towns across the UK over the next decade.

Clydebank has been chosen as one of seven towns in Scotland to receive funding as part of this programme. Each town is expected to do the following:

Develop a Long-Term Plan to invest in and regenerate their town, based on the priorities of local people, and put to local people for consultation.

Receive £20 million in endowment-style funding and support over ten years to support the Town Plan, to be spent on issues that matter to local people, including regenerating high streets and securing public safety. This plan will be put to local people.

Establish a Town Board to bring together community leaders, employers, local authorities, and the local MP to oversee and deliver the Long-Term Plan.

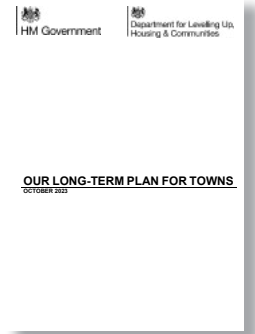
Use a toolkit of powers, from tackling anti-social behaviour to auctioning empty high street shops, reforming licensing rules on shops and restaurants and supporting more housing in town centres.

Established Priorities

Flexibility has been provided to make a range of improvements under three broad investment themes, and are open to being driven by the needs and wishes of local communities.

These themes are:

- 1. High Streets, Heritage and Regeneration
- 2. Transport and Connectivity
- 3. Safety and Security



Scope

The Government have set out two key requirements upon which their funding is dependent, namely:

A 10 Year Long-Term Plan comprising:

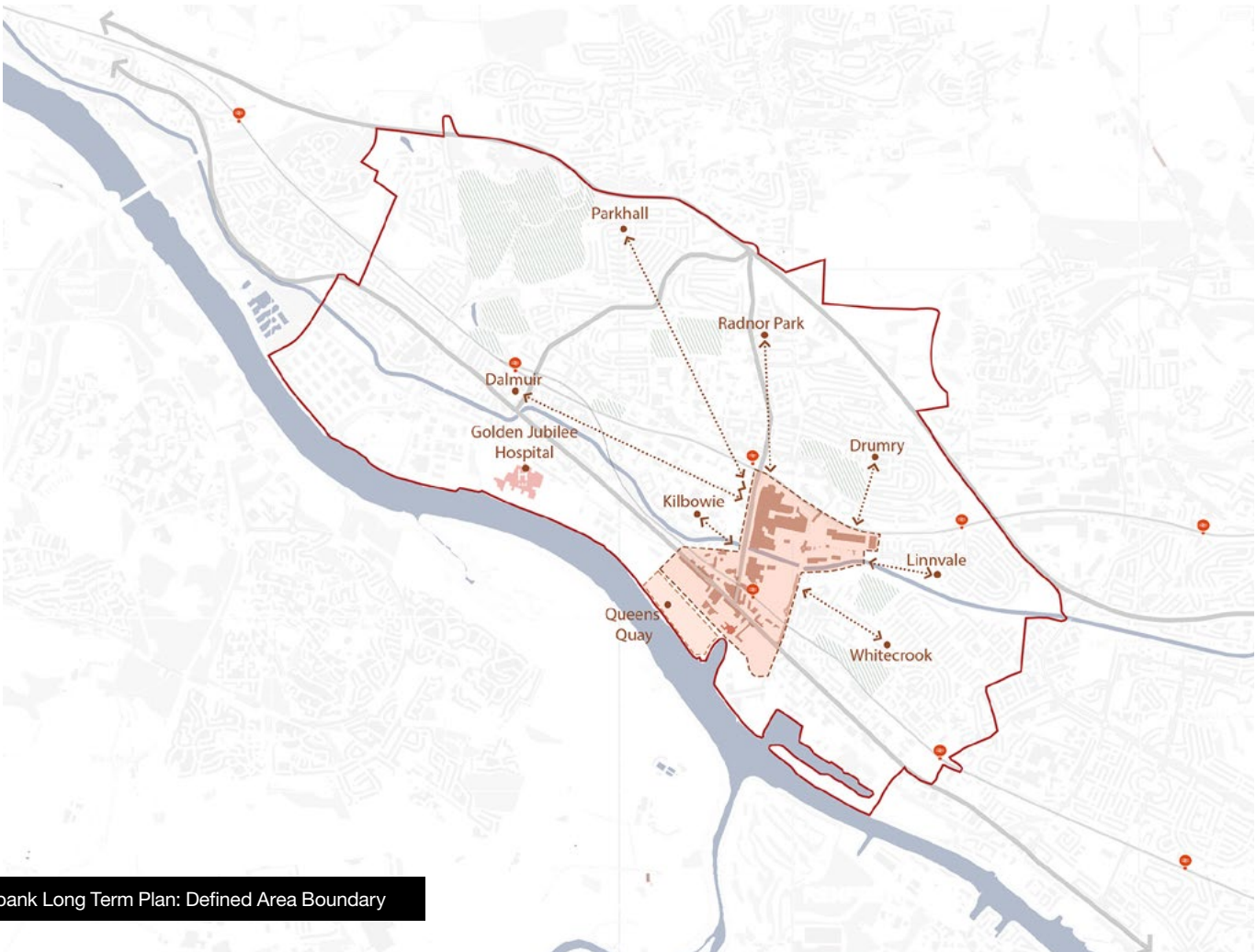
- High level Vision Statement
- Strategic case for change: evidence/ data/stories (definition of boundary / focus area)
- Outcomes / objectives and alignment with community
- Proposals / interventions across the 3 investment themes

Evidence of community and stakeholder representation engagement & ongoing mechanism

- Delivery Milestones (phasing) over 10 years & use of powers across 3 investment themes

A 3 Year Investment Plan describing:

- Interventions and powers employed over the 3 years for each investment theme
- Commentary on whether interventions 'on or off menu' the latter requiring outline business case, insight from local stakeholders and agreement of local authority underwriting/support.



Context:

Policy Considerations

This project is set against a backdrop of a number of national policies and guidance. The Long Term Plan has been influenced by these and demonstrates how they have shaped the response. The most pertinent examples are showcased here.

Local Living & 20 Minute Neighbourhoods Scottish Government Planning Guidance

The National Planning Framework 4 (NPF 4) includes a focus on local living and the 20-minute neighbourhood concept.

A 20-minute neighbourhood assumes that an individual can make a walking journey to local amenities and facility within a 20-minute round trip walk.

Policy 15 within NPF 4 states:

‘Development proposals will contribute to local living, including, where relevant, 20-minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development within the surrounding area, including local access to:

- Sustainable modes of transport including local public transport and safe, high-quality walking, wheeling, and cycling networks
- Employment
- Shopping
- Health and social care facilities

- Childcare, schools, and lifelong learning opportunities
- Playgrounds and informal play, parks, green streets and spaces, opportunities for food growth and allotments, sport, and recreation facilities
- Publicly accessible toilets
- Affordable and accessible housing options, ability to age in place and housing diversity.’

This new guidance, published in April 2024 is intended to assist and support planning authorities, communities, businesses, and others who have key roles in helping to deliver local living and 20 minute neighbourhoods.

It sets out:

1. Why local living?

The benefits and context for local living and 20 minute neighbourhoods.

2. What local living looks like

The key considerations for local living in a Scottish context.

3. Ways to support local living and 20 minute neighbourhoods

This is of particular importance for the LDP process, preparing a local place plan, or other community-led plan.

4. Case studies

A range of case studies are presented, showing how place-based interventions are supporting the implementation of local living across a variety of scales and geographic locations.



National Planning Framework 4 Scottish Government

On the 23rd February 2023 the National Planning Framework 4 (NPF4) was adopted by Scottish Ministers.

Key Considerations for Town Centres

Residential uses at ground floor in our centres should demonstrate they will create attractive frontages, would not affect the vitality and viability of a shopping area, and not result in an undesirable concentration of uses or dead frontages.

Given the need to conserve embodied carbon, NPF4 places a greater emphasis on the reuse of brownfield, vacant and derelict land and empty buildings.

Proposals for the reuse of existing buildings, including listed buildings and other historic assets, will be supported - taking into account their suitability for conversion to other uses.

NPF4 recognises the value of regeneration to transform our urban places, and improve wellbeing.

It set out a series of spatial principles, namely:

Conserving and Recycling Assets:

Making productive use of existing buildings, places, infrastructure and services, locking in carbon and minimising waste.

Local Living:

Supporting local living, through the creation of a place that is well-connected and includes a mix of uses (including housing and associated green space/ play provision) where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.

Compact Urban Growth:

Optimise the use of land through the re-use and/or redevelopment of buildings and/or brownfield sites to support services and resources within the town centre.

Rebalanced Development:

Target development to create opportunities for communities and investment in areas of past decline. NPF4 in action has proven obstructive to any development perceived to be at risk of flood. This seems to be an unintended consequence of policy 22 that central government are reviewing as it has impacted multiple locations across Scotland. In the meantime SEPA's position will be to object to all applications that cannot meet the stated requirements, particularly for 'safe' access and egress.

Impact on Local Development Plans

NPF4 calls for all Local Development Plans to include town / city centre sites as part of their allocation. It states the following:

‘To deliver liveable places, Regional Spatial Strategies and Local Development Plans should pioneer low carbon, resilient urban living by rolling out networks of 20 minute neighbourhoods, future proofing city and town centres, accelerating urban greening, investing in net zero homes, and managing development on the edge of settlements.’



“ The world is changing, and so are Scotland’s places. This strategy sets out how we will work together in the coming years to improve people’s lives by making sustainable, liveable and productive places.

- Tom Arthur MSP,
Minister for Public Finance,
Planning and Community Wealth

Clydebank Today

With a population of 28,799, Clydebank, founded in 1882 from the village of Barns o' Clyde, is the largest town in West Dunbartonshire. It has a long proud history as an industrial town.

In the 1870s a major shipbuilder was moved from Glasgow port down the Clyde setting up at Clydebank.

Further industrial and manufacturing activities grew in Clydebank alongside shipbuilding - notably the Singer sewing machine factory. With the intensification of industry came a growing political awareness and the area is strongly associated with the Red Clydeside socialist movement.

The Clydebank Blitz in WWII had a devastating effect with a heavy toll in lives lost and with much of the town destroyed.

Shipbuilding continued in Clydebank until the final yard closing in 2000.

Today, manufacturing and construction are the dominant forms of employment. Health and social work services are particularly active. There is a relatively high level of unemployment. Educational attainment is lower than the national average. Car ownership is also lower than the national average and many residents are reliant on public transport.



Context: National & Regional Significance

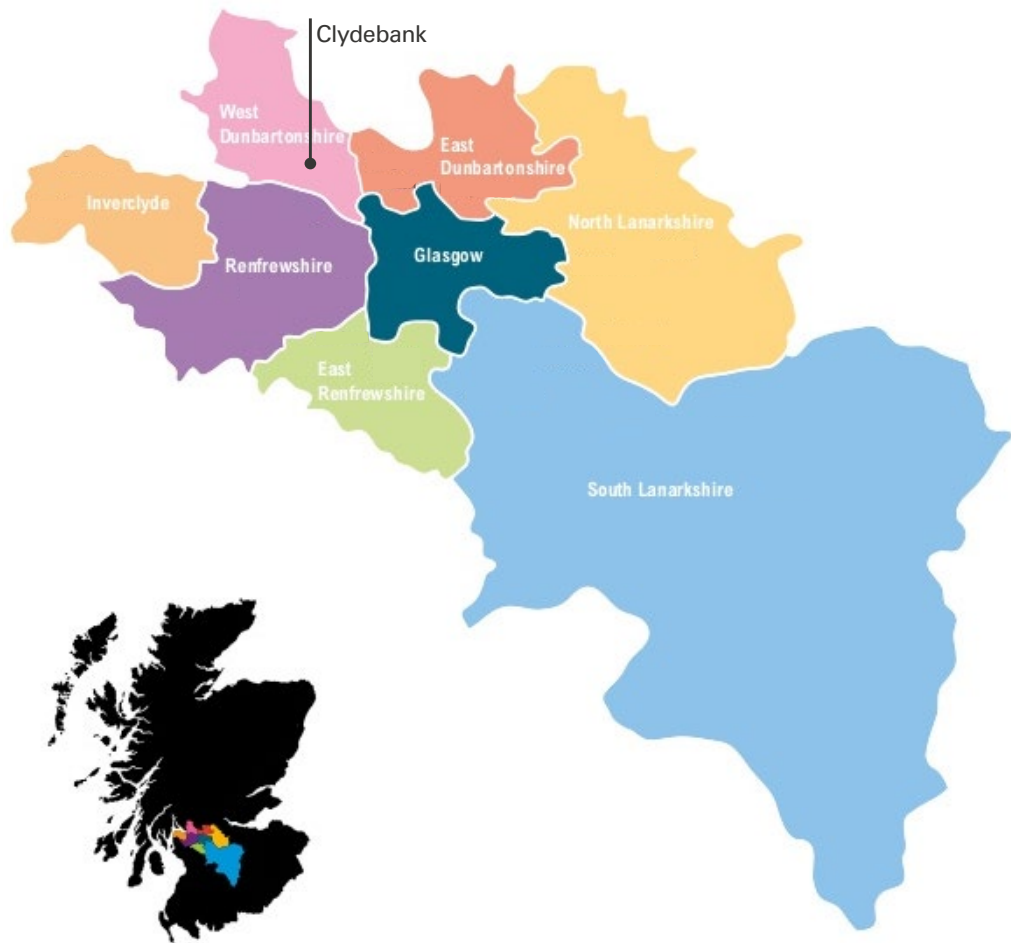
Part of Scotland's Largest City Region



Glasgow City Region is the fourth largest city region in the UK and is Scotland's economic powerhouse.

It accounts for 32% of Scotland's GVA, 33% of jobs and 29% of businesses. Almost three million people live within a sixty minute commute.

Clydebank is a significant urban settlement within this region.



Largest Settlement in West Dunbartonshire

West Dunbartonshire borders a number of local authority areas including Argyll & Bute, Stirling, East Dunbartonshire and perhaps most significantly, Glasgow City.

Clydebank is the largest town in the region which has an overall population of around 89,000 made up of the following age groups:

0-15,	18%
16-64 (working age)	64%
over 65	18%

It has a higher than average number of inhabitants with long-term activity-limiting health problem or disability

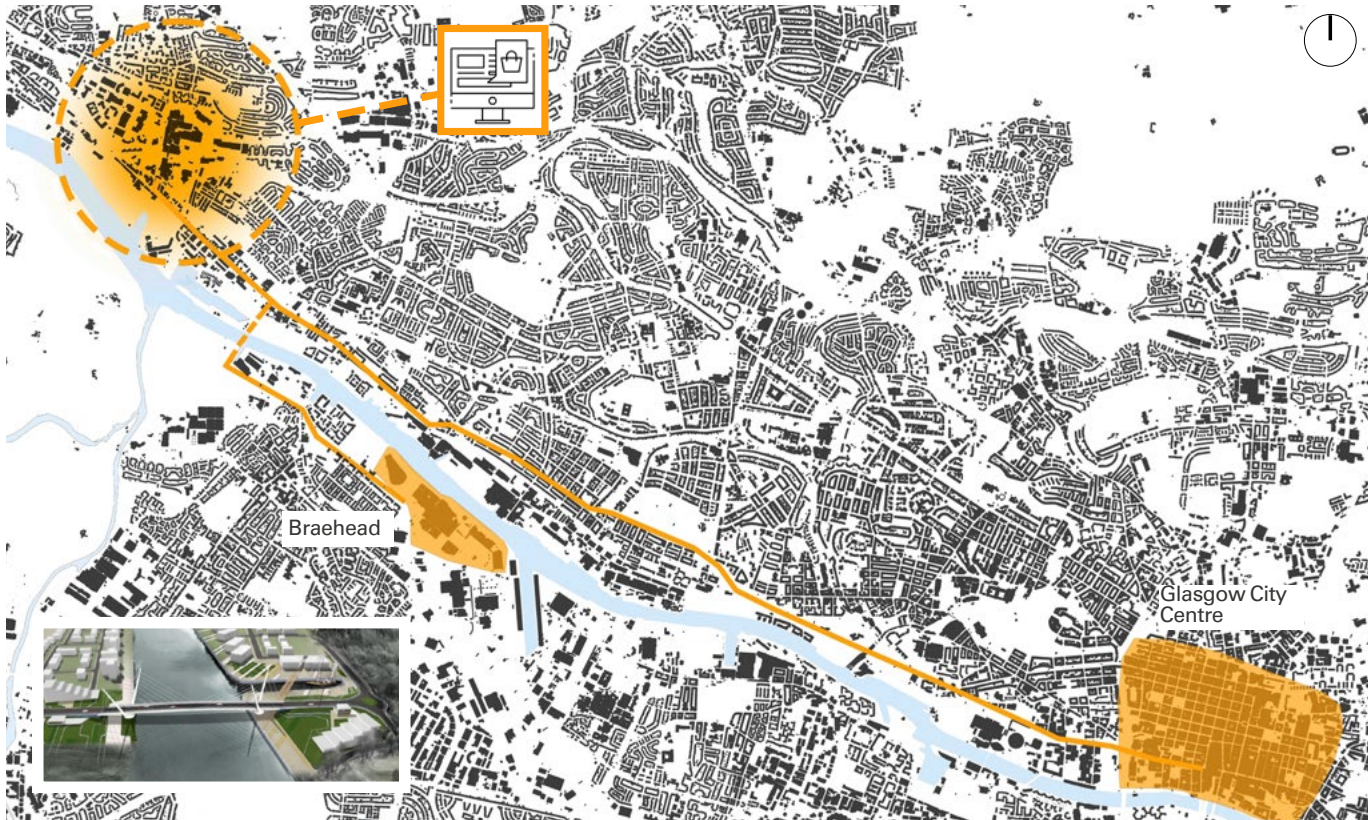
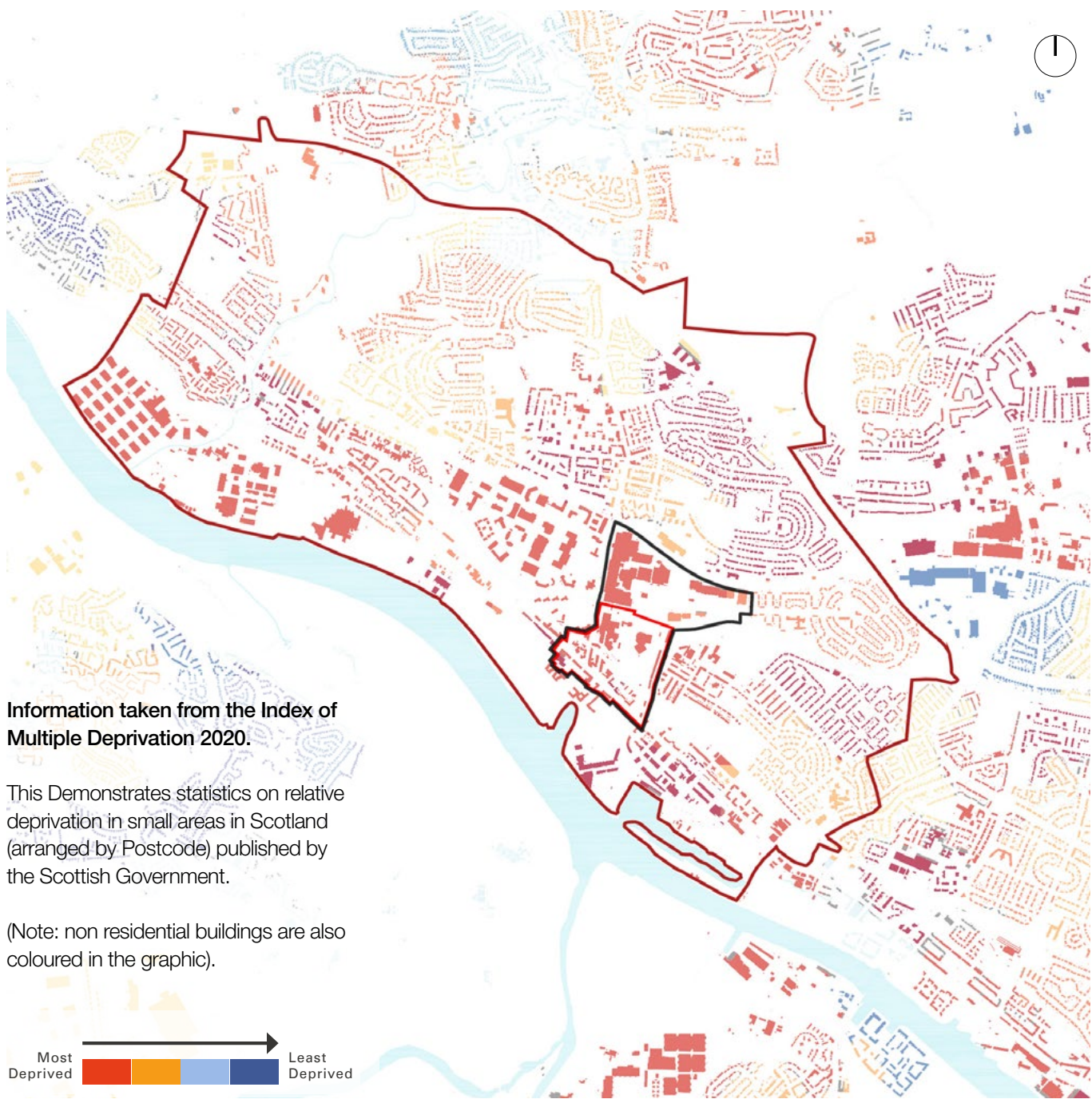
(23.1% vs national average of 20% - 2011 census) and is an area of net outward migration.

From 2018 to 2019 the region saw a rise in the proportion of people economically active from 75.5% to 77.3%.

Data also shows that those resident in West Dunbartonshire earned less than the Scottish median in every year since 2002, and the gap between women's and men's earning is also bigger than the Scottish average.



Context: Demographics - Affluence vs Deprivation



Context: Competing Retail Offers

Clydebank, like most towns has an over reliance of retail at its core.

This retail space has come under increasing pressure from the growth of internet shopping, particularly exacerbated by the current Covid pandemic.

Glasgow city centre, one of the UK's best performing retail environments is only 20 minutes from Clydebank and also provides a challenge to the town centre.

The proposed Yoker - Renfrew bridge will bring Braehead, a significant out of town shopping and leisure destination into direct competition with Clydebank and could lead to a significant loss in visits from those living within the wider region who currently travel into the town centre by car to shop.



Context: Queens Quay



Queens Quay is one of the most significant regeneration projects in Scotland. It is transforming the former John Brown shipyard into a vibrant waterside community providing access and activity to the Clyde from Clydebank for the first time.

The 23 Hectare site is focused around the Titan Crane, a powerful symbol of Clydebank's proud shipbuilding past now repurposed as a tourist attraction and viewing platform.

Queens Quay is home to the following key facilities set within a new high quality public realm:

Clydebank Campus of West College
Scotland

Clydebank Leisure Centre

Queens Quay Energy Centre

Clydebank NHS Health Centre

Queens Quay House 84 Bed Care Home

Titan Business Centre

The first elements residential have recently been completed. These new blocks have provided commercial units at ground floor with 146 homes for social rent above.

The ultimate ambition is to provide around 1500 new residential units with supporting commercial, leisure and retail uses.

A key ambition of the Long Term Plan is to better connect Queens Quay to the heart of the town centre.

Context:

Golden Jubilee National Hospital

NHS Golden Jubilee Campus is the family of facilities which includes the Golden Jubilee National Hospital, Research Institute and Conference Hotel.

The facility combines a top quality hospital with hotel, and conference facilities and centres for research, clinical skills and innovation. This integrated approach, with a focus on continuous learning and strong links to academia and industry, creates a crucible for innovation and a vibrant network for the spread of learning and best practice.

A leading centre for heart procedures, the facility is being expanded to form Scotland's first 'National Treatment Centre'. Phase one, the new Eye Centre opened in 2020.

The second phase of the National Treatment Centre was completed in June 2023. This enables the NHS Golden Jubilee to carry out thousands of additional hip and knee replacements and other orthopaedic procedures annually, as well as significantly expanding diagnostic testing and general surgery.

Patient and visitor numbers have increased significantly as a consequence of the expansion, as have staff numbers, potentially leading to an increased demand for residential accommodation nearby.

A key ambition of the Long Term Plan is to better connect the Golden Jubilee National Hospital to the heart of the town centre.



Context:

New River Clyde Crossing

Construction of Scotland's first opening road bridge providing direct road access between Renfrew and the boundary between Clydebank and Glasgow is nearing completion.

The £79.5 million project, first mooted in 2014, is being jointly funded by the UK and Scottish Governments as part of the £1.13 billion Glasgow City Region's 'city deal' initiative.

Spanning 184-metres from Renfrew to the boundary between Glasgow

and West Dunbartonshire, the new bridge approach roads will connect to the crossing from close to Lobnitz Dock, Renfrew on the south side, to the boundary between Yoker and Clydebank on the north side, connecting with Dock Street.

Its design draws on the area's rich shipbuilding heritage and will use a cable stay system similar to the Queensferry Crossing, a twin-leaf design with each leaf opening and closing horizontally.



Context: Forth & Clyde Canal



Managed by Scottish Canals, the Forth & Clyde Canal is thirty-five miles [56 km] in length and was opened in 1790 to link the Firth of Clyde and the Firth of Forth and while later forming an industrial highway, originally provided a safe route for coasters during the war with France.

The canal was closed in 1963 to facilitate road construction. However, thanks to funding from a Millennium Lottery grant, the canal was reopened in 2001.

At Port Downie, a flight of eleven locks had linked the canal to the Union Canal to Edinburgh but these were infilled. Replacing them is the Falkirk Wheel, the world's first rotating boat lift, opened by the Queen in 2002.

The canal runs through the centre of Clydebank and its towpaths connect to Glasgow and beyond in the east and to the Firth of Clyde at Bowling to the west.

A key ambition of the Long Term Plan is to celebrate the canal, bringing life and activity back along its length with a focus on the town centre section.

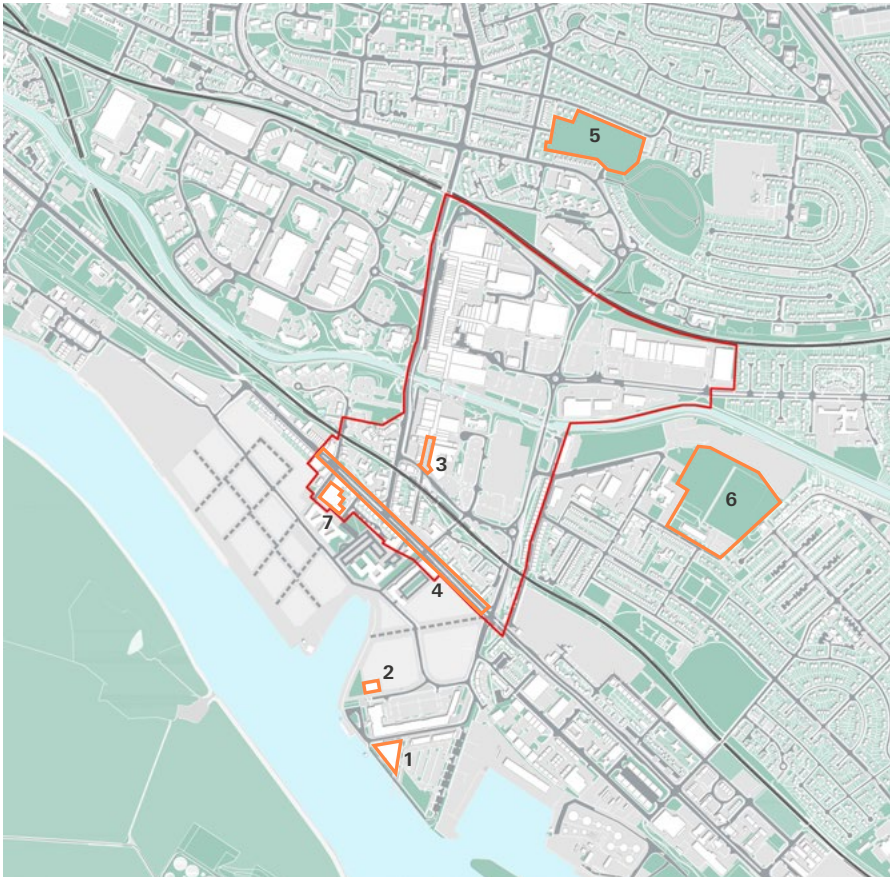
Context: Positive Moves

A number of positive interventions have been made in recent years that have introduced new facilities, vibrancy and greater resilience to Clydebank.

A number of these moves are located outwith the heart of the town centre and reinforcing strong and accessible routes to ensure the wider community can fully benefit from them has been a key consideration of this Long Term Plan.

A number of these positive moves can be defined as follows:

- 1. Clydebank Leisure Centre
- 2. Queens Quay Energy Centre
- 3. Sylvania Way Public Realm
- 4. Connecting Clydebank Urban Realm Improvements
- 5. Melfort Park
- 6. Clydebank Community Sport Hub
- 7. Clydebank Civic Heart





Context: Clydebank Town Centre Vision & Development Framework

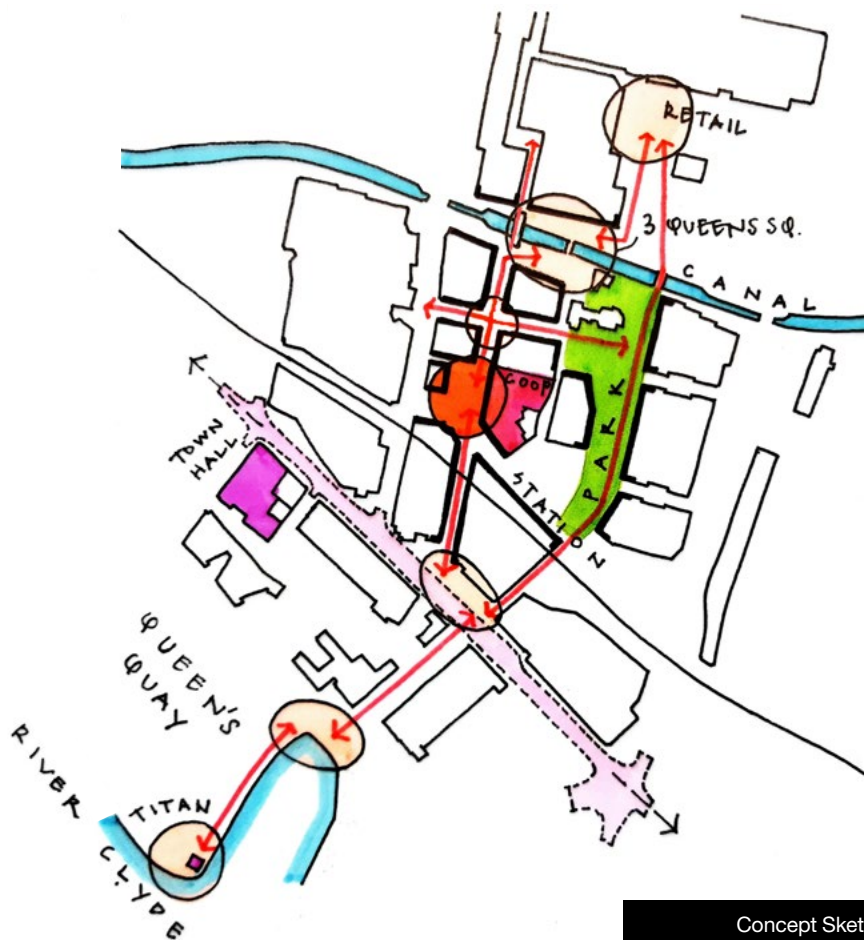
In 2021, WDC commissioned the Clydebank Town Centre Vision & Development Framework. This demonstrated a vision of Clydebank Town Centre in 15 years' time, transforming it from retail dominance to a vibrant mixed-use and resilient town centre that meets the needs of the whole community.

The Town Board agreed that the Framework should be used as a basis for this Long-Term Plan.

What is the Vision?

The Vision provides a framework for Clydebank town centre to deliver the social and cultural ambitions of the community. It presents a 'joined up' approach to introducing new development where uses are positioned in relation to each other to create the vibrancy and activity that is key to a successful and relevant town centre. The centre will embrace the unique environment of the canal and be inhabited by new homes and new workplace - all supporting the remaining retail and extending activity into a safe evening economy.

It shows a vision of Clydebank town centre in 15 years' time, welcoming, accessible and inhabited, that meets the needs of all regardless of age, disability or wealth. In short, it is about creating a real centre to the town – a town with a heart.



Concept Sketch

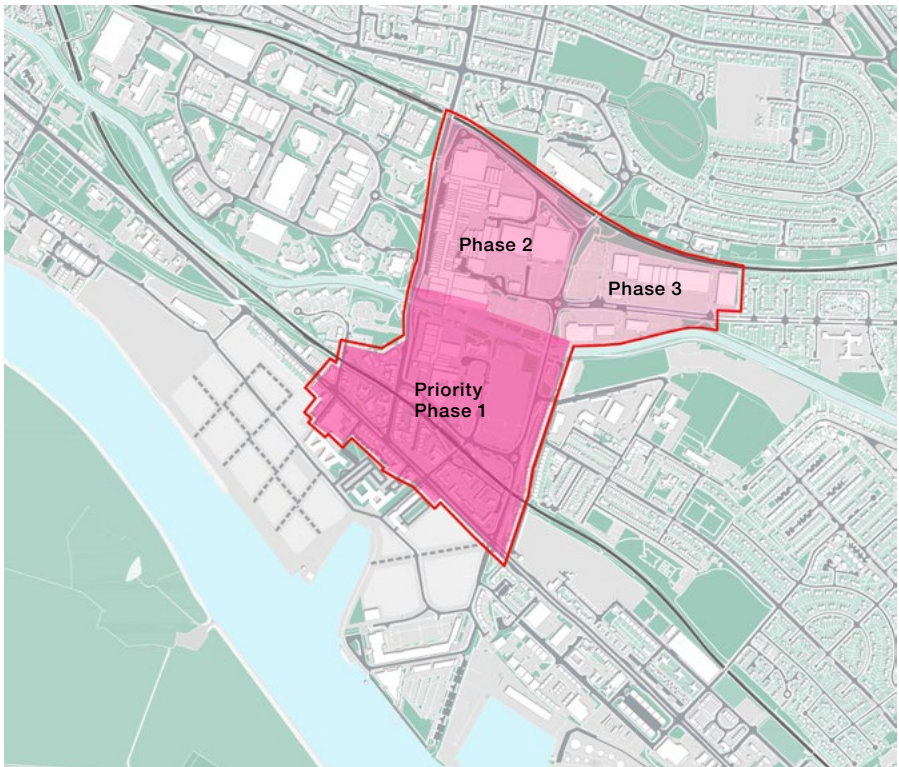
Why is it needed?

Across the UK, urban shopping centres are struggling to survive and are increasingly being recognised as an opportunity of sufficient scale that can be a catalyst for whole town centre regeneration.

Area of Study

In order to prevent "spreading the jam too thin" by attempting to regenerate equally and simultaneously across the wider study area, we agreed a revised concentrated boundary area for priority focus that:

- is south of the canal, taking advantage of the more struggling part of the shopping centre.
- encompasses the playdome site and potential transport interchange
- is visible from Kilbowie Road, accessible by pedestrian/cyclists and also connects with and services the business park
- reaches south to connect with Glasgow Road, acknowledge the historic town centre and better connects Queen's Quay to a regenerated town centre.



The remaining areas north of the canal and in the retail parks are shown as to how they might evolve from inward facing shopping centre and retail surrounded by swathes of surface parking to mixed-use development appropriate to an urban / mid-urban context at their own, more natural pace.

This concentration will make transformational change truly visible, and act as a catalyst for positive evolution beyond this initial boundary.



Concept diagram: A New Heart for Clydebank



Proposed Linear Park / Greenway
Refer to pages xxx-xxx for details



Clydebank: A Town with a Heart

This Vision shows Clydebank town centre in 15 years' time and the transition from reducing retail dominance to a vibrant mixed use and inhabited town centre that meets the needs of the whole community. In short, it is about creating a real centre to the town – a town with a heart.

Within the various engagement events we asked the question – what will Clydebank be known for in 15 years' time? What is its narrative that reflects the values of its people and what story does it project to the outside world?

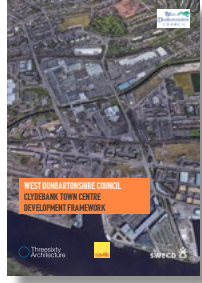
Amongst all the rich answers that came back, possibly the most poignant was from the youngest person present: “a town that looks after each other”. This is not only a powerful ambition; it perfectly captures what a real, functional town centre delivers: opportunity, inclusion, and wellbeing.

This future narrative of caring about each other reflects the real sense of community of Clydebank past and present born from a highly industrialised heritage where people worked and lived with intensity and closeness;

a closeness forged stronger by the shared memory and trauma of the Clydebank Blitz.

With this industrialised past and worldwide recognition comes well-deserved pride alongside a history of political radicalism that should demand a town centre that succeeds because it puts the wellbeing of its people first - **a town with a heart.**





A Heart to Gather

The town centre is important. It's where we gather to celebrate. It's where we memorialise events and notable sons and daughters. It's a community's collective identity and it's the familiar landscape of our memory – the one we connected with as a child and are least likely to forget in later years. This vision creates the heart for the community to gather – a civic space set against the impressive backdrop of the Co-op building, one of the few remaining heritage assets (and the largest) in the core study area.

This public square and redefined Sylvania Way are lined by new mixed-use blocks that are outward looking and active to all sides, particularly to the Forth and Clyde canal, Three Queens Square and Kilbowie Road. There are views into this new heart from the surrounding streets and routes under the railway viaduct. There is also direct visibility from the main Glasgow train line into the heart of the new centre; the front face of Clydebank: open, active and welcoming.

A Heart of Reinvention

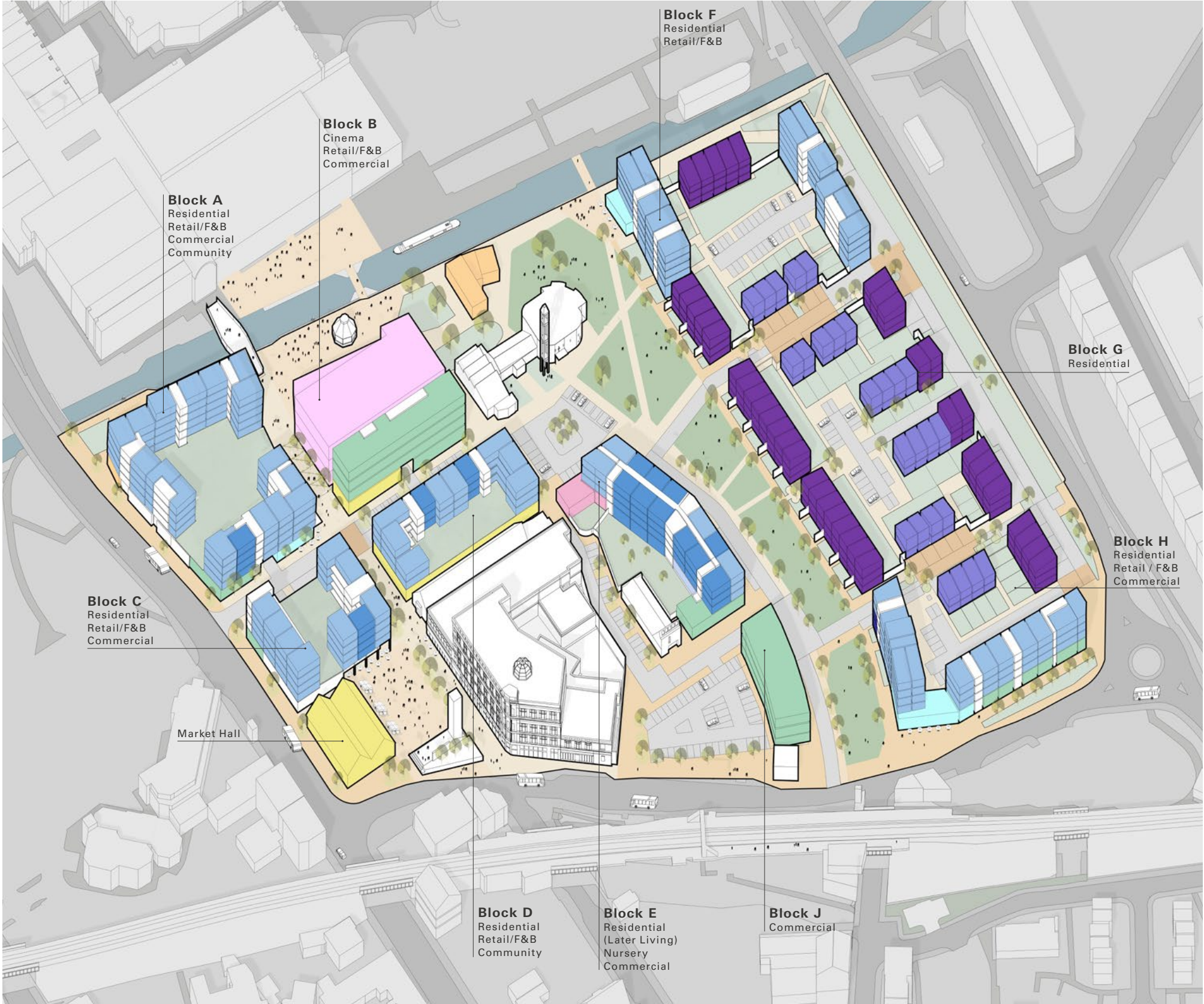
This is a town centre that has moved from the grime and pollution of heavy industry and builds on the world class energy centre to drive a green economy that attracts and powers new businesses and homes. It is a town where businesses want to be because of its green credentials and it is rich with green open space and vibrant public space where workers can

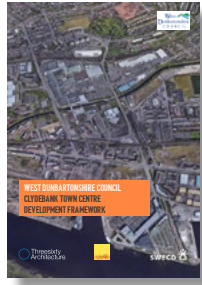
enjoy all the benefits of a thriving town centre where workers can enjoy all the richness of a thriving town centre. It is a town that more than meets its responsibilities and addresses the ever increasing issue on everyone's agenda, and fulfils West Dunbartonshire Council's stated ambition to make Clydebank Scotland's 'Greenest town'.

A Heart to Live In

We can live in the centre and have everything on our doorstep: shops, cafes, cinema, and activities. Living extends out to parkland, communal gardens, rich urban space, active canal side living and the river. The transport interchange is within minutes to take

you into Glasgow or west and north to Loch Lomond and the Highlands. It is a well populated and passively safe environment that is overlooked and trafficked. It has all the benefits of living in the heart of a real and functional town centre.





An Economic Heart

This is a vision of a real town centre with heritage, variety and identity. It also has the Clyde Shopping Centre offering a scale of retail unachieved by similar sized towns. The retail requirement will significantly decrease but not as drastically as elsewhere and this vision manages that transition to bring a richness and variety of uses that drive footfall. This is combined with the repopulation of the heart of the town and Queens Quay, the introduction of workplace and the expansion of

the RGJ Hospital to ensure vibrancy. Retail goes where people go – the rebalancing of retail strengthens retail and makes all businesses more resilient, jobs are secured and opportunity created.

Beyond that, we have a 16 hour day 7 days a week town centre that doesn't close at 5:30pm. It is a town centre that is resilient, adaptable and relevant for the next 100 years. It is a destination that is authentic.

A Connected Heart

Arterial routes from Queen's Quay, The Golden Jubilee Hospital, the new transport interchange, the Clyde Centre and the wider community all connect and meet at the new heart of the town. It is a town built around everyone. There are different structured routes with shelter, gardens and activities for young families pushing prams, senior citizens out for a stroll, dogs to walk and runners to run. There

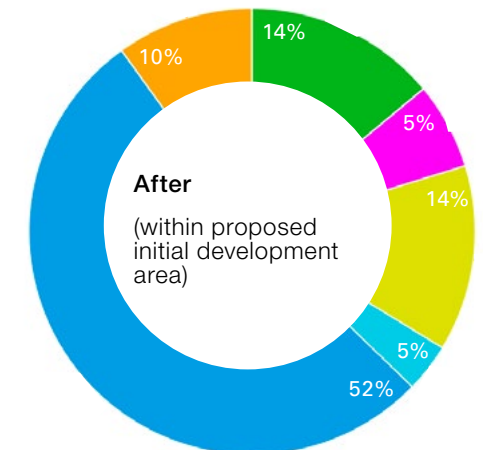
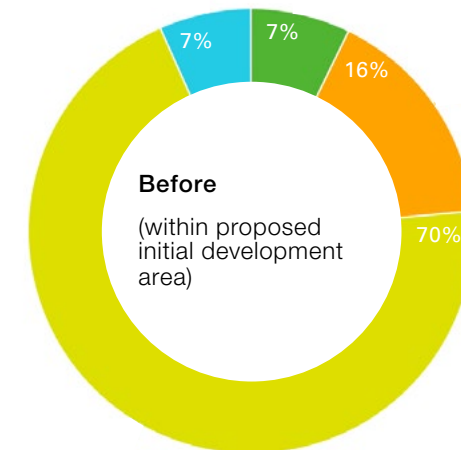
are places for teenagers to hang about free of charge where they can be active without feeling unwanted and unwelcome.

It is a town for everyone no matter their age or disability. When the paths cross, we have a truly intergenerational town that promotes safety, activity, inclusivity and wellbeing.



Clydebank: A Rebalanced Town Centre

- Retail
- F&B
- Leisure
- Commercial
- Community
- Residential



Note:

Use Percentages in the proposed chart are based on a substantial increase in available floor area from 16,500 sqm to 56,000 sqm as a consequence of the development, hence the appearance that the amount of F&B space has reduced when this is not the case.



Conclusion & Moving Forward: What is the Vision?

Focused

The Vision sets out a series of physical and spatial changes in the town centre to achieve the social and cultural ambitions of the community.

It is deliberately focused in the area south of the Forth & Clyde Canal and centred on the much loved Co-operative building as this is a key heritage asset. This is the heart of the town, where we can support an improving local economy and opportunity.

At The Right Time

There are many underlet and struggling Shopping Centres in towns across the UK and their value is at its lowest ever. They offer the “big move” to reintroduce significant residential into a town and consolidate fit-for-purpose, consolidated retail on the street and not buried in the block.

This is not about bailing out the private sector – it is an unprecedented opportunity for the community that West Dunbartonshire Council and Central Government should continue to find ways to capitalise on.

It Enshrines Scottish Government Policy

Probably the three key policies concerning the built environment are ‘Town Centre First’, ‘The Place Principle’ and the recently published ‘A New Future for Scotland’s Town Centres’.

Along with the environmental agenda, the proposals enshrine the principles of these policies and recognise the imperative to ensure key players stay focussed on the town centre in what they can contribute (vibrancy and connectivity) and how they will benefit.

It Sets the Direction of Travel

The Vision records and responds to the requirements of the community.

The coordinated Vision is a clear statement of ambition that can achieve alignment of intent and stand as a guideline to assess the appropriateness of future development.

Bold

The changing patterns of retail have given us a once in a lifetime opportunity to rebalance retail dominance by reintroducing uses that meet the community’s needs and by repopulating our town centres with workplace and town centre living.

This won’t be achieved without significant redevelopment to repurpose or demolish and rebuild.



Conclusion & Moving Forward: Implementation

In the Right Place

Some of the proposed moves may be frustrated by ownership and may need to happen in another guise.

It is the identifying of the moves and “building blocks” to achieve a re-energised town centre that is the true value of the project. Beyond this, the Vision study highlights the importance of positioning uses (attractors) where they can have the highest impact e.g. we are not just trying to put a market into our town centre, we are trying to put it in the right place in the town centre.

We are likely to get one chance in this lifetime to get these decisions right.

Staying the Distance

This is a fifteen-year vision and perhaps some of the moves will take longer so it is important to identify the quick wins and programme out the longer-term projects.

A stalled spaces strategy and temporary locations can be identified Can we set up artist’s studios or collaborative working in unused space? Some moves will blossom, others may fail. We need to see the town as a beta project or test bed for re-invention.

Behavioural Change

The current procurement mechanisms and decision-making approach to investment need to change if they are to be able to recognise the real value of development that safeguards our town centres rather than favouring the easier answer of edge of town and out of town development that has seen public sector funded education, healthcare and services marginalised when they could contribute to a vibrant town centre.

This traditional “best value” approach has been changed in both the Public Sector Finance Manual and the NHS Transaction Handbook in favour of Town Centre First, Place making and Carbon Reduction.

We need all decision makers to presume for town centre investment and to understand the value to our town and our community.





ten year vision: potential interventions

The Town Board

The UK Government published guidance in December 2023 outlining the requirement for each of the towns identified to benefit from the £20 million investment to establish a ‘Town Board’ to draw up and drive ambitious proposals to regenerate their town over the 10 year period.



UK Government Guidance

The guidance stipulated both the responsibilities of the Town Board and who its members should be drawn from within the community. It stated:

‘While the local authority remains the accountable body for funding and executing plans, Town Boards are responsible for developing the Long-Term Plan, working closely with local people.

The independent chair of Long-Term Plan for Town Boards should be invited by the local authority, considering who is best placed to convene partners and is a respected figure in the community with an obvious passion for the place. The local MP should be engaged as part of the process.

Town Boards must be chaired by a local community leader or local businessperson. The chair should act as a champion for the town and provide leadership for the Town Board, ensuring it is community-led and embedded within the local area. They can be anyone who holds a prominent role such as:

- a local charitable organisation
- a philanthropist
- the head of a Further Education College
- a director for the NHS Board or Trust
- a director of a football club

Elected representatives, such as MPs, MSPs, MSs or local councillors, must not chair the Town Board.’

Ensuring the Town Board is a community-led institution
Town Boards should be community-led institutions that build civic capacity in the town, with the local authority, or an alternative organisation such as a community group, providing a secretariat function. The local authority will act as the accountable funding body.

We encourage local authorities to help empower the Town Board in realising this role and driving forward a community-led vision for change. This may include providing advice and support on legal duties like impact assessments, to help leaders with non-public sector backgrounds navigate those requirements they may be less familiar with.

The Town Board and the local authority should also consider existing community organisations that might want to undertake work on behalf of the Town Board. Capacity funding could be used support this, or the recruitment by a third-party of an individual to lead the development of the Long-Term Plan full-time.

Local Trust research shows that employing a single member of full-time staff from the community helps to build local capacity and resilience. If support is required to identify suitable community organisations, local authorities should speak to their respective area team leads in the first instance. Area teams will provide ongoing support for the duration of the programme, including helping local authorities and Town Boards to access the support they need, and acting as a focal point between them and central government, including the Towns Unit and the High Streets and Towns Taskforce.’

Clydebank Town Board

At a meeting of West Dunbartonshire Council’s Infrastructure, Regeneration and Economic Development committee in February 2024, approval was given for Liz Connolly, Principal of West College Scotland to be appointed as Chairperson of the Clydebank Town Board.

The Board, in accordance with the guidance is made up of a combination of local businesses and groups, essential service providers, politicians and local elected members, council officers and members of the community.



Liz Connolly, Principal, Chair of Clydebank Town Fund Board

Clydebank Town Board Members

West College Scotland

Liz Connolly, Principal, Chair of Clydebank Town Fund Board

WDC (Elected Members)

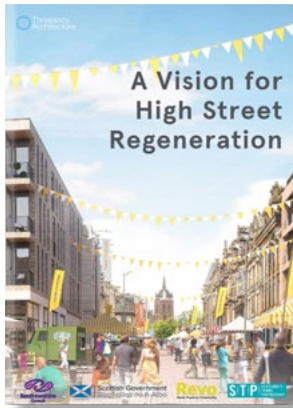
Lawrence O’Neill
Clare Steel
Mary Ann Smith, President
Kirsten McLatchie, Area Commander
Sandie Scott, Director of Strategic Communications and Stakeholder Relations
Andrew Forrester, Centre Manager
Fiona McInnes, Chief Executive
Lynette Lees, Chief Executive,
John Mooney, Board Member
June Todd
Douglas McAllister MP
Marie McNair MSP
Calum (Supported by Lucy McGovern (Development Officer)
Selina Ross, Chief Officer
Peter Hessett, Chief Executive,
Alan Douglas, Chief Officer Regulatory & Regulation,
Gail Macfarlane, Chief Officer Roads & Neighbourhood,
Laurence Slavin, Chief Officer, Resources

Dunbartonshire Chamber of Commerce
Police Scotland
Golden Jubilee National Hospital

Clyde Shopping Centre
Clydebank Co-Operative
Clydebank Housing Association

Community Representative
Member of Parliament
Member of Scottish Parliament
Youth Representative
West Dunbartonshire CVS
West Dunbartonshire Council (Officers)

Approach & Methodology



A Vision For High Street Regeneration guidance document

The published Vision and Development Framework for Clydebank town centre demonstrated the kind of moves that will achieve an aspired quality of place and ensure resilience.

It was built on an understanding of Scottish Government guidance and what is working in other towns but is importantly a Clydebank specific solution grounded in a depth of analysis and widespread consultation.

A successful town centre core supports a vast diversity of functions and the ways we collectively use the town centre are wide ranging and complex. To structure a response around this complexity, we followed the principles in the guidance ‘A Vision for High Street Regeneration’ developed by Threesixty Architecture in collaboration with The Scottish Government, Scotland's Towns Partnership and Revo.

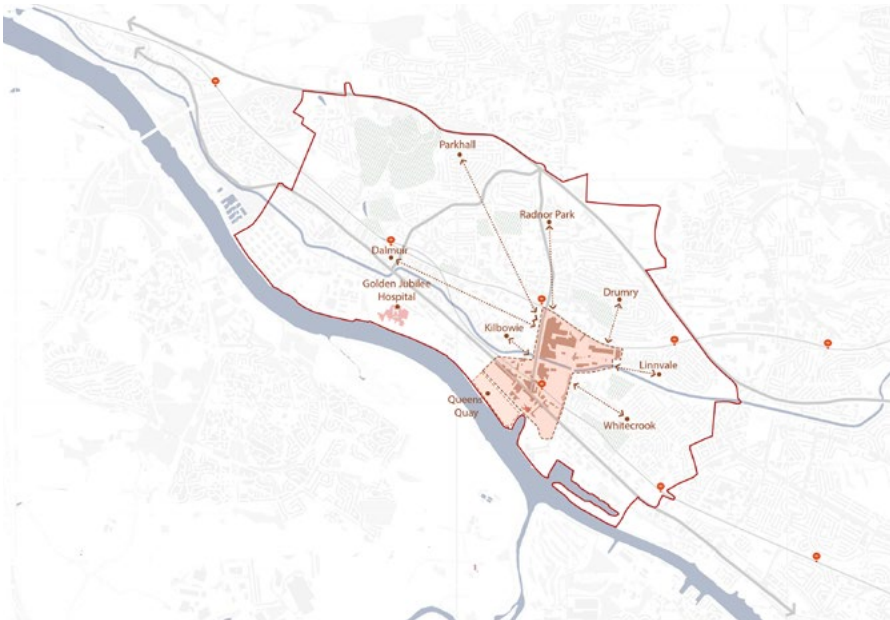
We adopted the methodology and manifesto that structures the analysis and response into key sections.

Following discussions with the Town Board, it was agreed that the strategies and initiatives proposed within the published Vision should form the basis of the Long Term Plan for Clydebank.

To that end, the chapters within the Vision, all dealing with specific aspects of town centre life have been reorganised and grouped under the three key investment themes of:

- 1. High Streets, Heritage and Regeneration
- 2. Transport and Connectivity
- 3. Safety and Security

This reorganisation can be seen in the adjacent table.



Long Term Plan area map with town centre highlighted



high streets, heritage & regeneration

- 1. Go Bold
- 2. Consolidate
- 3. Repopulate
- 4. Attract
- 5. Create Workplace
- 6. Repurpose & Repair
- 7. Regenerate
- 8. Educate
- 9. Meanwhile



transport & connectivity

- 10. Shift Perceptions
- 11. Gather
- 12. Connect
- 13. Locate Services Centrally



safety & security

- 14. Illuminate
- 15. Include & Invite
- 16. Revive



Identifying Priorities & Potential Projects / Interventions
Following this reorganisation, a ‘long list’ of potential projects / interventions already deemed to meet the criteria for

funding by being ‘on menu’ was developed in conjunction with the Town Board. This can be found on pages **210-217** of this report.

This list has been augmented with the inclusion of further projects / interventions that came out of responses to the community consultation questionnaire and the subsequent public engagement events, held in the Clyde Shopping

Centre. More information on the questionnaire and engagement events can be found on pages 48-59 of this report.

The Town Board then shortlisted a number of the highlighted ‘Long List’ projects / interventions to be prioritised and costed. These form the basis of the required Three Year Investment Plan. This is a separate document and does not form part of this Long Term Plan report.

Attracting Investment and Support

This Three Year Investment Plan is a statement of intent and positivity about the town, born out of extensive community engagement to ensure that it meets their needs.

Stakeholder consultation has nurtured ambassadors for the re-energised town and the Board can use this to attract further investors through a series of developer days and alumni awareness programmes.

Potential Additional Funding Sources

A number of additional sources of funding have been identified by West Dunbartonshire Council relative to the interventions showcased in this document. These can be summarised as follows:

Relevant to the creation of new walking, cycling routes and strengthening connectivity and accessibility (also the future use of the activity centre) are:-

Sustrans Places for Everyone: supported by Transport Scotland, provides funding and expertise to help deliver walking, wheeling and cycling improvements.

Paths for All Smarter Choices, Smarter Places: for projects which encourage people to use public transport or other sustainable options such as buses for longer journeys; and walking and cycling for short journeys.

Paths for All Community Path Grants: for community groups and charitable organisations to maintain, upgrade, create and promote community path networks.

Paths for All Ian Findlay Path Fund: supports the improvement of local paths within and between communities, making it easier for people to choose active travel and public transport for everyday journeys. Cycling Scotland Cycling Friendly Community Grant: focused on capital improvements that seek to support the development or improvement of facilities that will enable more people to cycle. Capital costs are generally assets, such as bikes, equipment, tools etc. Proposals for complementary activities to support behaviour change may be considered where there is a direct link to capital elements, e.g. bike maintenance training in conjunction with procurement of maintenance equipment.

Transport Scotland – Network Support Grant: a discretionary grant that subsidises commercial and community bus routes. It aims to keep fares at affordable levels and networks more extensive than would otherwise be the case.

Relevant to greenspace and/or events:-

Parks4Life Community Fund: to support community groups deliver on the aim of bringing parks and greenspace to life. Grants are available to community and Friends groups who work to improve, promote and develop a park or greenspace. Funding can be used to help put on events such as a gala day or focussed greenspace tidy up clean that will bring people to the space.

Relevant to locally developed regeneration projects:-

Scottish Government Regeneration Capital Grant Fund (not currently available but may open again in 2025/26): supports locally developed regeneration projects which deliver large scale transformational change. Must involve local communities, help support and create jobs and build sustainable communities.



Community Engagement

Key to the success of the Long Term Plan for Clydebank will be meaningful engagement with the local community that will influence the positive transformation of Clydebank in the coming years.

The local community have been asked to take part in a number of engagement events and charrettes in the last few years and the opinions collected informed the 2021 Vision and Developmet Framework which this Long Term Plan takes as its starting point.

Beyond these events, the community have again been asked by the Town Board, as part of the creation of this Long Ter Plan to give their thoughts and opinions on Clydebank, this time tailored to the three key investment headings.



This was undertaken in two ways, firstly, a questionnaire was sent out to a number of community groups and secondly, a public event was held in the Clyde Shopping Centre over two days in July.

A summary of the responses received from all events thus far, that have informed this Long Term Plan are outlined on the next pages.



Continuing Community Engagement

Board to advise strategy for continuing engagement

Clydebank Town Centre Design Charette

West Dunbartonshire Council, supported by the Scottish Government as part of the Scottish Government's Charrette Mainstreaming Programme, sponsored a locally driven town centre design Charrette, an intensive consultation that engages local people in the design of their community in early 2015.

Conclusions
In response to the issues and observations emerging from the Brief and discussions in the Charrette a series of overarching transformational themes for inclusion in the Vision for Clydebank Town Centre 2025, were presented, including:

- Enrich the town centre
- Capitalise on its loyal local customer base

- Refresh Clydebank Regional Shopping Centre and Cinema
- Maximise existing strong transport links
- Improve open space, walking and cycling connections
- Develop Queens Quay to complement the Town Centre
- Focus on health well-being, social justice and community safety
- Clydebank as a vibrant social destination
- Support new employment opportunities

Clydebank Can

Clydebank Can was a series of placemaking workshops held between March and May of 2018, supported by the Scottish Government's Making Places programme and was an opportunity for the local community to collaborate with WDC and Scottish Canals and their design team, to undertake additional design and implementation work on the projects and actions from the Charrette.

Conclusions
Clydebank Placemaking Principles forming overall strategy for the town centre:

- An active canal - add to the activity on the banks, the towpath and on the water.
- Make more of what exists in the town centre – re-use empty buildings and spaces.

- Work to change the vehicle/pedestrian balance – create more space for people.
- Diversify the town centre – incorporate more than just retail.
- Encourage Jobs, employment and training.
- Biodiversity - help the areas that already have good biodiversity to flourish and introduce more.
- Placemaking - create spaces and routes that promote local peoples' happiness, health and enjoyment of the town centre.
- Town centre living – housing in the town centre that has a good mix of types and tenures
- Maximise Inclusion.

Clydebank Town Centre Vision & Development Framework

As part of the work undertaken to develop the Vision and Development Framework, a stakeholder event was held on the 19th August 2021

The stakeholder event was attended by a wide cross section of those with an interest in the town, including secondary school pupils from St. Peter the Apostle High School, members of community groups, representatives of the business community, private developers and West College Scotland, the further education establishment with an extensive campus at Queen's Quay.

It was explained that the event had been set up to help shape the brief for a visioning project for Clydebank town centre and to understand where the key stakeholders can contribute to the process. The purpose of the afternoon was not to educate but to gather the ideas of those in attendance. It was hoped that everyone in attendance would approach the series of workshops with the best interests of Clydebank at heart and that they would become ambassadors for the visioning project within their respective organisations and communities.

The invaluable and extensive consultation previously undertaken (Design Charette and Clydebank Can) was acknowledged and attendants who had been involved in this process were asked to continue their enthusiasm for this new exercise.

Four workshops were run over the course of the afternoon with the following titles;

Workshop 1

SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats)

Workshop 2

What is Clydebank's Future Story?

Workshop 3

What do I Need from my Town Centre? & What would make me live in the Town Centre area?

For this workshop, attendees were asked to consider these questions from the standpoint of 5 key demographic groups: Families with young children Teenagers (13-17) Young Adults (18-25) Adults (26-60) Seniors (60+)



to obtain responses from specific perspectives.

Workshop 4

How can my Organisation Invest More in Clydebank Town Centre and why Should we?

This exercise looked to create three groups, each focussed on a particular interest; Education, Commercial and Residential, with community-based attendees then distributed amongst them.

The outcomes of the workshop sessions were summarised and published in a report document that in turn informed the development of the detailed project brief for the visioning study.

Workshop 1 Outcomes: SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats)

Strengths

- The people of Clydebank's motivation
- Active communities keen to engage
- The canal and river
- Transport links
- The lived experience of recent history of the town
- Heritage
- Town reinventing itself and looking towards the water
- Free Parking

Weaknesses

- Lack of activities / facilities for young people
- Lack of connectivity/walk-ability/visibility
- Lack of 'dwell' points and shelter
- Competing with out of town retail

- Lack of attractors
- Lack of a clear purpose
- Too focused on Queens Quay
- Lack of heart to town centre
- Inward facing shopping centre closes at 5.30pm
- Lack of green space
- Shortage of spaces to hang out informally for free
- Lack of activation around Three Queens Square

Opportunities

- People want to live in the area
- Proximity to rest of Scotland (Kilpatrick hills and beyond)
- The Canal
- Clydebank as green sustainable town
- Lose parking, gain green space
- Open space and vacant sites

- Offer an authentic town centre, unlike Braehead etc.
- Cultural opportunities (west of Scotland's cultural centre)
- Digital connectivity and skills
- Renfrew bridge
- Open up shopping centre to canal for bars & restaurants
- More housing / more people

Threats

- Renfrew bridge
- Traffic (Kilbowie Road & bridge)
- Lack of funding
- Queens Quay successful but disconnected from town
- Policy limitations on pubs in areas of centre
- Town centre closes when shopping centre closes

Workshop 3 Outcomes: What do I need from my Town Centre? What would make me live in Clydebank town centre?

Families with Young Children

- Local activities for children of varying ages within close proximity, walkable
- Community hub to meet like-minded people and support for young families
- Good schools
- Green space / Central outdoor play space with play equipment
- Public toilets/accessible facilities
- Colour coded routes through town for different levels of ability
- Program of family events
- Nurseries

Teenagers

- Activities - Bowling, sport and leisure facilities, evening venues (for under 18s)
- Places to meet and gather informally

- Water activities on the canal
- Independent restaurants and kiosks with outdoor seating
- Retail variety; local, artisan
- Extended nighttime activity
- Super-fast Wi-Fi - digital town

Young Adults (18-25)

- Bars, restaurants, night time economy. Music venues
- Affordable housing
- Good transport links and updating the station
- Variety in job opportunities
- Connections to the college
- Walkable activities / destinations
- Add street food / food hall

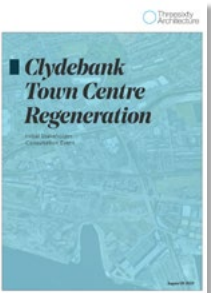
Adults (26-60)

- Safety in the town centre. Need passive surveillance
- Work hub area

- Program of cultural events
- Industry & workshops

Seniors (60+)

- Senior clubs to socialise
- Accessibility
- Market or foodhall with smaller food retailers
- Bowling green/allotments in town
- Rest points; shelter, seating, refreshments



Clydebank Town Board
Consultation Questionnaire

A questionnaire based around the three key investment themes was developed and issued by CVS to 37 registered groups with a potential membership reach of around 9000 people within the Clydebank area.

Returns were received from 19 groups and the findings collated and published in July 2024.

A summary of the key responses is shown on the next pages under each theme.



Responses:
High Streets, Heritage and Regeneration

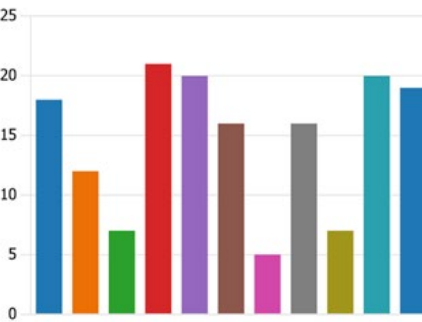
High Street

- Create a recognisable town centre, not just a decent shopping centre
- A greater focus on corner/ speciality shops rather than the ‘vanilla’ high street offerings in place within the current Clyde Centre
- There will probably be a drift of people to Braehead when the bridge is completed, so the offering in Clydebank will have to be diverse and appealing if trade is to be maintained
- Canal is significant factor in ‘high street’ – this needs to be better utilised.
- Current store locations / entrances don’t reflect the opportunities to maximise the canal as an extension of the high street
- Dog litter bins on all main streets
- Seating for older people/disabled



Better, more accessible meeting
spaces

- Better, more accessible use of existing, available community buildings for community activity.
- Developing any new community spaces should be on the basis that they can support diverse activities
- Disabled access and needs must be taken more seriously
- Local parks need more attention and equipment. Valuable to support the wellbeing outdoors brings, but must be kept open
- Ensure basic rights for children to have safe free areas for play
- Destinations and activities which allow families to socialise together free or at low cost
- Resources to help to keep local community centres open
- Exercise equipment in playparks/ parks
- Extend a Waterfront walkway to the Hospital / Beardmore... Bistros, cafes, a Saturday market.



Heritage and Culture

- New sustainable projects are needed to exploit the areas’ heritage and culture to attract people to the area, including local people
- Projects to get more local people involved in arts & culture, need to think about how these can be better used to support employability and provide employment opportunities
- The canal is a large part of Clydebank’s heritage however the lack of maintenance/innovation in its use is off-putting.
- Improved walking routes, linking in local walking groups and history society to ensure a sustainable collaborative approach
- Three Queens Square is vastly under-used. This civic community asset has huge potential yet is used only a handful of times per year
- There is a lack of evidence of Clydebank’s importance in the Industrial heritage of Scotland. A world-class museum evidencing John Brown’s Shipyard and the Singer Sewing Machine Factory would be highly desirable: also a living memorial to the Clydebank Blitz. The Kelpies have brought an estimated 80 million to their local area in the last 10 years. If done correctly, a purpose-built heritage centre/theatre could do the same here. Work with the Shipyard Trust to deliver?

Responses:
Transport and Connectivity

Road/Pavement Routes

- Potholes and broken pavements damage cars and people
- We'd like to see paths and cycle paths especially along the canal area
- Pedestrians hardly able to get halfway across the road before the lights change especially on Kilbowie Road
- Immediate issue with the pending relocation of the Carers Centre.
- More improvements to roads & pavements especially for the disabled as not enough lowered curbs & not enough disabled parking
- Shared space model in Dumbarton Road is not working as expected. A number of near misses, car-car and car-pedestrian. Also turning space for buses onto Kilbowie Road is now problematic
- Better street-lighting needed. LED lighting is very poor especially in winter
- The bus lane on Kilbowie Road between Hardgate and the Fire station isn't working. It is creating way more congestion than it is solving.
- Many utility providers have dug up pavements leaving them uneven which may lead to walkers being injured. The Council should ensure that the contractors leave the pavements in an acceptable condition.
- Need to cut green areas more often cut down over hanging trees.

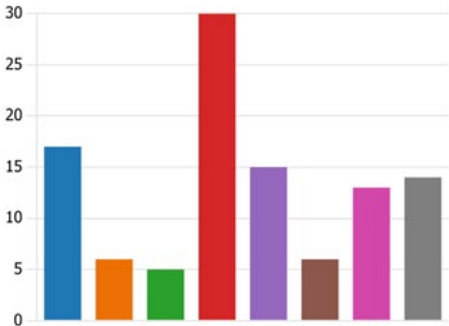
Infrastructure

- Better broadband - fibre broadband is not widely available
- Better lighting, better outdoor seating, better interactivity
- Lightning along the canal pathways
- Improve the environment by cleaning up the Canal / overgrown grass / trees.
- Upgrade / provide public toilets
- The improvement to canal path at Centre 81 was great - more activities and connections to improve the usage, safety and active travel activities



Public Transport

- New and extended bus routes needed – and running into the evening
- Bus / Train interchange needs to be fulfilled. Visually impaired / disabled persons have difficulty because of the number of bus shelters
- Lack of bus route to / lack of parking at the health centre is a significant issue



Responses:
Safety and Security

Community Policing – as deterrent and engagement tool

- Greater police presence on the ground to deter gathering in groups
- Anti-Social behaviour is increasing including gang challenges
- Feeling of being unsafe in certain key areas e.g. underpass between Shopping Centre and Business Park and areas of Canalside, especially after 5pm
- Do not use policing tactics that target the young and poor, alienating them from the policing community – increase engagement to reduce past perceptions
- Policing of increasingly visible e-bike/drug dealing issues.
- Does CCTV actually deter crime – people and communities deter crime
- Better policing needed to ensure outdoor meeting spaces are safe and available for all sections of the community

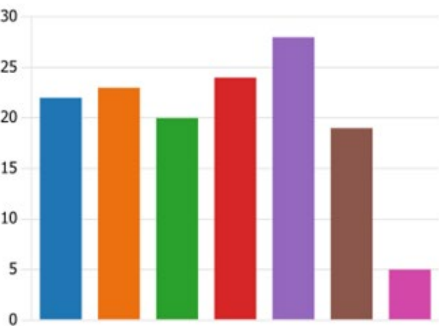
Community Engagement / Participation

- Increased and more diverse range of community opportunities for children and young people – revitalising community facilities
- General lack of dedicated places for young people. Commonly used spaces are badly lit and not well policed, raising issues of safety
- Increased focus on disabled access
- More regular outdoor activities and greater focus on maximising outdoor spaces and opportunities for wellbeing
- Support for neighbourhood-based initiatives such as gala days/events
- Make more use of the Riverside, in innovative way, not for additional housing
- Investment in community facilities should not be limited to larger organisations but should focus on neighbourhood services, increasing local buy-in and feelings of ownership



Amenities

- Better repairs for potholes on key roads - temporary repairs are a false economy and cause issues for disabled people and carers
- Traffic crossing timings do not reflect the actual time required for pedestrians to cross – causing anxiety in older residents and potentially restricting engagement
- Improving street lightning and extending this to cover areas such as cycle paths and canals would ensure these areas can be used all year round.
- Need for more lowered kerbs where disabled or elderly people live



Public Engagement Events:
Clyde Shopping Centre

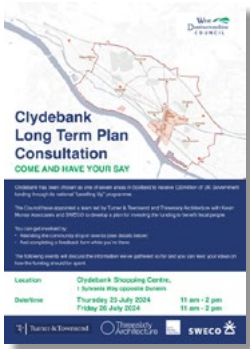
Public engagement events were held on the 25th and 26th July in the Clyde Shopping Centre to showcase the project and ascertain the opinions of the local community.

Over the two days there were 111 attendees to the event. The display boards remained on display in the Shopping Centre and were also hosted online. A deadline of 9th August was set for responses. In total 308 responses were received.

A detailed report can be found in the appendices section of this document, however a summary of the key responses received can be summarised as follows:

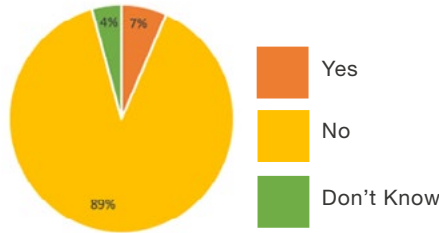


Public Engagement:
Feedback Summary

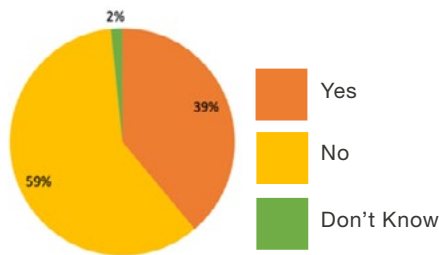


Part 1: About the Long Term Plan

Are you aware of or have you participated in any of the previous consultations in Clydebank?



Have you heard of the Long Term Plan before today?



Part 2: Prioritising Projects
Theme 1 -
High Streets, Heritage and Regeneration

Respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the thematic analysis of the respondents' suggestions.

The most recurrent theme was activities and amenities for families and young people - especially teenagers - to attract people to Clydebank, enhance health and wellbeing and to divert the youth from anti-social behaviour. There was an emphasis that these should be affordable.

The other suggestions were:

- Maintenance and cleanliness of the whole area
-
- The creation of a multi-group centre
-
- Amenities and activities for all ages including families and young people that are affordable
-
- Parks and green areas
-
- Better use of the river and canal for activities
-
- Regeneration of the Clydebank Shopping Centre
-
- Improved Night economy

Theme 2 -
Transport and Connectivity

The respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the analysis of the respondents' comments and suggestions.

The comments and suggestions received were:

Develop walking routes with history markers, sustainable lighting, central clock, and canal integration

Create better connections to enhance green link movement and overall town walkability.

- Develop and extend bus routes, including a dedicated route to the health centre, Queens Quay and Golden Jubilee for better accessibility.
- Address the need for a bus station, improve local main routes, and enhance bus stops
- Repair potholes and broken pavements
-

Create a scheme for green bicycles and scooters for short term hire.

- Enhance connectivity with the south side of the city, specifically Renfrew & Braehead.
- Introduce bus boats going along Clyde both to Greenock and to Glasgow.
- Better broadband connection, introduce fibre broadband.

Theme 3 -
Safety and Security

The respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the analysis of the respondents' comments and suggestions.

The comments and suggestions received were:

Diversionary activity for young people: engage youth and prevent antisocial behaviour.

- More facilities and opportunities in Clydebank: music venues, an arcade

centre which stays open till at least 10pm

- Regular outdoor events to build positive police-youth relationships
- Create graffiti walls around Clydebank
- Improve street lighting around new housing and canal paths to boost safety and encourage use
- Improve the Railway viaduct
- Town-wide safety measures by implementing CCTV, improved lighting
-

Increase police presence and community care to tackle anti-social behaviour and drug dealing including more social workers

- Engagement with young people and educate the youth on hate crimes against disabled people
- Enhance security to deter group gatherings and ASB
- Increase town centre living

Long Term Plan Community Engagement:
Summary of Findings

The combined feedback based on responses from both the questionnaire and the public engagement events has produced lists of desired projects / interventions from the community. They are presented here under their relevant investment theme heading.

There has been a consistency of responses across all community engagement undertaken, including the earlier events that influenced the recent Clydebank Town Centre Vision and Development Framework.

Focusing on the town centre was a strong message received through the engagement process, as people felt it was where the funding could have the biggest long term impact and would be the most visible.

The vast majority of the interventions suggested by the public are included within the long list but two currently are not, as they do not have a physical building / landscape component, namely:

- Better broadband and digital access
- Increased hot-spot policing

High Streets, Heritage
and Regeneration

In order of Preference:

1. New Parks / Green Spaces
2. Better Use of Community Spaces
3. Funding for Sports Facilities and Bringing People Together
4. Funding for Volunteering and Social Action Projects
5. Improving the Shopping Area

Transport and
Connectivity

In order of Preference:

1. Better Maintenance of Roads / Pavements
2. Upgrade or Create New Footpaths / Cycle paths
3. Better Connectivity of Train / Bus Travel Options
4. Better Broadband & Digital Access
5. New Greenspace at the Canal

Safety and Security

In order of Preference:

1. Diversionary Activities for Young People
2. Increased Hot-spot Policing
3. Better Streetlighting
4. Ensure Daytime & Evening Activity
5. Activate the Canalside for All



high streets, heritage and regeneration

Why are High Streets Important?

A Place of Shared Stories

The town centre is the place of our shared history and stories. It was there long before the retail parks and out of town malls and will no doubt be there long after they are gone, dissolved by technology. It is the physical manifestation we remember when thinking of home and it is where we hold ceremony and celebration. It is where we memorialise our good and our great and those who gave everything and it is open to everyone.

For generations the town centre has been the shared landscape of memory and youth and as such, a dementia friendly, positive environment for an aging population.

We need to reconnect to the town centre as a whole community to nurture our sense of belonging to place and enrich our lives by doing so.

“ We need to reconnect to the town centre as a whole community to nurture our sense of belonging to place and enrich our lives. ”



Celebrating Clydebank's Built Heritage

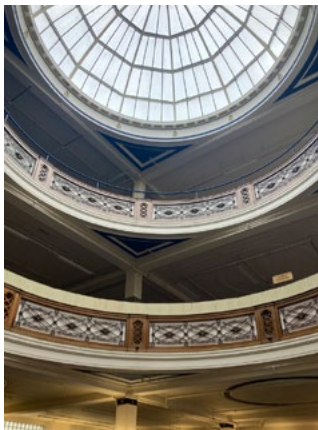
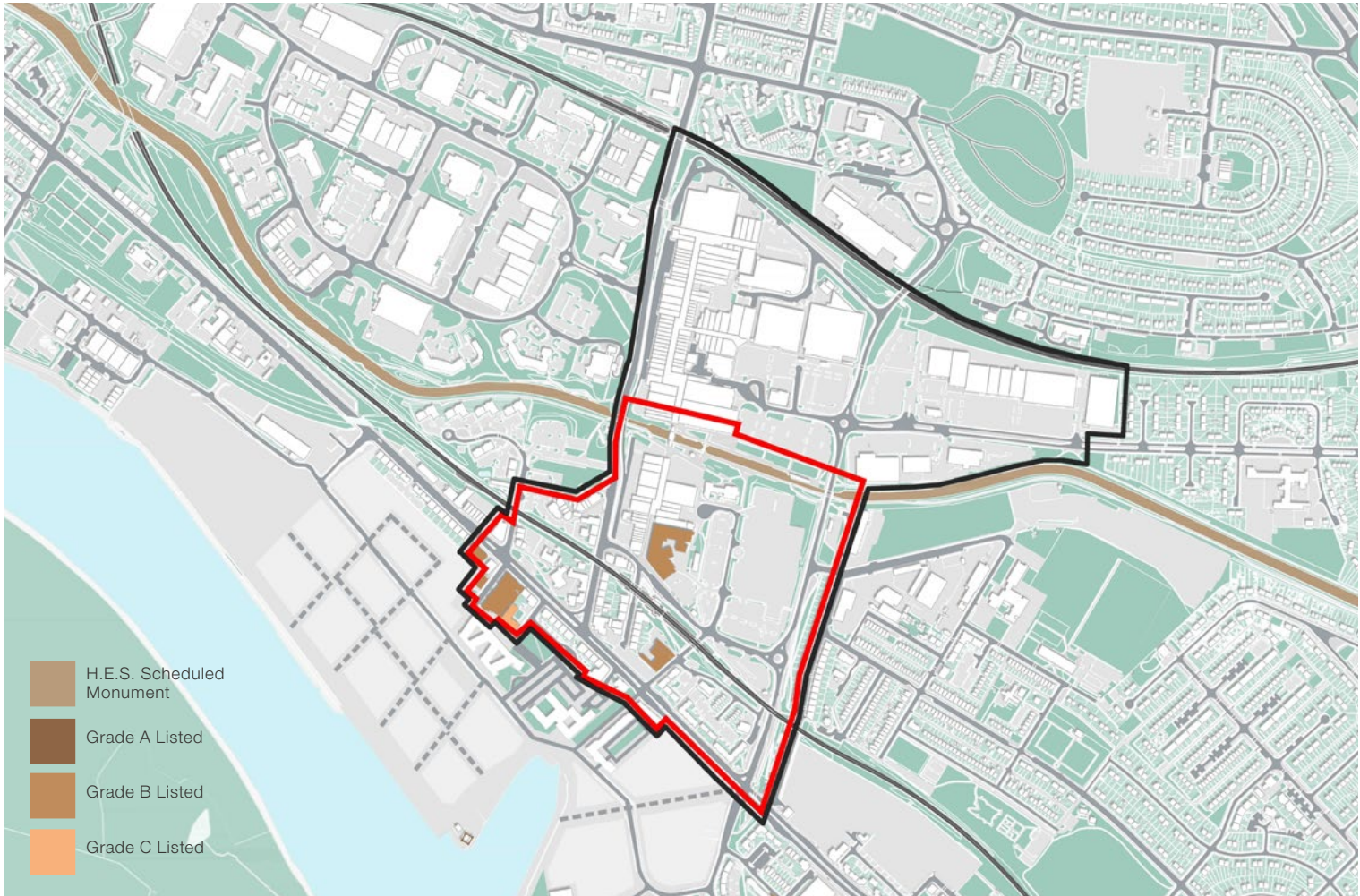
Clydebank town centre has a limited number of heritage assets and these are all concentrated in the area south of the Forth & Clyde Canal, itself an H.E.S. Scheduled Monument.

The Town Hall and Library are of high architectural quality and located towards the edge of the town centre, south of Glasgow Road.

The Titan Crane at Queens Quay is a significant reminder of the town's proud shipbuilding past.

The key building within the study area is the Co-operative Department Store, located at the junction of Chalmers Street and Sylvania Way.

Constructed in 1916, this Grade B listed building is one of the only elements with a mass and quality appropriate for a town centre. It should be the focal point of any transformed town centre.



What If?....

....We encourage new residential developments bringing people back to live in the heart of the town centre?



The reintroduction of urban living to the town centre will repopulate and reinvigorate the heart of Clydebank.

An attempt to stop migration of existing residents as well as the introduction of new businesses will help to position Clydebank as a safe place to visit and spend time, both by day and in the evening, due to the general activity and passive surveillance that the new community will bring, supporting an improved F&B and leisure offer.



Intergenerational living: appealing to a broader demographic
Any new offer should consider the inclusion of a variety of tenures (private for sale, affordable, social housing, elderly - supported / sheltered, student).

This prevents the creation of a monocultural residential offer and will make the town centre attractive to people from all walks of life.

The development framework introduces significant levels of residential accommodation and proposes a variety of types and tenures, ensuring that diverse housing options will be available within Clydebank town centre. Further details can be found on pages 126-139 of this report.

What If?....

....We improve ground floor activation of key streets through the introduction of the right type of retail, public services and alternative uses?



Changing shopping habits such as the proliferation of out of town retail, and the increasingly sophisticated online offer have caused increasing difficulty for many established national chains, leading to an increased number of vacant retail units in our town centres.

Retaining resilient brands and augmenting these with local independent retailers together with convenience retail to support the expanding residential community can provide a strong, attractive retail mix within a right sized offer.

Introduce Active Alternative Uses to Retail
Activity at street level is vital to create a vibrant town centre and we can no longer rely on retail alone to fulfill this need.

A number of other uses such as Healthcare, Leisure, Creche/Daycare, Commercial and Maker Spaces that historically were located in our town centres can be reintroduced to occupy space vacated by retail, encouraging greater footfall and making these services accessible to all.

The proposals significantly diversify the town centre offer away from retail dominance by including opportunities for workspace, community, leisure and Creche/Daycare.

What If?....

....We improve existing and create new cultural offers to benefit the local population and encourage tourism growth?

Improving & building on existing cultural assets

The introduction of new cultural uses can have a transformative effect on our town centres.

Explore working with existing Institutions and community groups to bring new galleries / performance spaces / museums to the heart of Clydebank.

Where existing facilities are located within the town centre area, investigate ways to allow them to have a greater influence through improvements to their frontages, new signage and lighting and the adoption of external space.

Curate specific exhibitions and events that engage the community and entice those from further afield to visit.

The relatively recent refurbishment and transformation of the Town Hall and the current works being undertaken through the 'Clydebank Connected' masterplan to improve its setting on Dumbarton Road are showcased within the 'Positive Moves' section of this report.



....We provide new places to safely gather as a community, capable of hosting a variety of events?

Where community truly occurs
Key to the re-energising of any town centre is the creation of places to hold events that attract both local residents and those from further afield.

These external 'rooms' will support a wide series of events in terms of both their scale and flexibility and will encourage a vibrant all year round calendar that takes advantage of seasonal holidays, local historical events and more.

Every town has its own unique narrative and this can be exploited through the staging of events that bring the community together in celebration.

The development framework proposes the creation of a new civic space at the heart of the town centre.

go bold

While the changing patterns of retail have created new challenges, this shift provides us with a once in a lifetime opportunity to rebalance our town centres.

Repurposing a large single use asset such as a shopping centre can transform a town centre in one bold move, repopulating the heart and increasing permeability by breaking down large blocks into new streets and lanes.

Now is the time to reintroduce uses that serve the needs of our whole communities.

The Changing face of retail: An opportunity to rebalance

The Clyde Shopping Centre is currently trading well in comparison to similar profiled centres. However it is expected that nationally, owing to changing retail habits and lack of demand there will be a requirement to reduce retail space in our town centres across the UK by around 50% within the next 5-10 years.

The proposed Renfrew Bridge may also impact on footfall due to the connectivity to Braehead that this will provide (though Braehead itself is also victim to reducing retail demand).

The aspiration is to maintain a right sized attractive retail core at the heart of the town centre, augmented with complementary leisure / F&B / civic and residential uses. Sylvania Way to the south of the canal is less successful and therefore an obvious opportunity for redevelopment.

This vision framework has considered the phased conversion over time of the inward looking mall into activated human scaled streetscapes that will create an attractive location to work, play and live.



On behalf of West Dunbartonshire Council, Threesixty Architecture have masterplanned and envisaged the future of Clydebank town centre **based on current market supply / demand dynamics and specifically in lieu of the contracting retail sector.**

The masterplan is a 15 year vision to transform Clydebank town centre with the goal of **“rightsizing”** the existing retail provision and promoting an exciting residential led mixed-use development with a supporting Development Framework.

Clyde Shopping Centre has performed well during the COVID-19 pandemic relative to other shopping centres, with key lettings to Dunelm and B&M completing, however it has been unanimously agreed that **there is an oversupply of retail within Clydebank.** A full analysis of the retail provision within Clydebank, undertaken by Savills Retail and Leisure Research is attached in Appendix D.

Savills estimate that Clydebank could suffer from an oversupply of up to 50% of retail accommodation over the next 5-15 years. Furthermore, the proposed new bridge connecting Yoker to Renfrew could further exacerbate current trends and increase the amount of vacant retail units within Clydebank. Consumers may decide to shop at Braehead and therefore there could be significant leakage.

Therefore, the proposed masterplan reflects the need to reduce the overall retail space within the town centre and introduce a greater variety of uses (specifically residential) to create a more liveable and defined town centre.

In terms of phasing (subject to interdependencies), the masterplan identifies three distinct phases:

Priority Phase 1: South of the Canal

Sylvania Way South & Playdrome. This section of the shopping centre is currently characterized by weaker covenants, higher vacancy rates and the least lettable retail units. The Playdrome Site is currently the most deliverable of the development opportunities and has been designated for residential-led mixed use development.

Phase 2: North of the Canal

Clyde Shopping Centre – Potential uses to include mixed-use blocks with residential on the upper floors.

Phase 3: North of the Canal

Retail Park – Potential uses to include small family homes (semi-detached homes etc.).



The Clyde Shopping Centre



The Clyde Shopping Centre is in the community category of shopping centres with frequent local visits of lower spend and as such is more robust than many benefiting from an adjacent, captive audience of low car ownership groups.

That being said, the over provision of retail in the centre is likely to be in the region of 30-50% and the transformation of this asset will be a major catalyst in the wider regeneration.

Like most shopping centres of its time, it is very much an inward looking centre and presents blank facades and service yards to the surrounding

streets, with the life of the centre focused on the central glazed mall spaces that act as a defacto town centre, but close at 5:30pm.

In November 2018, Savills carried out a full asset, planning context and market review identifying possible alternative uses and how the shopping centre can be "rightsized" and repurposed.

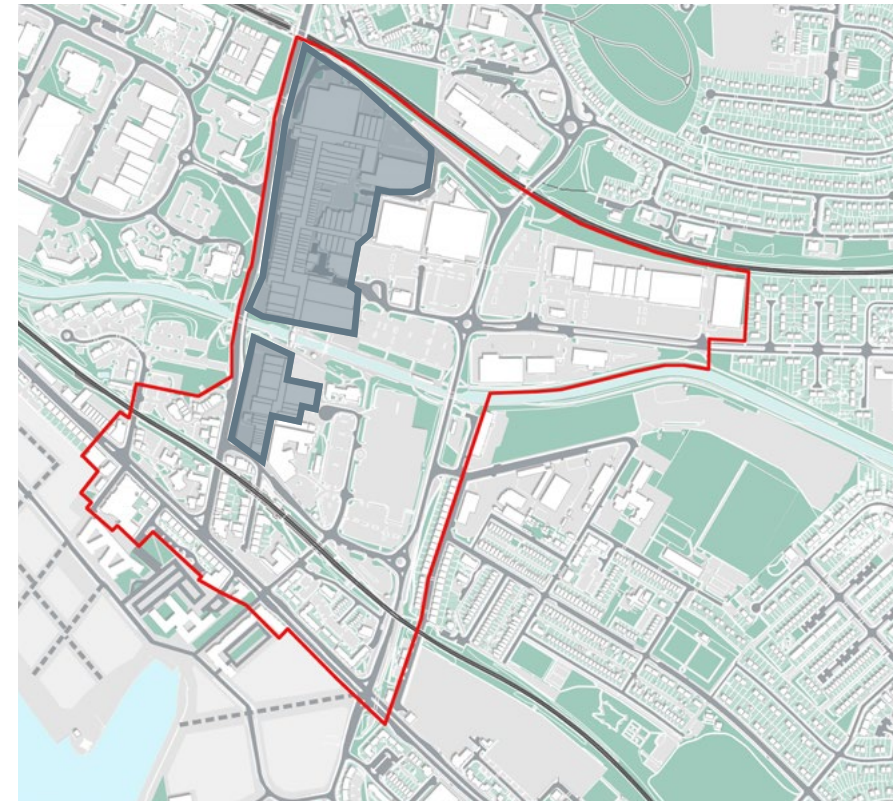
This Asset Review comprised:

High level review of existing information on the site

Planning policy and community consultation review

- High level market review for potential uses to demonstrate supply and demand, absorption rates, prevailing rental levels per sq.ft, yields and key known requirements.

The study concluded that a development led asset plan should be adopted to drive the investment value and transform the Clyde Centre into a mixed use asset - once the optimum uses have been determined.





A Phased Approach to Repurposing and Redevelopment: Strategic Overview

This is a 15 year vision to transform Clydebank town centre. As a consequence of the sheer scale, multiple ownerships, current leasing arrangements and challenges of funding such an extensive redevelopment project, a phased approach to the delivery of the overall framework has been explored.

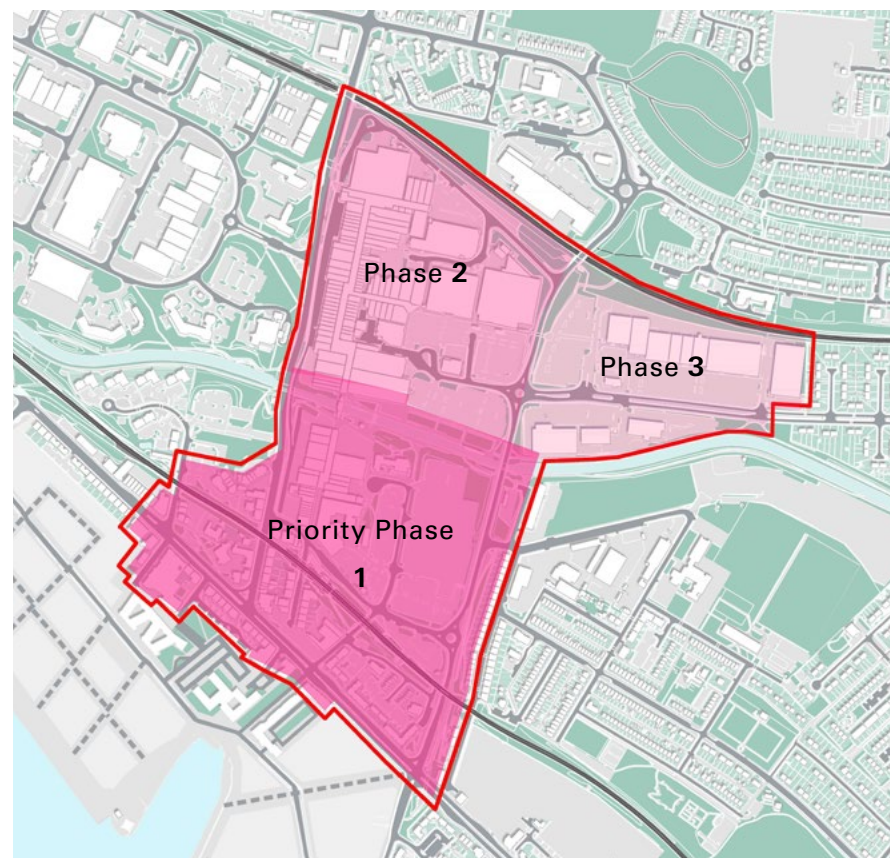
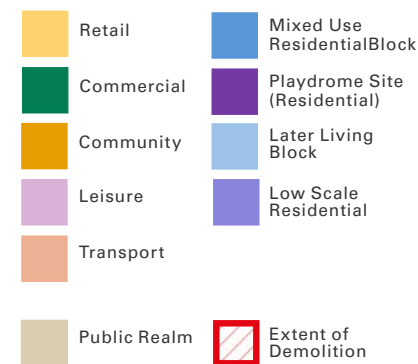
This has been based upon the agreed strategy of dividing the wider study area into 3 distinct phases, ideally to be delivered sequentially (refer to plan above). The following pages demonstrate how the final vision might be implemented in a logical and sequential manner, minimising impact on existing active sites and assets.

Where changes are proposed to assets currently owned by others (or held in joint ownership) there is no presumption as to who retains ownership and delivers change but rather, this is a solution to achieve a regenerated and rebalanced town centre.

Whereas the majority of the proposals are anticipated as being delivered by the private sector (or social landlords) it is envisaged that the core urban realm (streets, public square, etc.) and the new multi-functional linear park will require to be delivered through public funding. These would be done in advance or in tandem with the development plots and demonstrate the resolve to deliver the vision and, in doing so, attract private investment.

As is always preferred in any development elements containing soft landscaping will benefit from being brought forward in the program ensuring a quality of amenity for ensuing development. This approach will allow a 'quick win' quality of environment for the community whilst development plots are parcelled off and developed at their own pace.

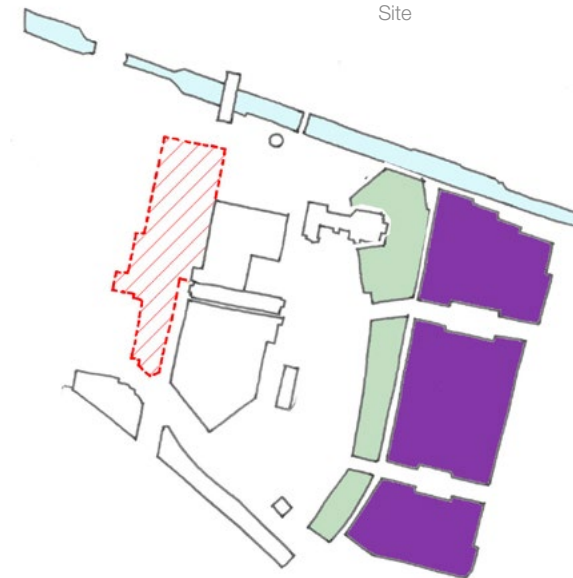
The relocation and protection of the tenants who do exist in the southern end of the centre around Sylvania Way will require to be carefully planned for in conjunction with the owners and advisors of the Clyde Shopping Centre.



Priority Phase 1: South of the Canal - Sylvania Way South & Playdrome

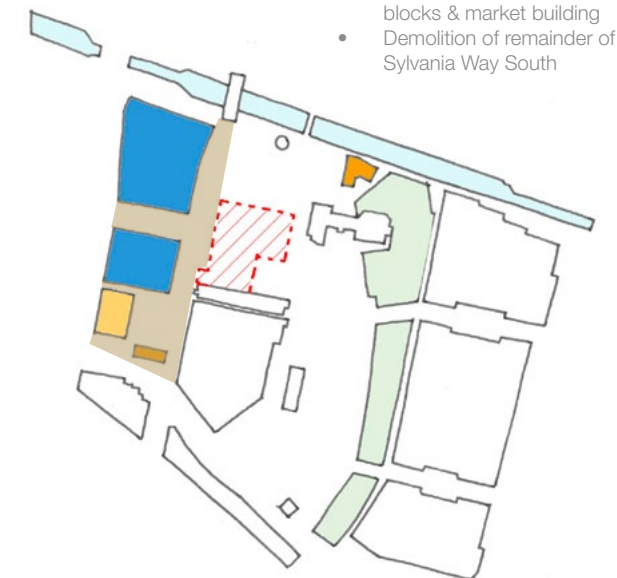
Phase 1A

- Partial demolition of Sylvania Way South
- New Linear Park
- Development of Playdrome Site



Phase 1B

- New civic square and extension of quality public realm
- Creation of new mixed-use blocks & market building
- Demolition of remainder of Sylvania Way South



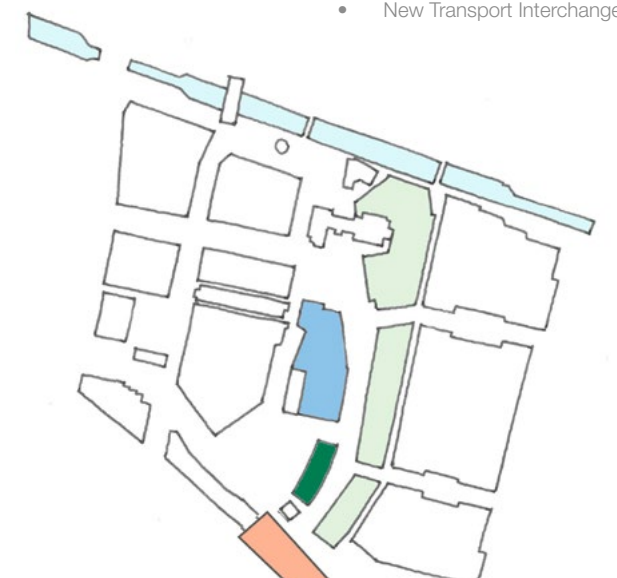
Phase 1C

- New Cinema / Commercial Block & Residential Block to east of Sylvania Way
- Extension of quality public realm



Phase 1D

- New Later Living and Commercial blocks to Linear Park edge
- New Transport Interchange





Phase 2: North of the Canal - Clyde Shopping Centre

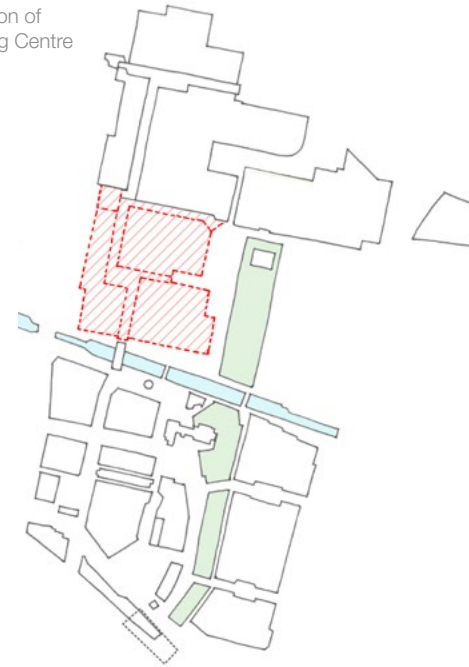
Phase 2A

- Demolition of cinema (following relocation in phase 1C) and extension of Supermarket
- Demolition of Royal mail Depot
- New Multi Storey Car Park
- Extension of Linear Park
- New community / cultural pavilion at head of Linear Park



Phase 2B

- Partial demolition of Clyde Shopping Centre



Phase 2C

- New mixed use blocks with residential / commercial upper floors on site of former shopping Centre



Phase 2D

- New residential block with retail edge to retained surface car park to northern canal bank opposite Playdrome site



Phase 3: North of the Canal - Retail Park

Phase 3A

- Demolition of big box retail units to canalside
- Demolition of end blocks of existing Retail Park



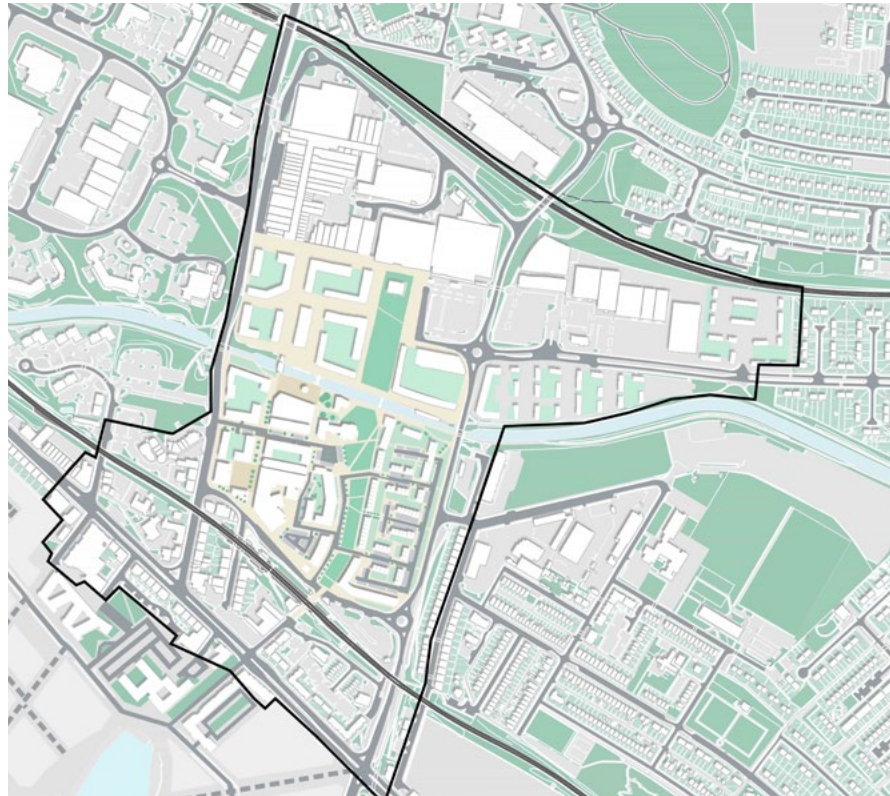
Phase 3B

- New predominantly 2 storey family housing to Canalside development site
- New big box retail units to enclose retained retail park
- New predominantly 2 storey family housing to former retail park development site





Completed Vision



Aerial View of Priority Phase 1
with Phases 2 & 3 massing added

consolidate

Reduce retail to the right level for a re-energised and diversified town centre with the right-sized (smaller) units supporting the increasing trend for independent, artisanal traders.

Relocate retail to street edges and concentrate the offer; don't bury it deep in the urban block.

Re-energizing the town centre and right-sizing the retail offer

The current arrangement of Clydebank town centre is inward facing activity with sterile inactive edges bordering large swathes of parking. Where urban spaces do exist, they are largely unstructured and out of scale.

This vision framework has looked at a phased approach to provide a mix of outward facing uses of varying sizes around human scaled urban spaces connected with a clear and legible hierarchy of safe attractive routes.





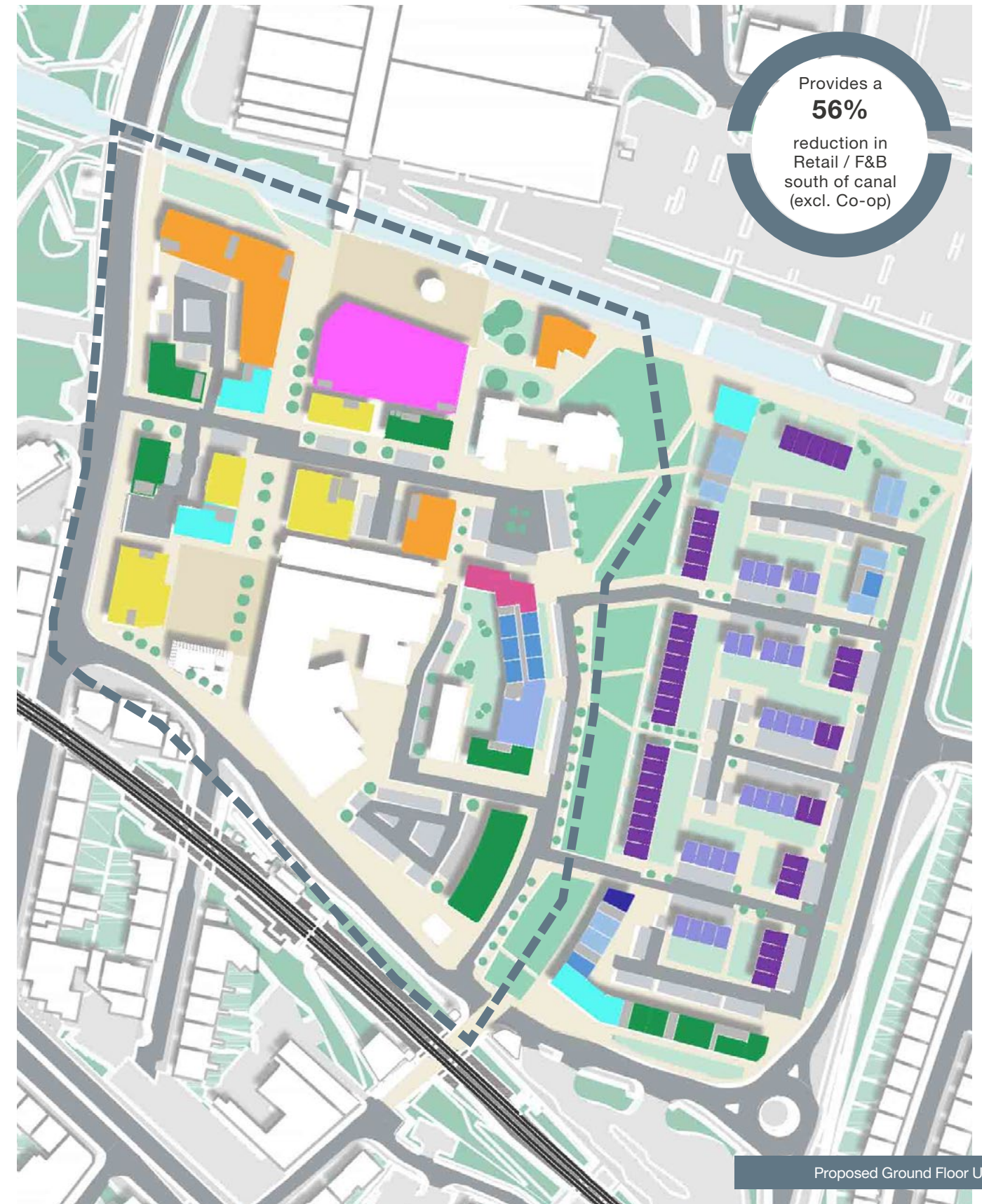
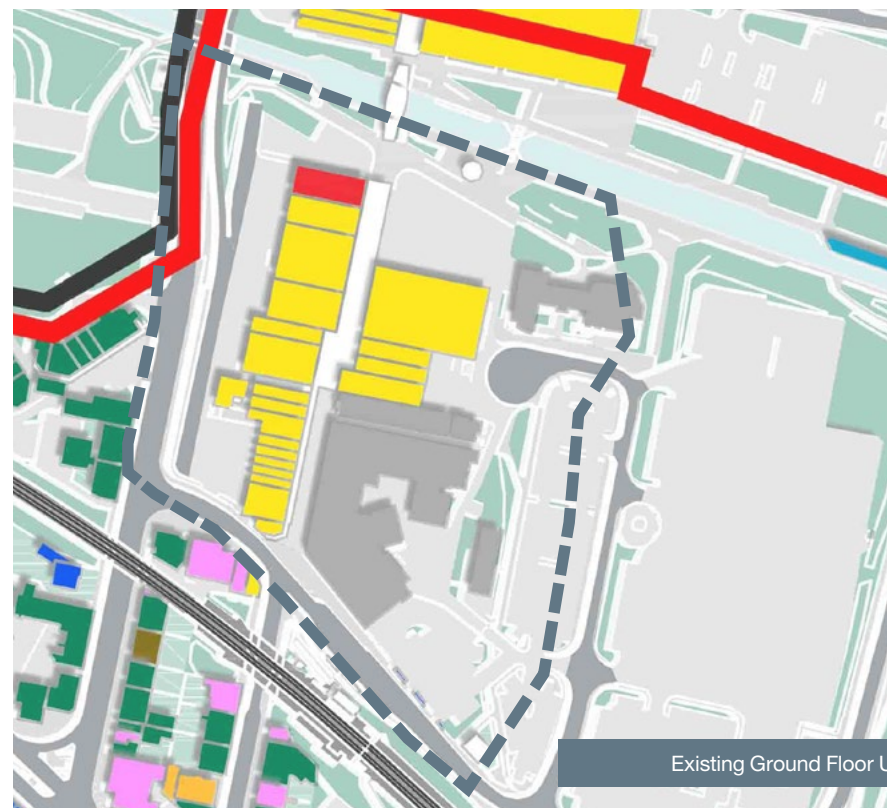
Active Ground Floor Uses: A Diverse Town Centre

As previously stated, activity at street level is vital to create a vibrant town / city centre and we can no longer rely on retail alone to fulfill this need.

The proposals significantly reduce the amount of retail space within the area south of the canal by 56% based on the existing picture (see below).

This 'right-sized' offer consisting predominantly of smaller units has been augmented with the introduction of a variety of different uses, most notably F&B, Leisure, Workplace and space for Community / Third Sector uses.

This varied mix will encourage greater footfall and make these services accessible to all.





repopulate

Introduce significant levels of urban living to the town centre. Create mixed-use blocks with a variety of tenures (private for sale, affordable, social housing, student, elderly / supported / sheltered).

Bring life back to upper levels over retail space through residential conversion.

Urban living at the heart of a revitalised town centre
The Clydebank Town Centre Development Framework & Action Plan states one of its four main themes as:

‘Consolidating and Extending Town Centre Living. Part of the challenge is to tackle the declining population in West Dunbartonshire by offering more housing choice. New homes for affordable rent, mid-market rent, Low Cost Home Ownership and



sale should all be possible subject to Scottish Government funding and accessing private finance.’

We have created a framework that focuses on the introduction of significant urban residential in a variety of types, tenures and affordability, based on market intelligence developed by Savills. This ensures that we appeal to as wide a market as possible.



The masterplan reflects Savills advice to **include a range of residential typologies and tenures** to help repopulate Clydebank and help with its wider regeneration. The residential accommodation (334 units) includes apartments, family starter homes, townhouses and later living.

The flatted residential blocks are designed in a manner that allows for **optionality and flexibility**, with the ability to cater for **various residential tenures including social, affordable or private for sale**. Although we do envisage the residential blocks facing onto the canal to be private for sale.

Including a wide range of tenures will help **de-risk the overall development and help deliver a critical mass of housing**. Furthermore, there may be potential funding sources available such as grant funding if social housing is to be delivered.

At Queens Quay, the first c. 146 properties for social rent (Cube Housing Association, Clydebank Housing Association and West Dunbartonshire Council) are due to complete by Spring 2022. The £27 million development, which includes £15.6 million grant funding from the Scottish Government will help regenerate the former shipyard and provide much needed housing.

In addition, the success of Millerbank (£247 per sq.ft. average), a 62 property development by Miller Homes is indicative of demand from first time buyers within the local area for new build housing in the area. Given the lack of supply, **capital values are likely to increase over time due to the pent up demand. A holistic and deliverable masterplan for the town centre is likely to add additional value to the potential development plots.** A copy of the Residential Report undertaken by Savills Residential Research is attached in Appendix C.

The residential blocks are relatively low rise (up to 6 – 7 storeys) to ensure they are **deliverable and maximise buildability**. Its important to note that viability is challenging due to rising construction costs and inflation. Generally, lower rise and less dense developments will be less costly to deliver than high rise and very dense developments.

Each block is independent to ensure they can be phased and appeal to both private developers and larger housebuilders. We have also included traditional core arrangements on the ground floor (rather than a deck) in order to help with viability.

The masterplan is predominantly residential led, however we have also considered ancillary and complementary uses to ensure a dynamic town centre with active ground floor frontages.

Beneath the residential accommodation, we have allowed for flexible ground floor space (48,000 sq.ft.) that could be either commercial, community or

A Significant Level of Varied Residential Accommodation at the Heart of the Town Centre

The proposals generate the opportunity for in excess of 300 new residential units to be created in the town centre in a variety of types and tenures to appeal to and meet the needs of as wide a section of the community as possible.

Mixed use apartment blocks are employed adjacent to Sylvania Way / Kilbowie Road to provide necessary density in this key area,

Later Living is proposed alongside the new Linear Park to take advantage of both views and this vital amenity.

Finally, the Playdrome site plays host to a variety of family accommodation from small terrace units and townhouses to apartment blocks at key corners to provide appropriate frontages and massing to the canal, Argyll Road and Chalmers Street.

Townhouses are currently being successfully delivered by Miller Homes at their Millerbank development on Kilbowie Road and have proven to be a popular dwelling type.

These areas are explored in greater detail on the following pages.

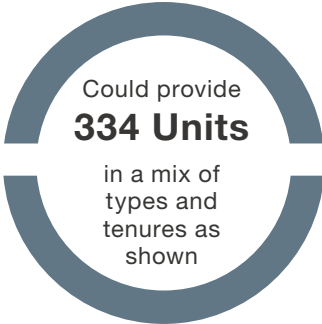
RESIDENTIAL ACCOMMODATION
SCHEDULE

BLOCK A		BLOCK F		3/4 Bed Maisonette	1
1 Bed Flat	4	1 Bed Flat	1	3/4 Bed Townhouse	4
2 Bed Flat	64	2 Bed Flat	48	Parking (Flats)	29 (71%)
Parking	38 (56%)	3 Bed Terrace	5	Parking (Houses)	9 (100%)
BLOCK C		3/4 Bed Maisonette	1	TOTALS	
1 Bed Flat	4	3/4 Bed Townhouse	10		
2 Bed Flat	28	Parking (Flats)	22 (45%)		
Parking	12 (38%)	Parking (Houses)	16 (100%)		
BLOCK D		BLOCK G		1 Bed Flat	16
1 Bed Flat	6	3 Bed Terrace	17	2 Bed Flat	203
2 Bed Flat	23	3/4 Bed Townhouse	26	3 Bed Terrace	26
Parking	14 (48%)	Parking	54 (125%)	3/4 Bed Maisonette	1
BLOCK E - Later Living		BLOCK H		3/4 Bed Townhouse	40
1 Bed Flat	36	1 Bed Flat	1	1 Bed Later Living	36
2 Bed Flat	12	2 Bed Flat	40	2 Bed Later Living	12
Parking	16 (33%)	3 Bed Terrace	4	GRAND TOTAL	
					334 No. Units



Potential Distribution of Residential Types & Tenures

- Flats - Private for Sale (with Commercial Ground Floor)
- Flats - Private for Sale (Playdrome Site)
- Flats - RSL (with Commercial Ground Floor)
- Later Living - (Shared Services to Ground Floor)
- Townhouse / Terrace - Private for Sale (Playdrome Site)





Mixed-use Blocks: Bringing Necessary Density, Vibrancy & Passive Surveillance

In order to ensure the creation of a vibrant and safe town centre environment of an appropriate scale, a variety of ground floor uses are included within the development proposals to key street and square edges, from retail/F&B to civic/leisure and commercial to provide activity at street level.

Residential accommodation above provides passive surveillance and opportunities to live at the heart of the town centre, close to all of the facilities it provides and in proximity to the excellent public transport links already available.

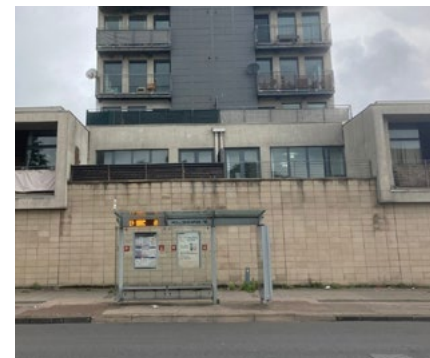
The introduction of these blocks will transform Sylvania Way and Kilbowie Road.

Some ground floor active uses have also been incorporated to key edges and corners of the Playdrome site.



The Danger of Inactive Ground Floors: Pollokshaws Road, Glasgow

A number of recent residential developments on Pollokshaws Road in Glasgow's south side have been built with no active ground floor uses in order to maximise parking, leading to extensive stretches of dead frontage to this key route and an unattractive urban realm particularly for pedestrians and cyclists.

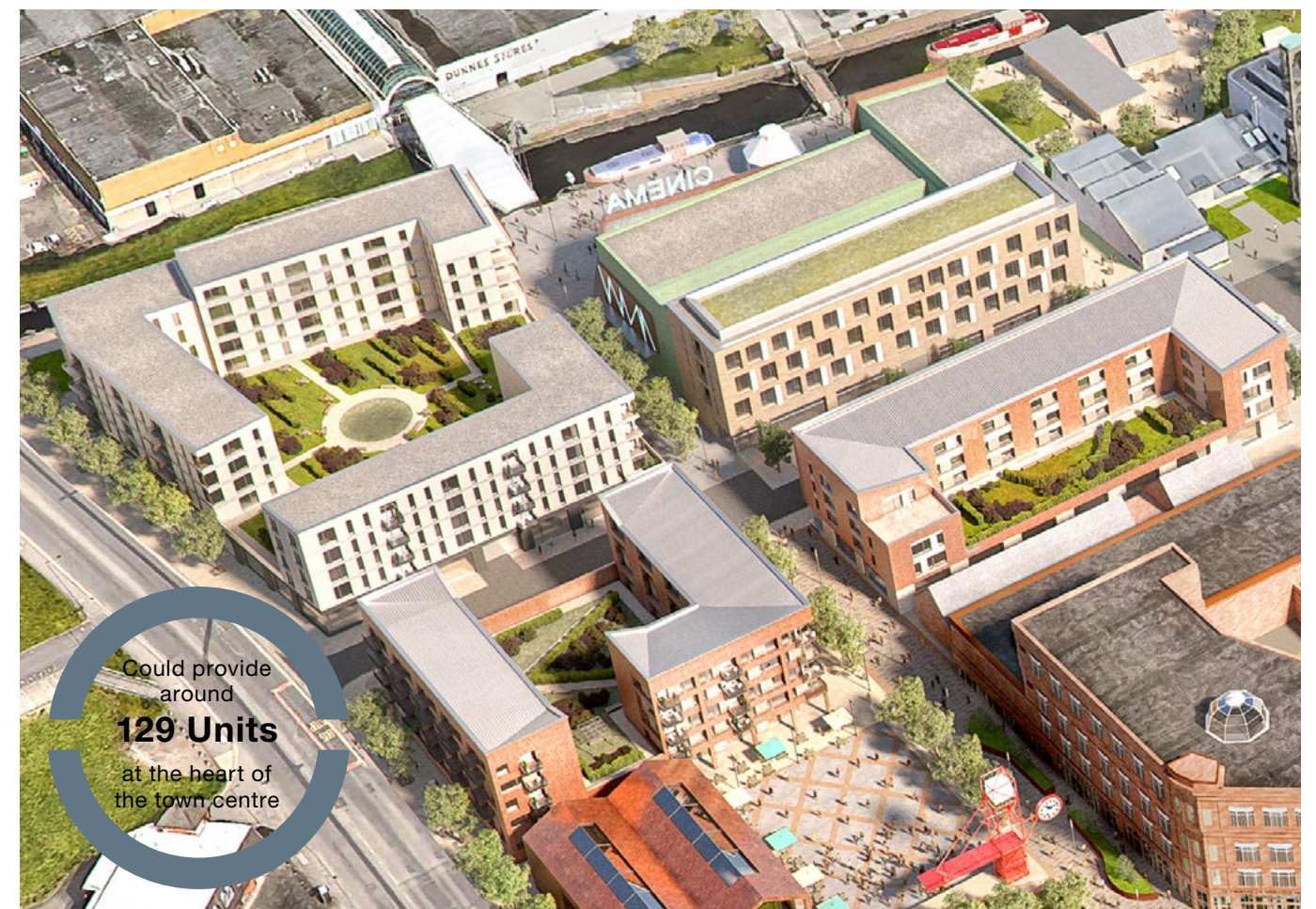


Case Study

The Millhouse, Paisley

Development in Paisley town centre

- 34 New private for sale 2&3 Bedroom Apartments over Restaurant / Commercial units on ground floor



Could provide around
129 Units
at the heart of the town centre

Introducing Later Living

Could provide
around
48 Units
at the heart of
the town centre

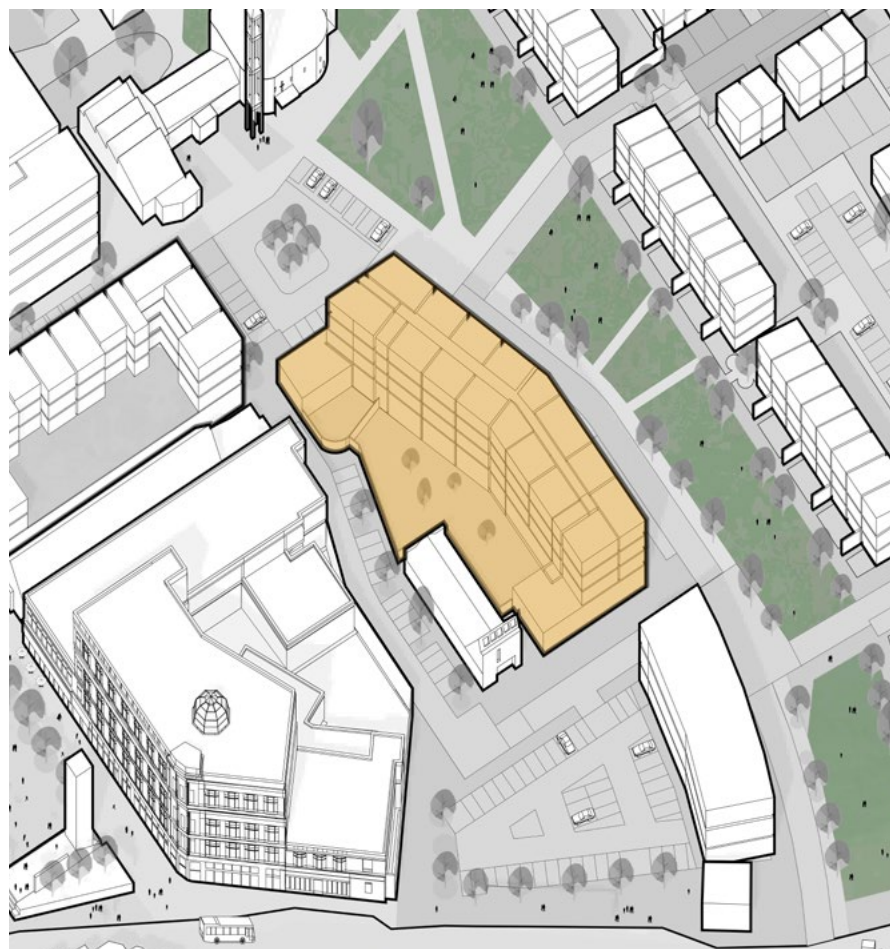


In order to include as varied a demographic as possible within the town centre, the proposals introduce a later living block of 1 and 2 bedroom apartments with shared facilities for the residents at ground floor level at a location that permits direct connection with the new linear park.

A more private amenity garden is provided to the rear of the block, ensuring an attractive outlook from all apartments.

The location, on the edge of the new park is a stones throw from Sylvania Way and the new civic square and market, providing convenient access to essential shopping and services to all residents. Furthermore, the linear park provides safe access to the new Health Centre at Queens Quay.

The block is activated to the northern corner by the introduction of a daycare / nursery facility that again has a direct and traffic-free connection to the play area of the new linear park.



The Playdrome Site: Attractive Family Living Options in the Town Centre

Owing to the scale of this significant development site, it has been subdivided into three 'parcels', one to the north overlooking the canal, a central section, and an area to the south that provides frontage to Chalmers Street.

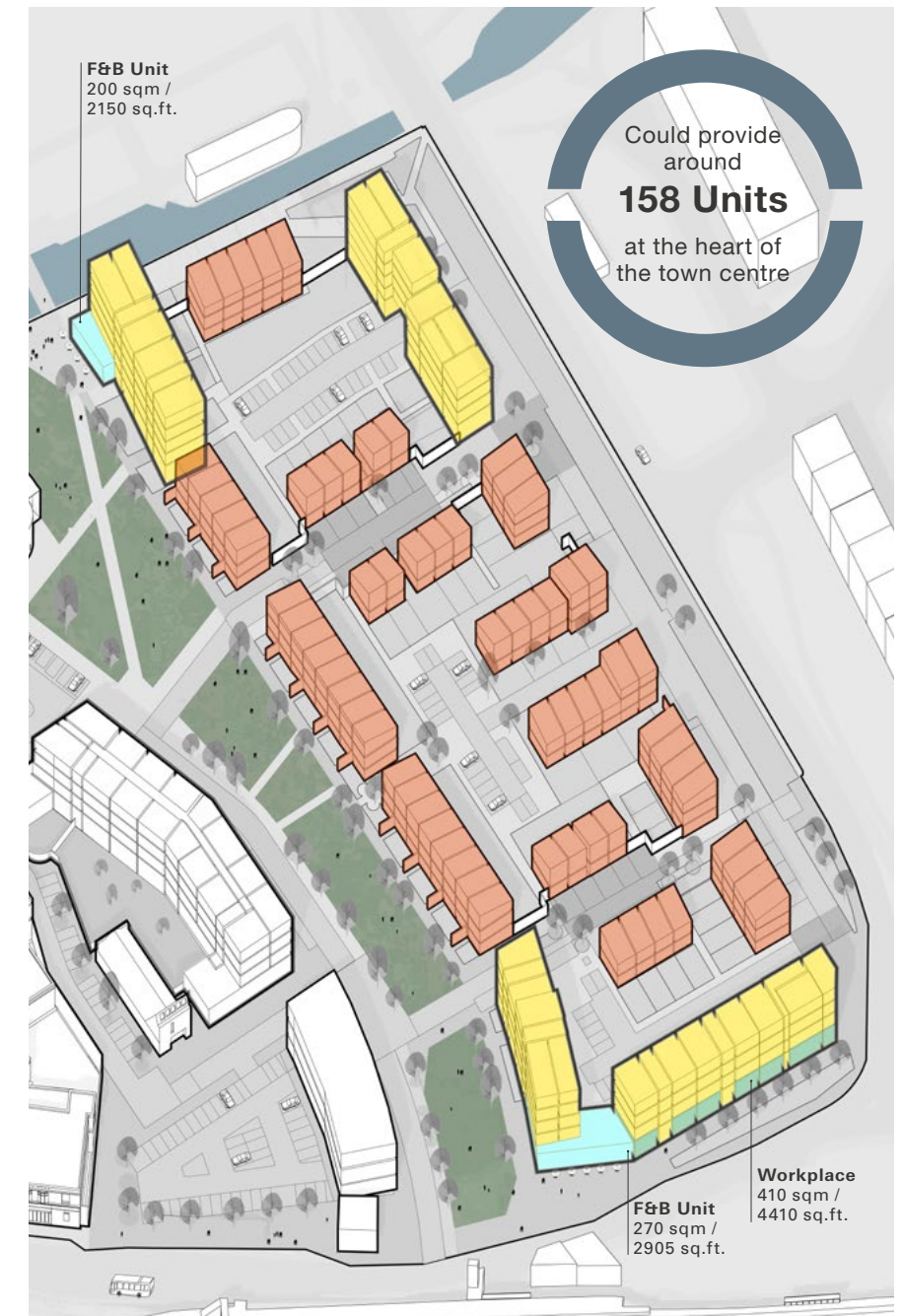
This formerly impenetrable site is now traversed by a series of east- west routes connecting Argyll Road to the new linear park. These take the form of residential 'mews lanes' of lower scale and density.

Buildings of a height of a minimum of 3 storeys are proposed to all external edges to reinforce the town centre location and to provide an appropriate backdrop to both the canal, existing roads and the proposed linear park.

On the northern section, apartment blocks are proposed, perpendicular to the canal to ensure that overshadowing is kept to a minimum and to maximise the opportunity for views of the canal side from as many properties as possible.

Incorporating Active Ground Floor Uses

The proposals include active ground floor uses (workplace / F&B) at key corners within the flatted blocks that line the new park and along Chalmers Street, adjacent to the proposed transport interchange, providing a more appropriate use than residential at these potentially busy locations.



F&B Unit
200 sqm /
2150 sq.ft.

Could provide
around
158 Units
at the heart of
the town centre

Flatted Blocks to key
edges / corners

Family Housing (Townhouse /
Semi / Terrace)

Potential F&B units
to key corners

Potential Workplace units to
Chalmers Street

Workplace
410 sqm /
4410 sq.ft.
F&B Unit
270 sqm /
2905 sq.ft.



attract

Social and cultural attractors are a major catalyst for positive change and offer important opportunities to drive more visits into your town centre.

From community and civic destinations, to cultural centres, cinemas and European-style food halls, these uses can bring new life to old, cherished buildings. Look to work with existing institutions and community groups to bring new galleries, museums and performance spaces to the heart of the High Street.

Positioning these attractors strategically and making them work together to energise key routes by stimulating footfall is critical. You probably only have one shot to get the location right.

Attractors: Catalysts for Positive Change when positioned correctly for maximum impact

Working with Savills, our gap analysis has identified potential uses that stimulate the day and evening economy with appeal to a wider demographic of new residents and visitors whilst capitalising on the loyal local customer base.



We have suggested locations where attractors will have the maximum positive impact within the core priority area of the new town centre vision framework, such as cinema, food hall and community/youth facilities..



attract



A New Market Hall

With a marked shift in shopping habits and the decline of traditional 'High Street' retail, towns and cities are looking for new attractors to bring footfall and vibrancy back to their centres.

Across Europe in recent years, market halls have proven to be hugely influential in providing a focus for public life and in creating a location for diverse commercial activity.

The creation of a major new public space in Clydebank in front of the historic Co-op Building will provide an ideal location for a market hall to enliven the town centre and to bring a diverse offer of food and drink outlets and retail as well as opportunities for smaller independent suppliers to showcase their goods.



The market hall will be able to support outdoor activities in the square ranging from F&B, craft and seasonal activity to ensure a year-round calendar of events.

The market hall is a response to the feedback received at the stakeholder consultation where an attractive food led market was seen as a desirable addition to Clydebank town centre.

Case Study

Altrincham: A Town Saved by Food

Altrincham was suffering a seemingly terminal decline due to changing shopping habits and its relative proximity to Manchester City Centre and the Trafford Centre. The traditional market was reinvented as a European style food hall in 2014, won market of the year in the Observer Food Monthly Awards in 2015 and has led to a significant upturn in the fortunes of this once failing town centre.

A footfall success story

Research data demonstrates that the market has had a positive effect on visitor numbers within Altrincham town centre, especially in the immediate vicinity of the foodhall with a 7% increase in the area around the Market since 2017.

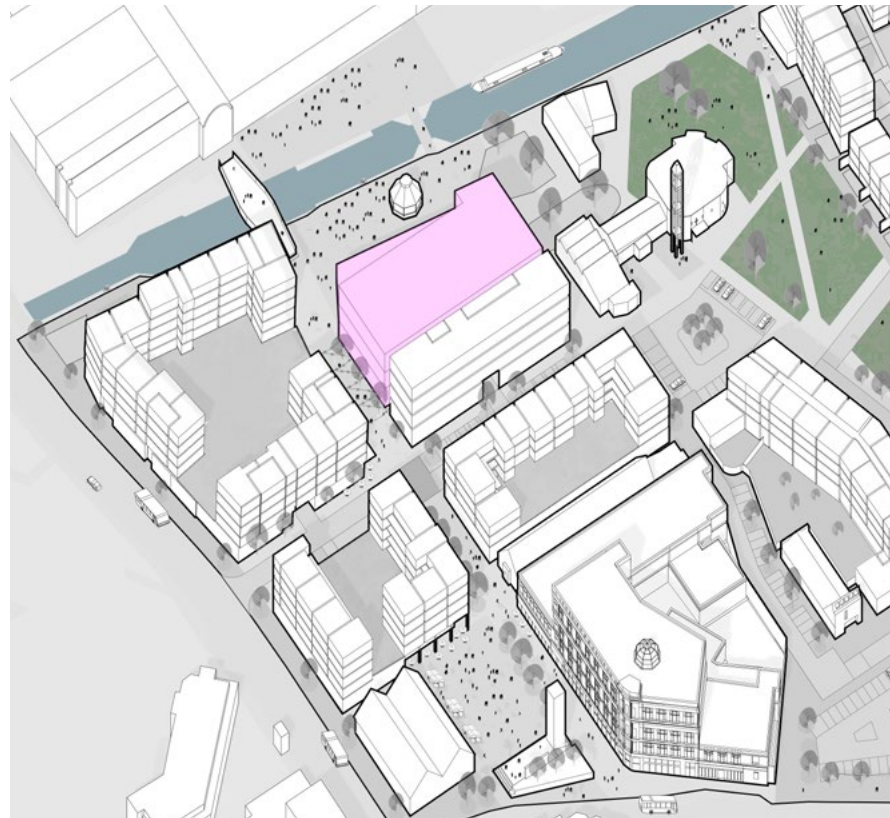


A Relocated Cinema: A right-sized offer bringing life to the banks of the Canal

Clydebank's current cinema offer is an 'out-of-town' retail park style model and dates to the 1980's when they were seen as key attractors as part of a retail offer.

Current trends suggest that a more 'urban' model which contributes to the life of town centres by providing smaller auditoria and faster turnover of programme works better and can create a hub for the night-time economy.

Our concept therefore repositions a cinema offer as a key component of the new 'town centre' adjacent to a reduced Three Queen's Square in order that it can enliven this public space with ground floor activity and create a stimulus for night-time footfall supporting other leisure and food and beverage operators.



attract



A Youth & Community Hub: Essential services in an accessible and visible location

It is important to consider the introduction of attractors within our town centre that do not exclusively rely on spending money in order to appeal to as wide a demographic as possible. Our town centres need to be focused on interactions, not transactions.

To that end, and in response to the community and stakeholder feedback received looking for free or low cost experiences within the town centre for all, but with a particular focus on youth and young families, we would propose to include a youth and community hub within the vision for the town centre.

Such a facility already exists in the form of Awestruck Academy (profiled on the next page), however they are currently hidden away in a space above Three Queens Square with very little public presence.

We believe that they (or a similar facility) would benefit from having a more prominent and visible location at street level and have suggested a space adjacent to the canal and Three Queen's Square.



Case Study

Awestruck Academy, Clydebank



Housed in a former Snooker Hall above the Indoor Market on Sylvania Way, Awestruck Academy, founded in 2017, offers low cost, occasionally free courses and experiences in Digital learning, photography, video film-making, gaming, virtual reality, music tuition, performance and art.

Its varied community spaces include a cafe, creche, gaming room, performance space / venue with stage and recording equipment, gym and a gallery space that exhibits the work of local artists.

It provides essential community arts and music services and is looking to expand into providing mental health and wellbeing facilities.

Founding member Allan Rutherford states; 'We focus on providing a relaxed and creative atmosphere that invites people to share ideas and see these take shape.'

Whether it's young folk forming a band, parents or those in business wanting to stay clued up about online security or retired people rediscovering a hobby, we can take your talent and knowledge to the next level.'





create workplace

Reintroducing residential on its own to town centres could lead to areas devoid of life and activity during working hours. The way we work is changing. Introduce workspaces that create vibrancy during the day while offering flexible working and healthy live / work balance. With a new imperative to work from home accelerated by Covid-19, there is a greater need for local shared workspace in well-connected towns to bridge between home and city centre.



Vibrancy & flexibility through new working models

We have incorporated new opportunities for workplace within the town centre, from Co-work spaces that take advantage of a post COVID desire to be more flexible and local in our approach to working, to new craft & maker spaces that trade on Clydebank's proud industrial & manufacturing tradition.

Provision of these spaces is consistent with one of the key themes of the Clydebank Town Centre Development & Action Plan which states:

'Boosting Enterprise: Existing and New Business; Clydebank Town Centre needs to evolve as a retail and leisure destination but where commercial, enterprise, public, cultural and social functions overlap. In this context projects that promote enterprise, business incubation, creativity, culture, arts/music and appeal to young people will be crucial.'

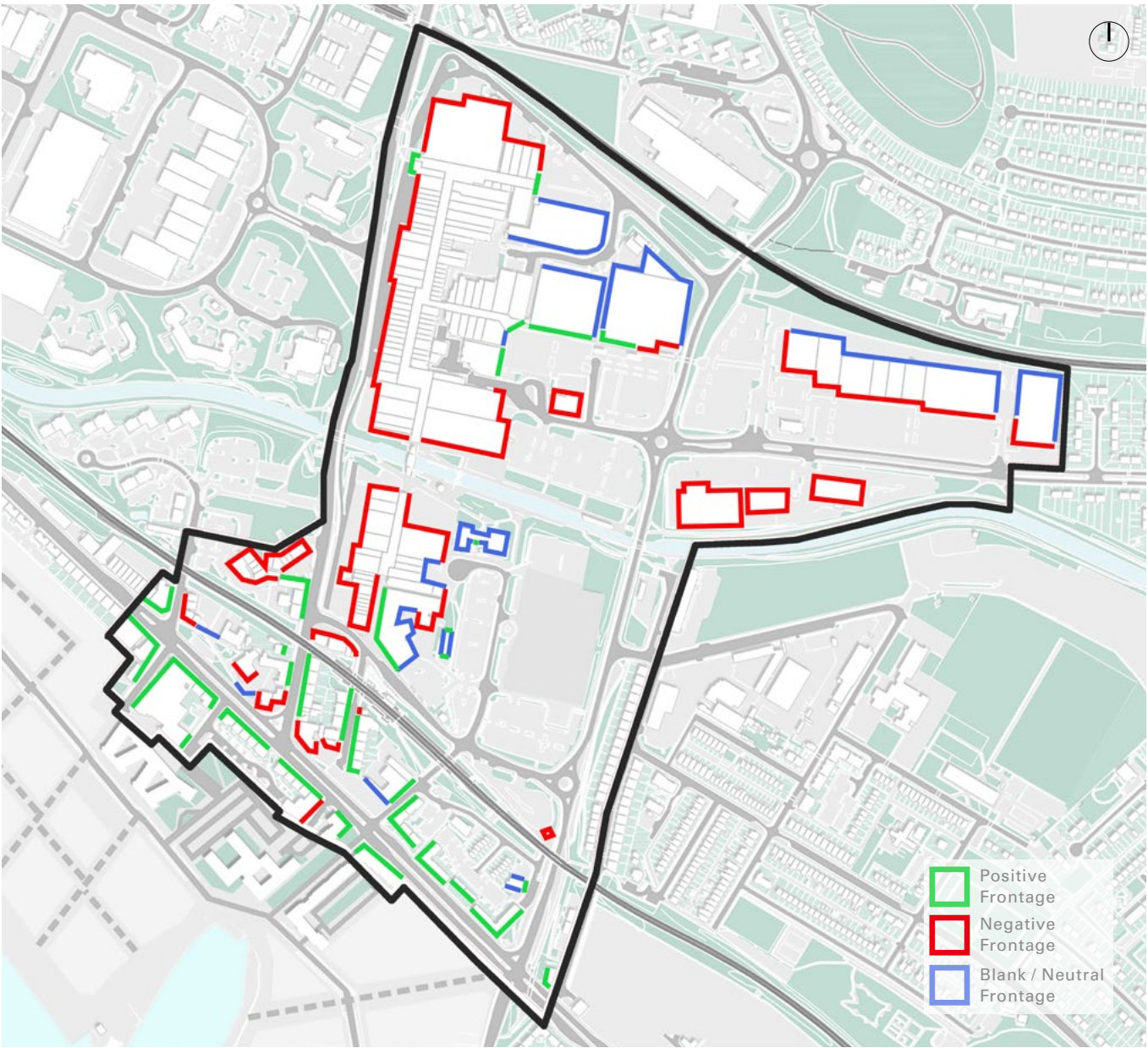
- Commercial Office
- Co-work Hub
- Maker Space / Studio



repurpose and repair

Take the opportunity provided by repurposing and rebalancing to upgrade or replace buildings that offer nothing to the urban environment.

Many of our town centres benefit from a legacy of quality historic buildings and these new interventions should be of a contemporary architecture that matches them in quality and ambition.



The Backdrop to Town Centre Life

Clydebank has a wide variation of frontages of both a positive and negative nature.

The majority of the positive frontages are centred on Dumbarton / Glasgow Road and are almost entirely south of the canal.

The shopping centre provides negative and inactive frontages to all edges with the exception of the mall entrances.

Outwith these specific areas, some buildings may have poor quality shopfronts at street level but provide a positive contribution to the

streetscape due to the quality of the overall facade.

This exercise has assisted in the identification of a number of potential development sites where the removal of negative frontages would be beneficial to the town centre streetscape.



A Repaired town centre: Reintroducing active frontages and quality to Clydebank

Playdrome Site

Residential blocks facing onto the new park and Chalmers Street will be taller in scale to create a strong 'urban wall'. To the north, the blocks are configured to allow sunlight to penetrate through to the canal side and include a commercial ground floor unit to active the park and canal side towpath.

Three Queens Square

The current configuration of Three Queens Square has little in the way of active frontages and is very large in scale.

The proposal reduces its scale and creates active frontages through the repositioning of the cinema offer and the inclusion of active ground floor units. The square would also be overlooked by residential upper floor properties.

Kilbowie Road / Sylvania Way

Kilbowie Road currently operates as a busy traffic route in and out of the town for cars and buses with no active frontages on its eastern side. The proposal here creates a series of smaller urban blocks between this main route and the reinvigorated pedestrian route of Sylvania Way, which would provide active commercial ground floor uses with residential properties above. The new Market Hall would have aspect on all main frontages providing vibrancy and activity on this key urban node.

Co-op Building & Citadel

A new mixed-use building is proposed alongside the Salvation Army Citadel that steps down in height adjacent to its entrance facade and returns to mask its blank gable and rear.

Abbotsford Road

The realignment of Abbotsford Road creates a strong built edge to the new park creating containment and providing overlooking from residential accommodation.

The proposal is to incorporate the current Credit Union building into a bigger urban block providing 'later living' accommodation and facilities. This will allow for an active ground floor which can in turn engage with the major new green space for activities and aspect.

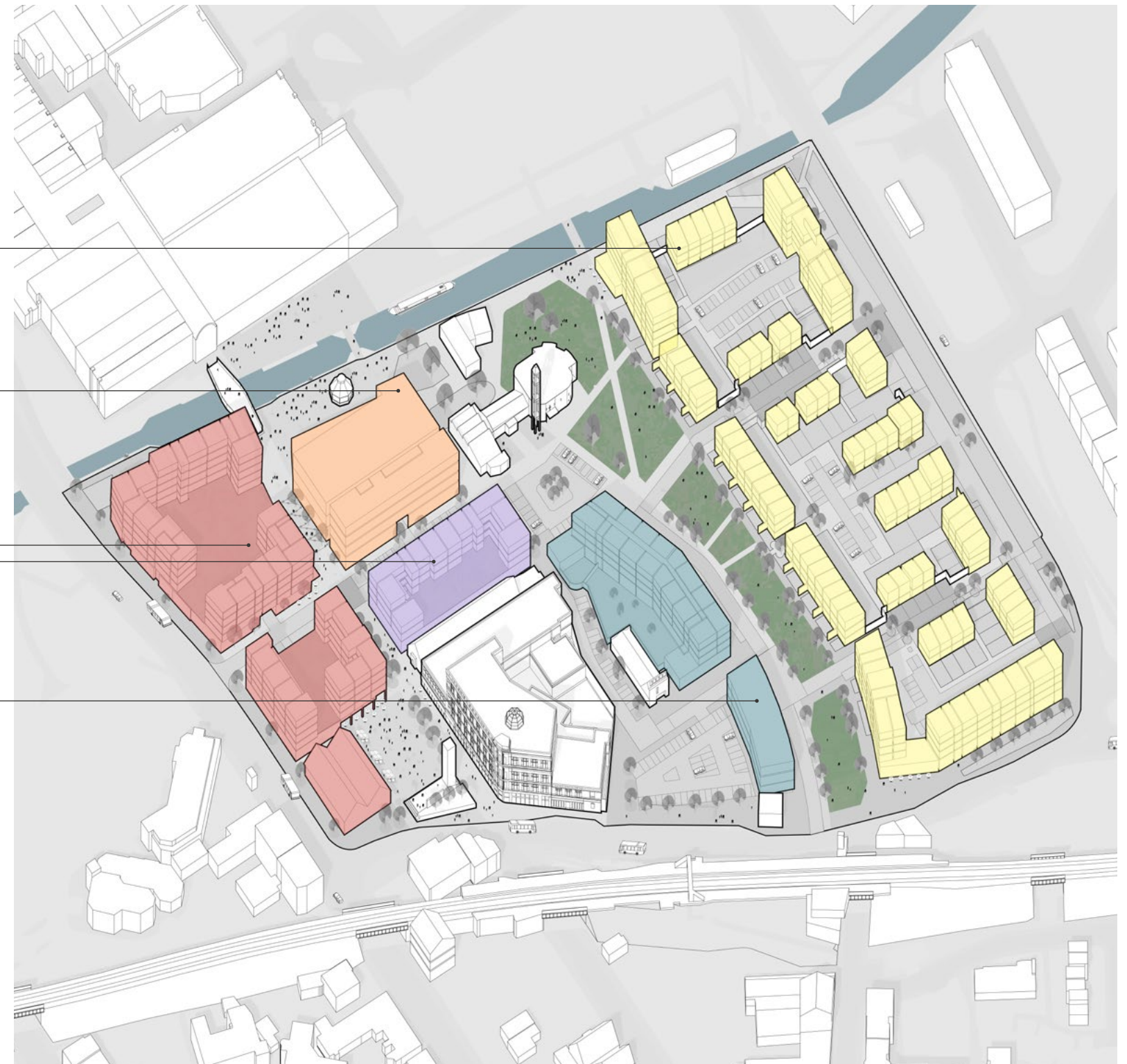
Playdrome Site - Argyll Rd, Canalside, Abbotsford Rd & Chalmers St

Three Queens Square

Kilbowie Road / Sylvania Way

Co-operative Building & Salvation Army Citadel

Abbotsford Road





The Co-operative Building: A heritage gem at the heart of the town centre

The Clydebank Co-operative Society was established in 1881. Today it is one of only two remaining independent retail Co-operative Societies in Scotland, maintaining its prime community purpose.

The impressive and imposing grade B listed department store building was constructed in 1916.

The central section of the building, 4 storeys in height, is flanked by 2 storey wings to either side.

The building still trades as a department store but only on ground and first floor levels. Parts of the first floor and the entire second floor are currently empty, with the co-operative offices located on the top floor.

This key heritage asset should be the focal point of the revitalised town centre. Potential complementary uses are suggested to transform this fantastic building and safeguard its future at the heart of Clydebank.



A series of large flexible connected floorplates

The large open plan floorplates of the central 4 storey element of the building are connected via an impressive circular atrium with feature display cabinets to balustrade height to the void edges at first and second floors.

It is topped by a fully glazed cupola allowing light to penetrate deep into the floorplan.



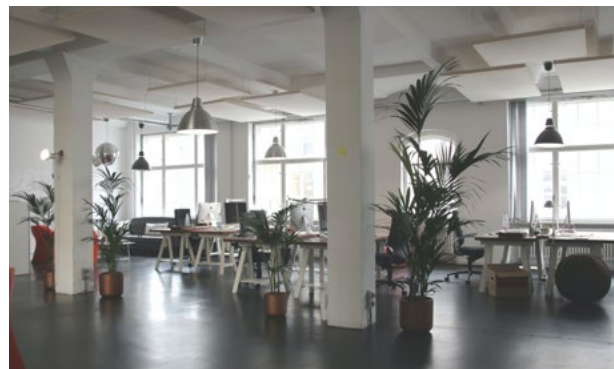
The backdrop to a new Civic Space

The vision calls for the creation of a major new public space in Clydebank in front of this historic building providing a more appropriate civic setting that will incorporate a small performance platform at the southern end of the space, providing Clydebank with a significant 'cultural' attractor to enhance the town centre offer.





What if we worked with the building owners to transform it through the introduction of co-work space and an exhibition / venue over a reinvigorated retail / cafe offer?



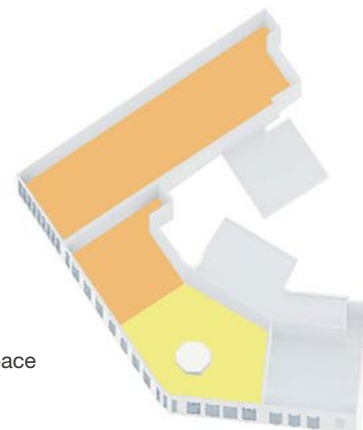
Third Floor
Co-work space
Meeting rooms



Second Floor
Co-work space



First Floor
Retail Space
New Exhibition Space
/ Venue



Ground Floor
Reinvigorated Retail &
Cafe opening on to civic
space



Case Study

Kollider, Sheffield

A mixed-use attractor breathing new life into a former department store.

This listed former Co-op department store and well known city landmark has been transformed following the departure of the retailer into a multi-use community hub.

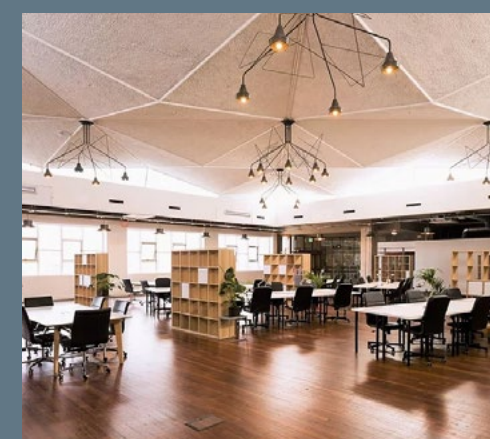
At street level, it is home to **Kommune**, a european style foodhall offering a choice of food by local operators, an artisanal bakery, independent retail and an iconic bar.

Above the food hall the building contains the following diverse uses;

The National Videogame Museum

Ko:host, a series of impressive events and meeting spaces, including the listed former boardroom

Kollider Eagle Lab, home to a myriad of start-up and high growth tech, digital and creative businesses, developed in partnership with Barclays.





regenerate

In response to the climate emergency, enshrine an ambition to achieve shared international goals within your Vision. This can be done by working towards a carbon zero objective and a more circular economy, generating localized renewable energy and recycling waste.

Promote biodiversity and flood resilience in an inventive way that provides quality greened urban space for the community in the heart of our towns.

Queens Quay Energy Centre

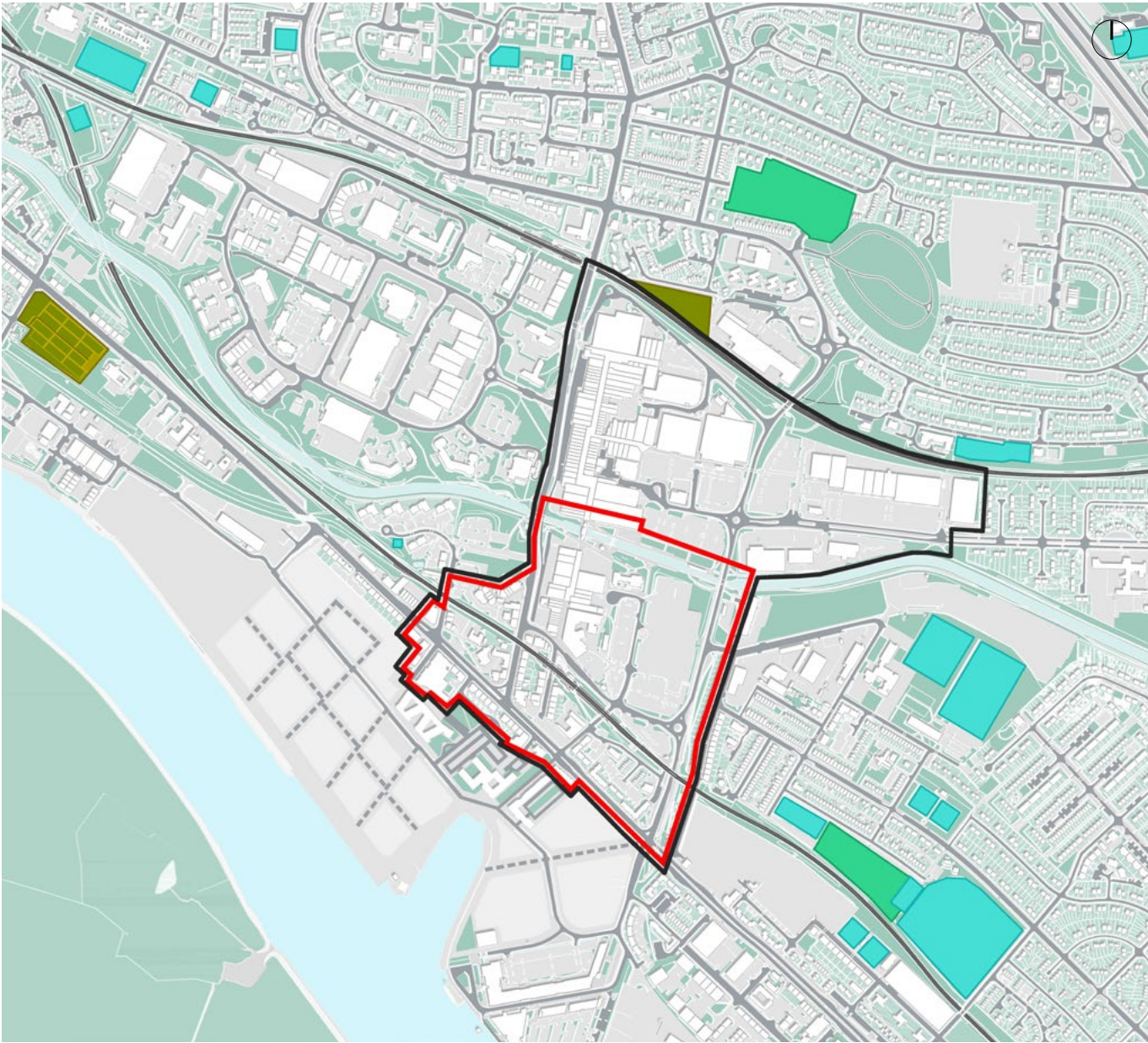
As previously noted, the Queens Quay Energy Centre provides a sustainable green source of energy for Clydebank.

The facility is assisting WDC in its stated ambition to make Clydebank Scotland's "greenest town" and in meeting its core ambitions for the energy infrastructure:

Lower bills for residents offering a reduced tariff and no costs for servicing or repairs

Reducing carbon emissions through the use of an innovative water source heat pump. The eventual savings after build out will be equal to the total carbon footprint of over 1,240 local residents.

Increased security of supply ensuring a minimum of down time and constant access to heat for all customers.



Clydebank Today: Greenspace

There is a lack of greenspace generally within the town centre.

The largest greenspaces are outwith the town centre area and so the potential to introduce some new greenspace that could incorporate seating and play areas would be a welcome addition.

- Park / Greenspace
- Active Greenspace (Sport etc)
- Allotments



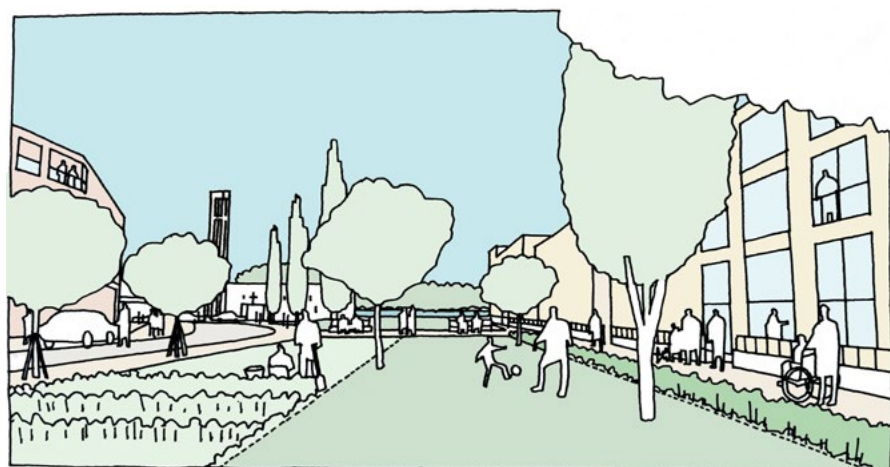
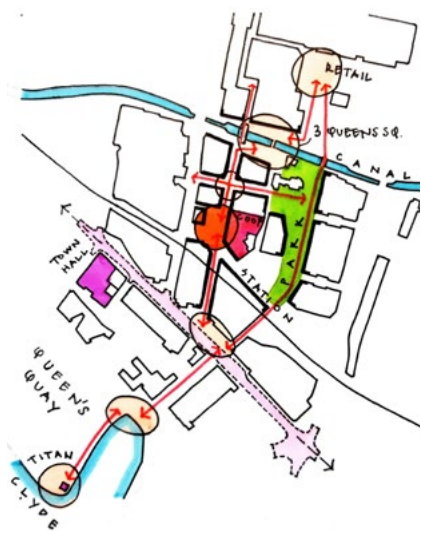
New greenspace at the heart of the town centre

The greening of Clydebank town centre and the promotion of greater biodiversity is a key aim of the vision.

The proposals introduce a significant new greenspace at the heart of the town centre for the benefit of the entire community regardless of age or ability.

This space creates an attractive setting for Waterfront Parish Church and for the new residential and commercial blocks to either side.

The linear park is deliberately located to align with the new transport interchange at Hume Street and with the landscaped Titan Boulevard. Together they form an attractive pedestrian and cycle friendly route from Queens Quay and the river in the south and to the Canal and beyond in the north.



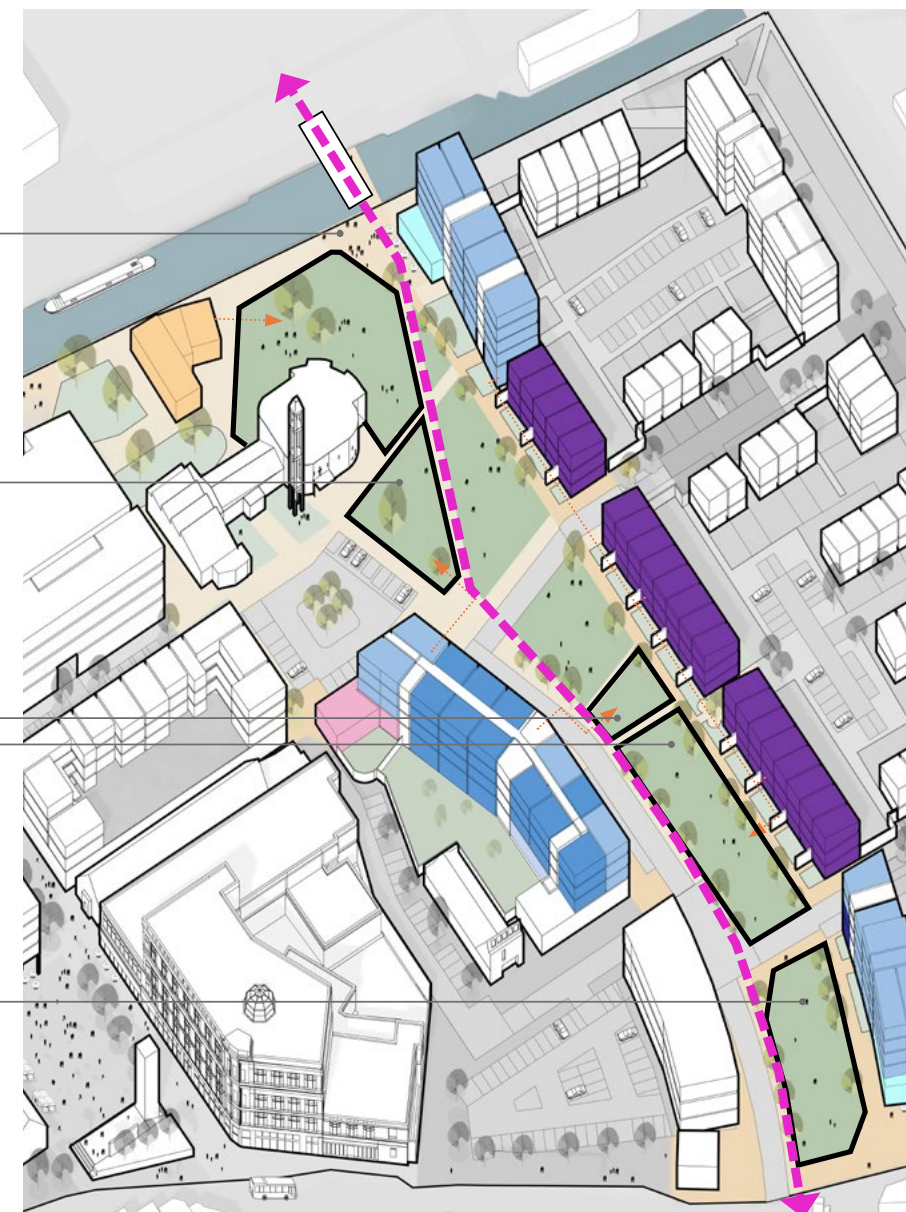
New Greenspace: Serving the entire community

The linear park is conceived as a multi-functional greenspace that provides water management, biodiversity, access and recreation.

It contains a rich variety of uses that not only respond to the needs of the

wider community but to the specific buildings and uses that flank its edges.

Activity Centre - Skatepark / BMX
Creche - Childrens Play
Elderly living - Sensory garden
Residential - Allotments / Community Gardens
Open - Recreation



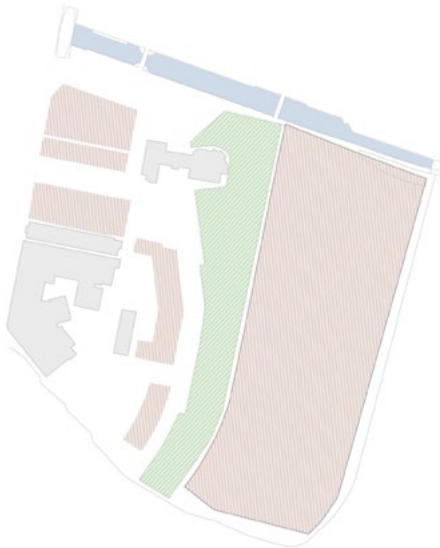
repurpose
and repair



Context: Consented Miller Homes Residential Development

Consented early in 2024, this proposed residential development will deliver 128 new 2,3 and 4 bedroom homes to the former playdrome site. The majority of the new homes will be two storeys in height with a limited number of three storey townhouses.

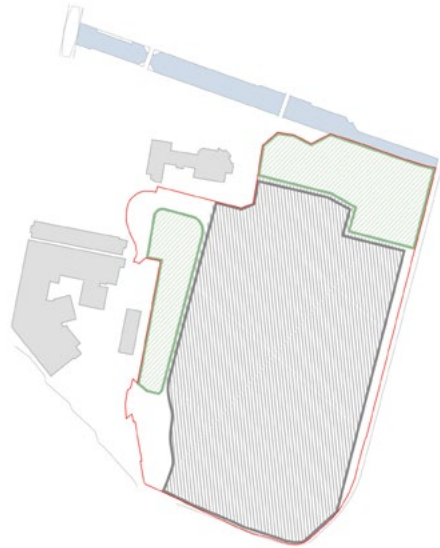
As demonstrated on the preceding pages, a key component of the recent Clydebank Town Centre Vision and Development Framework was the introduction of new linear park / north-south greenway that would have provided much needed greenspace at the heart of the town centre and better connected communities to the north of the Canal and to the south at Queens Quay to the town centre.



Distribution of built form vs linear greenspace from Town Centre Vision



Overlay of Consented scheme extents on Vision proposals



Revised extents of proposed greenspaces in consented proposals

This greenspace is a consequence of a required standoff due to the presence of a sewer in this location. This had not been considered in the Vision proposals as a detailed site survey was deemed beyond the project scope.

As can be seen in the adjacent site layout, this has been lost in large part with the majority of the greenspace now proposed adjacent to the canal. This will, however be private land in the ownership of the residents and factored, making it difficult to influence the facilities and uses that would make it most beneficial to the wider community.

Furthermore, the housing layout turns its back on this space, providing it no passive surveillance or activation around its edges.



Consented Site Layout



educate

Encourage established education providers and community groups to take space in the town centre.

Beyond conventional institutions, life-long learning encourages people from all walks of life to learn new skills and meet new people. This will create a sense of empowerment, increase wellbeing and combat digital poverty.

Building on the Presence of West College Scotland

West College Scotland opened their new campus in 2007 on the banks of the Clyde as part of the regeneration of Queens Quay. It is less than 10 minutes from the heart of the town centre and will be better connected via the proposed pedestrian & cycle friendly urban park.

The college has the opportunity to increasingly benefit the town and, in turn, benefit from association to an attractive and vibrant urban centre.

We have considered how it might grow into “loose” space within the town and how by housing facilities and activities their students are attracted to might greatly increase footfall and vibrancy.

The fate of the town centre and major education providers must be seen as intrinsically linked around an inclusive and place making approach.



Could the College take its vocational skills into the town centre, providing workplace training?

West College Scotland offer a number of vocational courses at their Clydebank Campus, including hairdressing, beauty therapy and cookery.

The opportunity exists for the college to take a more active role in the life of Clydebank town centre by offering these services to the public in ground floor street facing spaces.

The new market hall in particular could be an ideal incubator for catering students to actively participate in the operation of a small food based business as part of the larger F&B led offer.





Could an urban school form part of a revitalised town centre?

The introduction of a substantial number of new residential units as part of this vision when combined with the projected 1500 or so new homes at Queens Quay may require the introduction of new schools to meet the demand of this increase in local population.

Urban schools are commonplace in many towns and cities throughout Europe and could be successfully integrated into Clydebank town centre, where a number of possible sites could accommodate such a use.

A new school could be introduced in later development phases within the wider study area, contributing positively to the town streetscape with built form defining the important edges of the plot rather than surrounded by parking or open space on all sides.

The opportunity for all adult learning and community use outwith traditional teaching hours would create a learning hub accessible to all.



Case Study

Spektrumhuset, Gothenburg

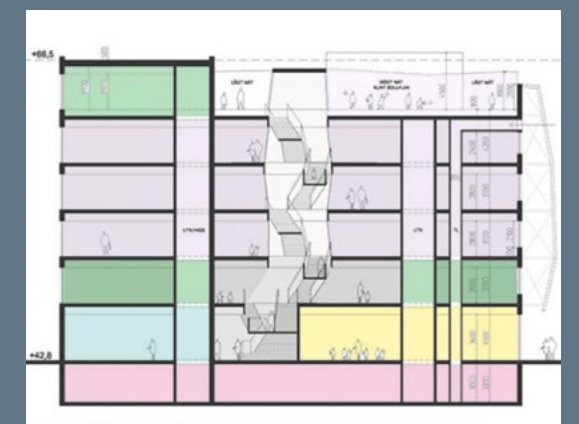
A Layered Multi-Function School, Community & Commercial Hub

Completed in 2018, Spektrumhuset is the centrepiece of the emerging Nya Hovås urban neighbourhood, located on the site of a former Kodak Factory 15 minutes from the centre of Gothenburg.

The building fills an entire block and has active frontages to all four sides. It contains shops and cafes on the ground floor and upper levels that provide school classrooms and co-work office space.

The building is topped with a publically accessible landscaped roof terrace and a playground for the school below.

The teaching facilities are shared with the wider community, with school during the day and activities and courses for local residents in the evenings. This, combined with the mix of other uses has created a dynamic and lively building for all generations.





meanwhile

Transformation takes time and not all proposals will be delivered in the short-term.

Where a building or site is vacant, encourage ‘meanwhile’ uses that benefit the wider community, either through the creation of public space or temporary occupation for curated retail, commercial or cultural use.



Short term impact bringing long term benefits

There is ample opportunity to enliven existing underused spaces and places within the town centre to create immediate vibrancy and impact in the short term.

This could happen at different times of the year allowing ‘pop-up’ creative

leisure or cultural ventures to make an impact and stimulate interest and activity whilst larger moves are in play. Perhaps family friendly outdoor amenities for active uses which can support and enhance the visitor experience and start to connect the whole community to the town centre.

Case Study

Gap Filler, Christchurch, New Zealand

Following the earthquake in 2011, while the government looked at the long term reconstruction over 100 citizen led projects sprung up all over the city, from community gardens, markets housed in shipping containers, cycle repair, temporary co-working spaces and performance venues. These brought much needed activity back to the heart of the city, assisted in speeding the recovery and informed government investments.

More than 70 of these were conceived and organised by Gap Filler, an arts based community action group.

They created, amongst other things, a cycle powered cinema, a performance venue constructed from wooden pallets and a giant interactive outdoor arcade game.

They continue to innovate and come up with fresh meanwhile uses to this day.





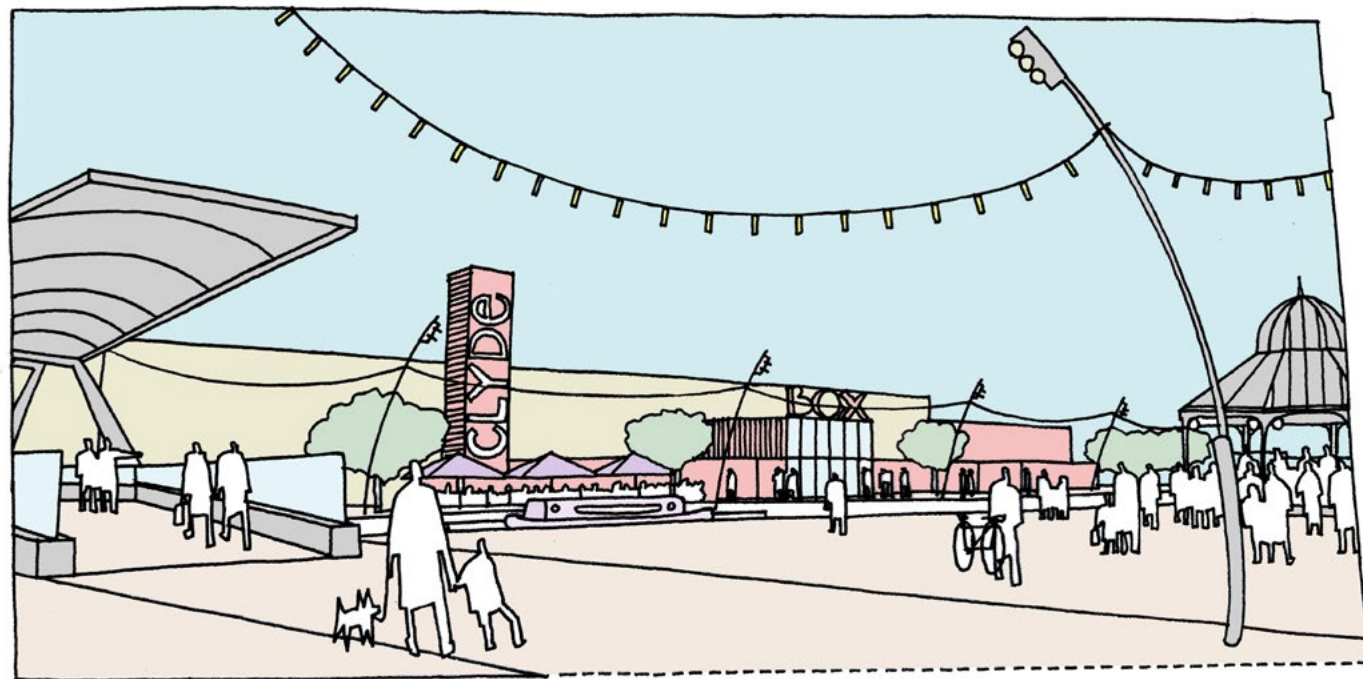
Clydebank 'Boxpark': A temporary F&B / Leisure Offer on the banks of the Canal

'Boxparks' are food and retail outlets that are created from refitted shipping containers. They have become very popular in the UK since 2011 when the first was created in Shoreditch, London.

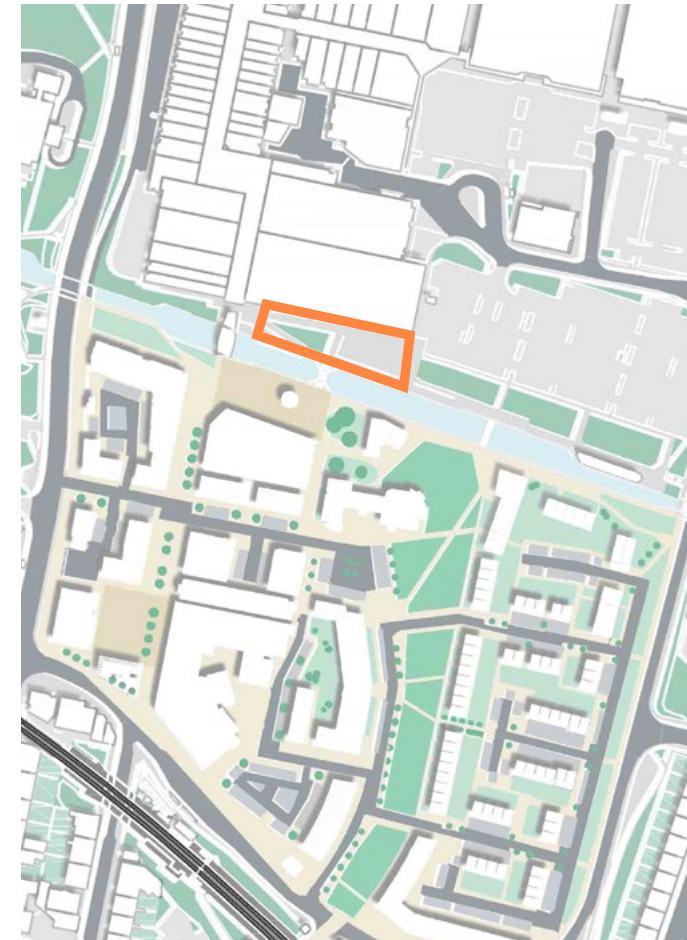
Whilst they have the ability to become more permanent fixtures in cities, they provide an economic 'temporary' pop-up facility to create vibrancy and commercial activity by

establishing an immediate destination on vacant sites which may have taken longer to develop.

This could be a positive addition to the north bank of the canal, not only providing much needed activity by day and into night, but also creating active frontage in place of the blank facades of the Shopping Centre.



Sketch View from south bank of Forth and Clyde Canal



Meanwhile Uses

Bringing new life to vacant and underused spaces

There are opportunities to enliven existing underused spaces and places within the town centre to create immediate vibrancy and impact in the short term.

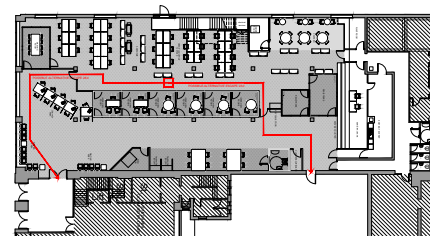
Both vacant buildings / retail units and gap sites or underused external spaces can be brought into use, increasing activity and vibrancy throughout the town centre. **For the purposes of this study, the use of vacant units / buildings has been prioritised over the temporary use of external spaces.**

Compliance with UK Government Guidance
The creation of a series of 'meanwhile' spaces is 'on menu', as outlined by criteria **H1**:

'Funding for place-based regeneration and town centre and high street improvements.'

H5:
'Support for local arts, cultural, heritage and creative activities.'

and **H7:**
'Funding for impactful volunteering and social action projects.'



10 Sylvania Way: Potential 'Meanwhile' space

Proposals

Two strategies have been developed to suit the conversion of existing vacant spaces dependent on their condition and the proposed temporary use:

'Light Touch' Strategy

This approach would be taken with existing vacant units where they are in good condition.

It is assumed that the existing lighting, heating and life safety systems would be working and able to be reused.

No demolition of walls or adjustments to ceilings

- Minimal level of strip out to

remove shopfittings / equipment where required

- Potential replacement of areas of floor finish
- Decoration of walls and ceilings
- New external signage and glazing manifestation

This would suit pop-up retail, community group, studio / maker space or co-work space

'Intensive' Strategy

This approach would be taken with existing vacant units where they are in poor condition or require significant interventions to accommodate a specific use.

- Adjustments to existing lighting, heating and life safety systems
- Strip out to remove shopfittings / equipment where required
- Demolition of internal walls and ceiling finishes and replacement with new
- Potential replacement of large areas of floor finish
- Decoration of walls and ceilings (painting)
- New external signage and glazing manifestation

For hospitality uses, there may be an additional requirement to enhance ventilation and toilet provision. This is assumed to be excluded from the rate.

Community Feedback:
'Funding for Volunteering and Social Action Projects'

Community Feedback:
'Improving the Shopping Area'

meanwhile



High Streets, Heritage & Regeneration:
Taking Advantage of the Proposed Toolkit of Powers

The UK Government expects, as part of the developed Long Term Plan, that the Town Board, supported by the Local Authority, make the most of all powers and tools at their disposal. The Plan should demonstrate how these powers are being used relative to the three key themes.

The powers available to the Board are as follows:

Powers in the Planning (Scotland) Act 2006

1. A Business Improvement District (BID) is an area in which local businesses have voted to invest together to improve their environment. In BIDs, eligible business rate payers are charged a levy on top of the business rates bill, to deliver projects and services to their collective benefit.

There is no limit on what projects or services can be provided through a BID, but it must be additional to services provided by local authorities. Improvements may include extra safety and security, cleaning and environmental measures. There are reported to be over 300 BIDS operating across the UK, including 35 currently in operation in Scotland. Scotland's Improvement Districts (SIDs) provide advice, support and the governance structure for BIDs in Scotland, encouraging them to play to their strengths to drive inclusive local economic growth.

Powers in the Planning (Listed Buildings and Conservations Areas) (Scotland) Act 1997

2. Local planning authorities can create Conservation Area Management Proposals to designate areas of special architectural or historic interest, where their character or appearance is desirable to preserve or enhance, as 'conservation areas'. Historic Environment Scotland, in consultation with the local planning authority, may also designate a conservation area within the local planning authority's district.

Find a guide to Conservation Areas on the Scottish Government's website.

3. Listed buildings enrich Scotland's landscape and chart a great part of the country's history. Many buildings are of interest, architecturally or historically. But to be listed, a building must be of 'special' architectural or historic interest.

Listed buildings have characteristics that:

help to create Scotland's distinctive character are a highly visible and accessible part of our rich heritage express Scotland's social and economic past span a wide range of uses and periods contribute significantly to our sense of place

4. Building preservation notices, under Section 3 of Act can be served on owners, lessees and occupiers of an unlisted building which the local authority consider is of special architectural or historic interest and is in danger of demolition or alteration which would affect its character.

The building is granted the same protection as if it were listed for a period of six months whilst it is assessed for inclusion in the list by Historic Environment Scotland.

5. Listed Building Repairs Notice: If a listed building falls into disrepair, the local authority can, under Section 43 of the Act, serve a notice on the owner that specifies the works it considers necessary for the proper preservation of the building.

If after a period of not less than two months, it appears reasonable steps are not being taken for its proper preservation, the local authority can begin compulsory purchase proceedings if authorised by Scottish Ministers.

6. Urgent Works Notice: If a listed building falls into disrepair, the local authority can, under Section 43 of the Act, serve a notice on the owner that specifies the

works it considers necessary for the proper preservation of the building.

If after a period of not less than two months, it appears reasonable steps are not being taken for its proper preservation, the local authority can begin compulsory purchase proceedings if authorised by Scottish ministers.

Powers in the Town and Country Planning (General Permitted Development) (Scotland) Order 1992

7. Permitted development rights (PDR) remove the need to apply for planning permission for certain developments, as set out in the Town and Country Planning (General Permitted Development) (Scotland) Order 1992. In doing so, PDR can provide certainty to developers and save the time and expense associated with applying for planning permission. They can also reduce burdens on planning authorities, allowing them to focus resources on more complex and/or strategic cases.

Since 2020, the Scottish Government has been taking forward new and extended PDR through a phased review programme, with each phase of the review focussing on particular development types. Through Phase 2, Scottish Government introduced measures to support the regeneration and recovery of Scotland's centres by providing greater flexibility to change the use of certain buildings and place furniture outside hospitality premises. Powers in the Planning (Scotland) Act 2019 and amendments from the Town and Country Planning (Scotland) Act 1997

8. Local Place Plans are community-led plans setting out proposals for the development and use of land. LPPs aim to improve people's

High Streets, Heritage & Regeneration: Taking Advantage of the Proposed Toolkit of Powers

Powers in the Town and Country Planning (General Permitted Development) (Scotland) Order 1992

engagement and involvement in the planning system. They are a way for communities to achieve change in their local area by proactively feeding into development planning. They also enable local communities to think about how to make their place better, agree priorities, and take action (often working with others) to make change happen.

In preparing LPPs, community bodies must have regard to the NPF4, any LDP which covers the same area, and also any other locality plan which covers the same area. Further reading on LPPs available [here](#)

9. Development plans set out how places will change in the future, including where development should and shouldn't happen. For any given area of Scotland, there is a statutory development plan in place, which includes, as prescribed by the Town and Country Planning (Scotland) Act 1997:

The National Planning Framework (NPF4), which is the Scottish Government's spatial strategy for Scotland. It sets out spatial principles, regional priorities, national developments and national planning policy.

A local development plan (LDP) prepared by the local authority. LDPs should consider the ambitions and outcomes for an area, looking 20 years ahead. LDPs should focus on showing the spatial implications of national policy for different places. They can include local policies that reflect local issues and context, where the planning authority considers this is required. For further information, see the Scottish Government's local development planning guidance.

10. Broad Compulsory Purchase Powers are available to local authorities, including under housing, planning, roads and local government legislation. These can be used for a range of purposes. These can be found under section 189 of the Town and Country Planning (Scotland) Act 1997 and sections 9 and 10 of the Housing (Scotland) Act 1987.

Compulsory purchase powers can be used to support delivery of a wide range of projects – both large and small – from comprehensive regeneration projects through to the refurbishment of individual vacant or derelict properties.

Powers in the Community Empowerment (Scotland) Act 2015

11. Asset transfer: Part 5 of the Community Empowerment (Scotland) Act 2015 introduces a right for community bodies to make requests to all local authorities, Scottish Ministers and a range of public bodies for any land or buildings they feel they could make better use of. They can request ownership, lease or other rights as they considered appropriate.

Powers in the Waste Management Licensing (Scotland) Regulations Act 2011

12. Section 6 of Waste Management Licensing (Scotland) Regulations 2011 sets out relevant objectives in ensuring correct processing and disposal of waste. This includes ensuring that waste is managed without endangering human health and without using processes or methods which could harm the environment and cause nuisance through noise or odours.

Powers in the Environmental Protection Act 1990

13. Environmental orders can be used to issue Fixed Penalty Notices for littering, fly-tipping, and graffiti.

If streets are covered in litter, and public areas are covered in graffiti, this can contribute to an environment where crime takes hold, and people feel unsafe. There are measures for even greater use of fixed penalty notices, both for littering and fly-tipping, with the likelihood of being caught and fined a real deterrent to this type of behaviour. The Scottish Government has increased the fixed penalty for fly-tipping from £200 to £500 from 1 January 2024.

Powers in the Criminal Justice and Licensing (Scotland) Act 2010

14. Pubs and clubs events: Gives local licensing authorities the ability to licence free-to-enter events should they choose to. This could be used by local authorities to enhance the feeling of community within our towns.



transport and connectivity

What If?....

....We transform how people travel to and move through the town centre by promoting and facilitating sustainable forms of transport?

Consideration should be given to introducing healthier, low carbon ways of moving around, such as improved space for walking, wheeling and cycling, and improved public transport. Such changes can dramatically improve how safe and welcoming the town centre feels. Moreover, it would go a significant way to improving accessibility to and use of the town centre by low car ownership groups.

Increasing cycling as a way of moving around is widely recognised as one of the easiest ways to reduce the carbon footprint of transport, and is safer, healthier and more compatible with a welcoming urban centre environment than motor vehicles. It has also become an increasingly popular leisure activity enjoyed by people of all ages and types.

As a sustainable transport form that also has enormous public health benefits we should ensure that it is actively encouraged by providing the right infrastructure and facilities in the town centre.

The development framework includes provision for a new transport interchange and mobility hub, together

with enhanced walking and cycling routes throughout the town centre.

A balanced approach to car use
The future trends in transport are likely to include more active travel along with reduced car ownership/ dependence, more on-demand transport (such as ‘Uber’) as well as driverless cars.

However, in the shorter term, as well as maximising the share of trips made to the town centre by active travel and public transport, there is still a need to recognise the role of cars, particularly for disabled people and those that do not have access to alternative transport options.

As highlighted elsewhere in this report, there is a large amount of parking within the town centre, and its role, for now, remains relevant.

Parking numbers within the town centre do reduce as a consequence of the development framework proposals, however during the initial phase 1, the impact is minimal, maintaining the vast majority of the existing unallocated spaces within the wider study area.



10

shift perceptions

Open up lanes and views that dramatically change how people remember the town. This enriches the experience and how we emotionally connect to our environment by providing greater connectivity, permeability and new ways to navigate through our urban centres.



New Views that Transform Perceptions

The dominant routes within the town centre are the north-south routes aligning with the main mall and the cross route that aligns with the cinema. Elsewhere routes are generally unstructured, unwelcoming and often across a surface car park.

We have worked with existing routes and augmented these to establish a new network throughout the town centre providing a complexity and richness to the urban grain that is currently lacking.



shift perceptions



A Transformed Urban Realm: New routes and spaces within the town centre

A new urban realm plan for Clydebank is the glue which will hold all the elements together to create a coherent and attractive environment for the town centre to function well.

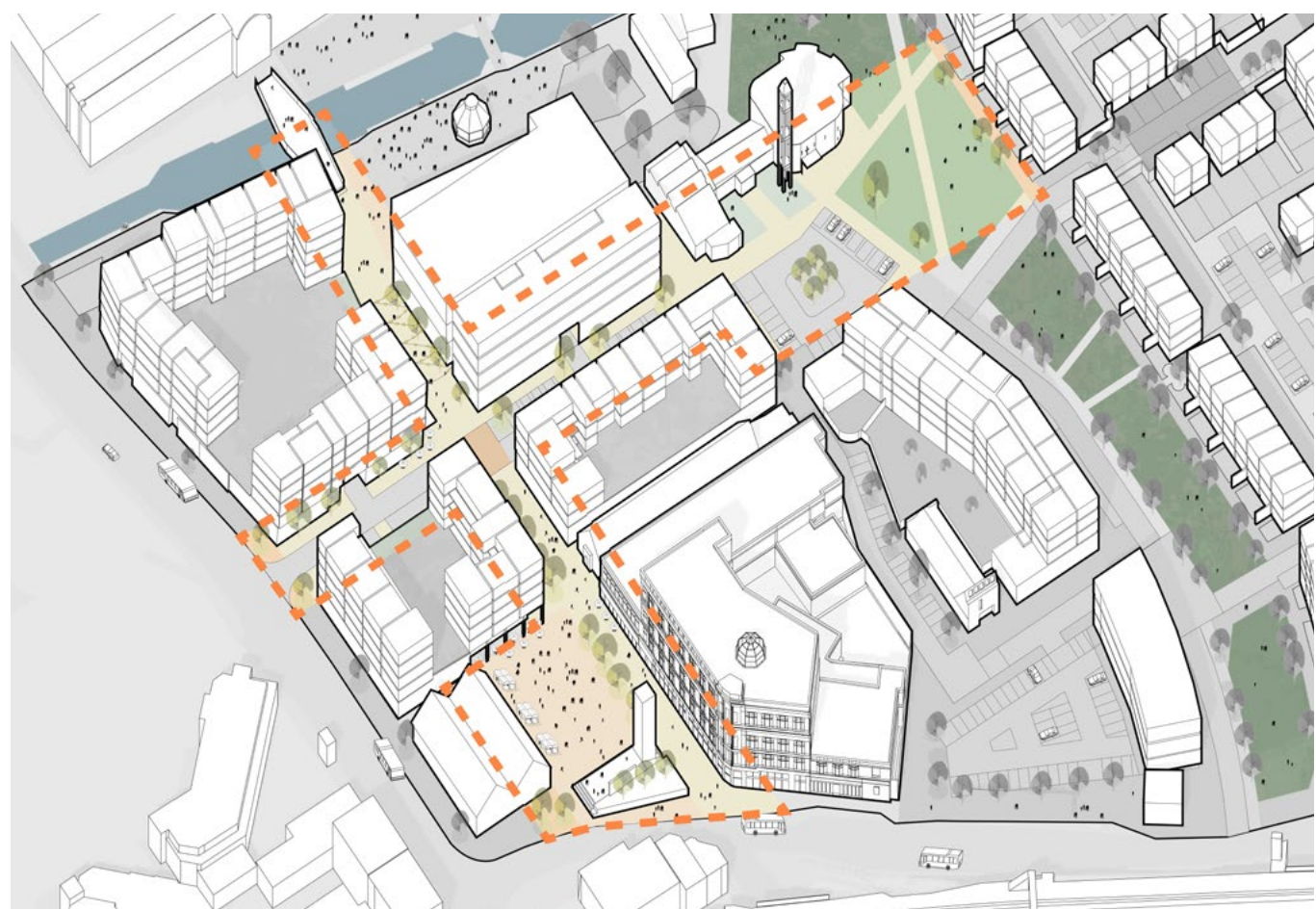
Working with the existing key assets of the town; the Town Hall, the Co-op Building, the Church, the

Transport Interchange, the Canal, the River Clyde and the emerging Queen's Quay masterplan – we have attempted to create a series of spaces and routes which will allow ease of movement and a legible environment for residents and visitors to move around in and enjoy the town.

We have proposed 'civic' settings for existing assets and created new locations for enhanced activity to provide a vibrant urban environment which is sustainable, successful, safe and pleasant for residents to live, work and play.



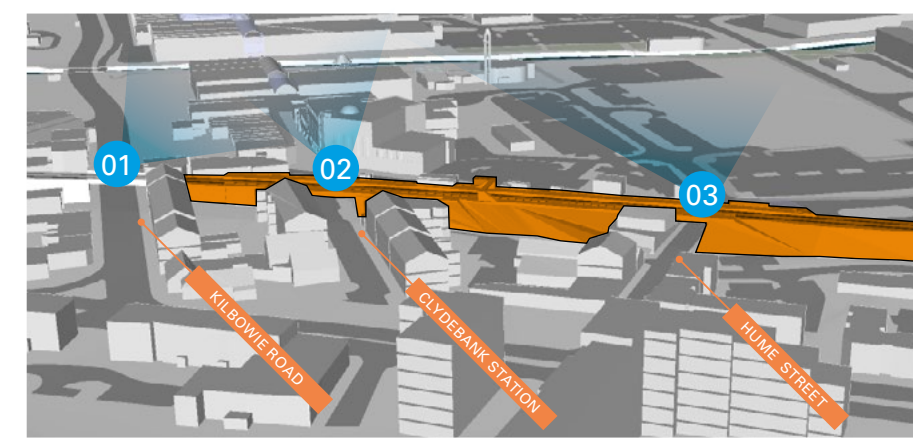
A Transformed Urban Realm: Sylvania Way and the new East-West Parkway



View of Sylvania Way looking towards the canal

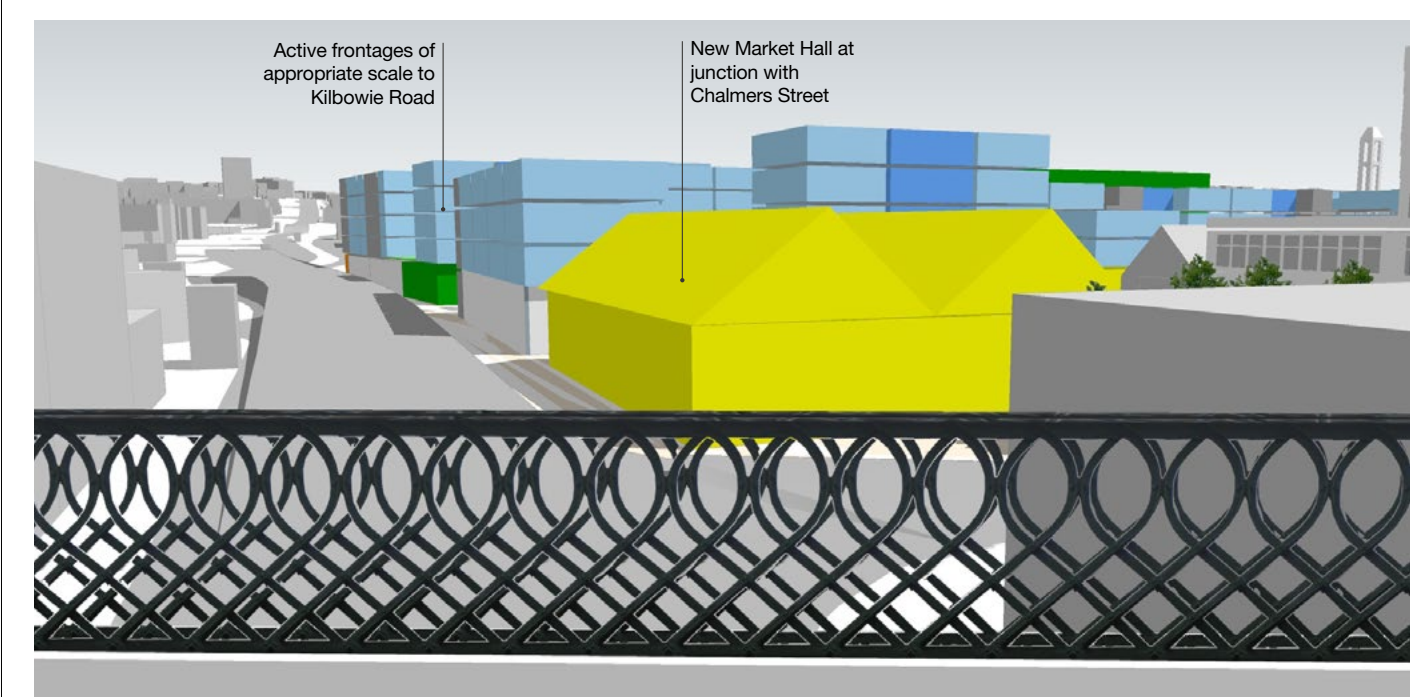
Visibility from the Railway Viaduct: Transforming the Arrival Experience - 1. View from Kilbowie Road Bridge

The view to Kilbowie Road from the railway viaduct highlights the extents of inactive frontages and rear servicing areas of the shopping centre and the lack of enclosure to this key north - south route to Clydebank Business Park and Singer Railway Station.



Existing View View from train on Kilbowie Road Bridge, Looking North

Proposed View
The proposals transform the view from the train to provide enclosure and activity to Kilbowie Road and visual interest thanks to the new market hall building at the junction of Kilbowie Road and Chalmers Street.

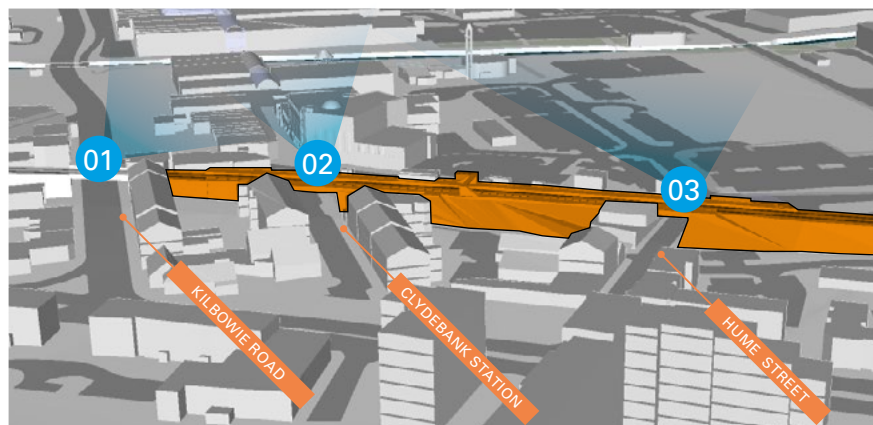


Active frontages of appropriate scale to Kilbowie Road

New Market Hall at junction with Chalmers Street

Visibility from the Railway Viaduct: Transforming the Arrival Experience - 2. View from Clydebank Railway Station

From the Platform of the railway station, the elevated view is dominated by the Co-operative building and by the poor quality single storey retail units to the other side of Sylvania Way.

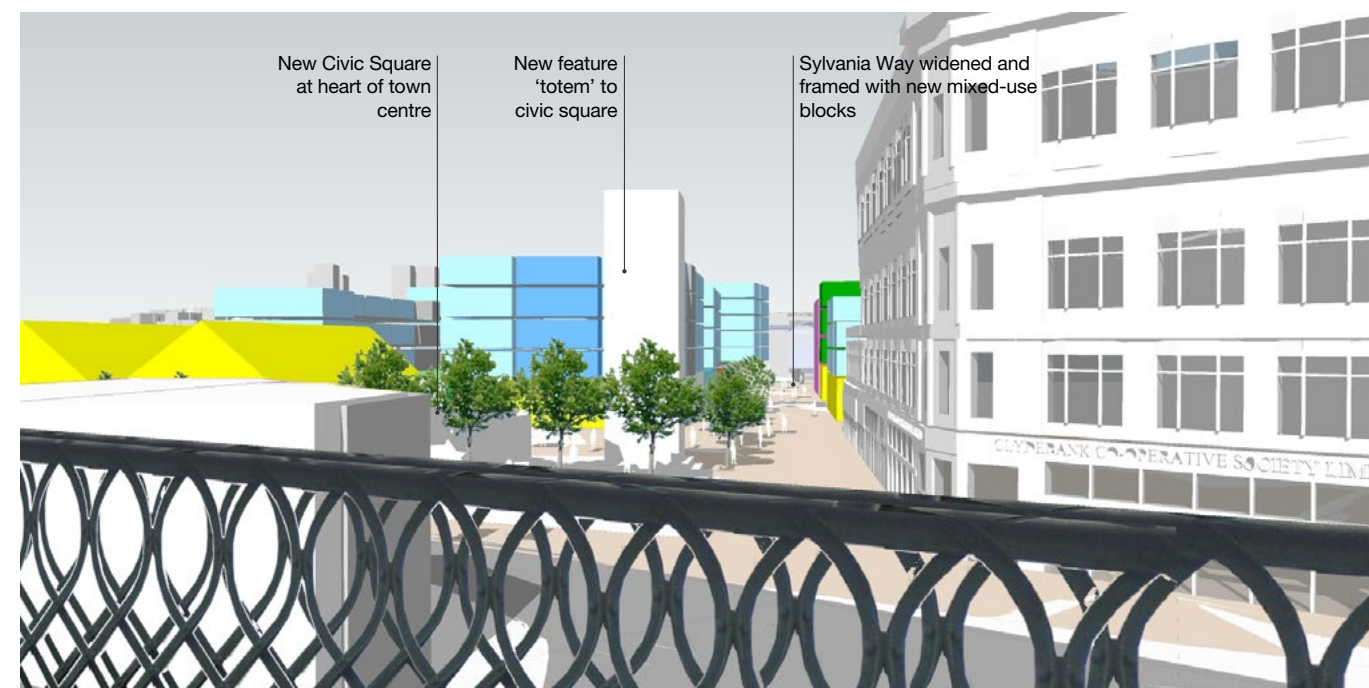


Existing View from Clydebank Station Platform, Looking North

Proposed View

Now the Co-operative building has a much improved setting in the form of a new civic square, complete with sculptural totem and clock that acts as an orientation device in tandem with similar elements throughout the wider town centre.

The new mixed-use blocks to the square and Sylvania Way complete the transformation of this key approach view to the town centre.



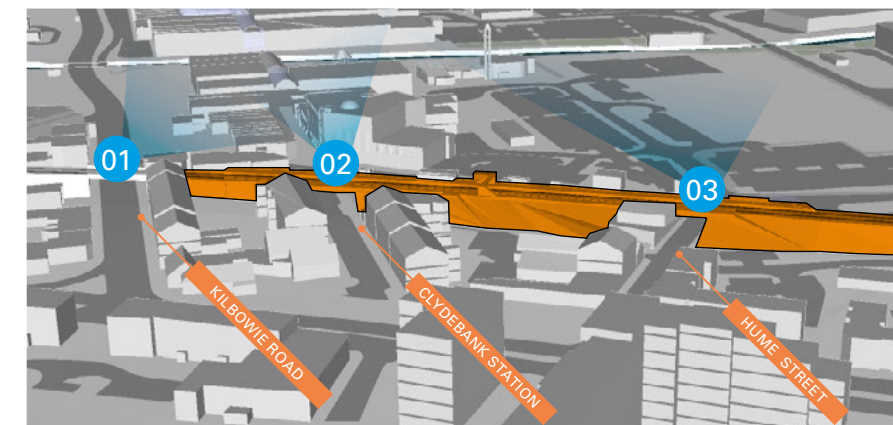
New Civic Square at heart of town centre

New feature 'totem' to civic square

Sylvania Way widened and framed with new mixed-use blocks

Visibility from the Railway Viaduct: Transforming the Arrival Experience - 3. View from Hume Street Bridge

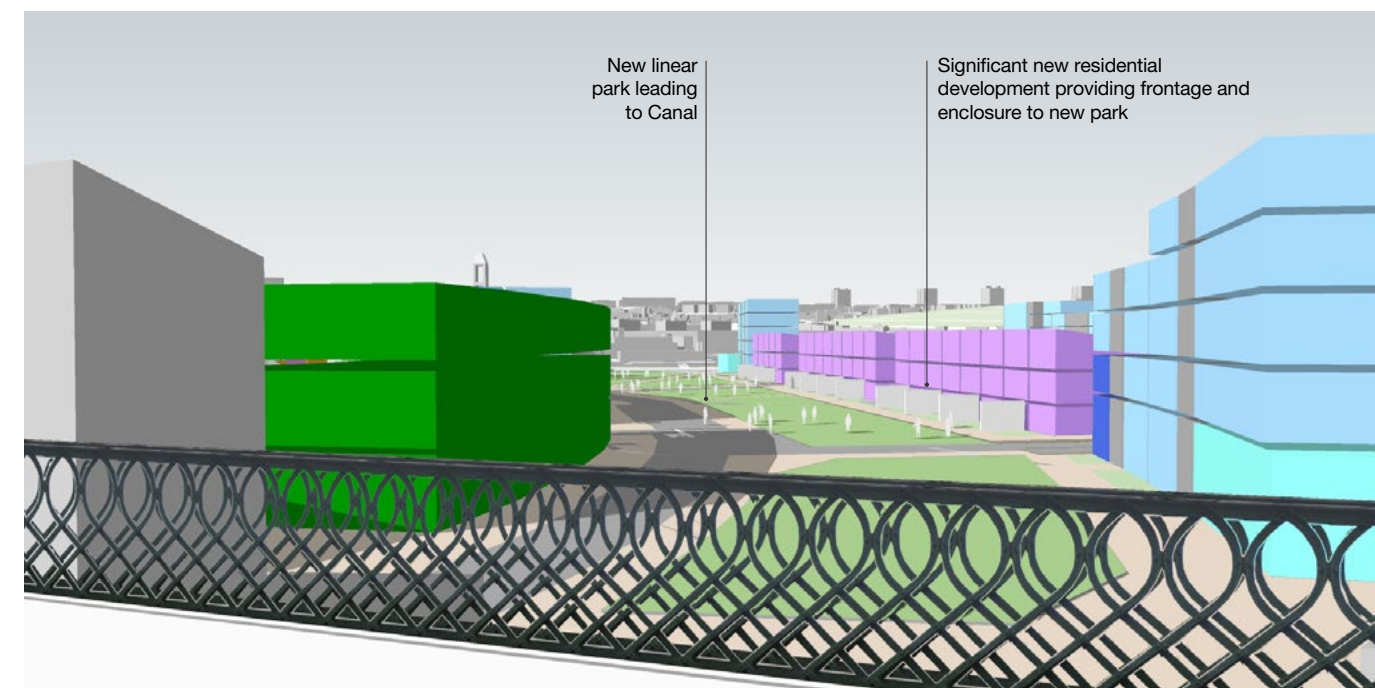
The view over the former Playdrome site from the railway viaduct shows a vast swathe of open space looking north toward the Canal and retail park.



Existing View from Hume Street Bridge, Looking North

Proposed View

The view from the newly extended platform of Clydebank Station now showcases the Linear Park framed by a mixture of residential and commercial blocks.



New linear park leading to Canal

Significant new residential development providing frontage and enclosure to new park



gather

Re-energise the centre by providing urban places that enrich day-to-day life and accommodate events that will attract local residents and visitors from outside the town. These external ‘rooms’ should encourage vibrant, year-round use.

Provide ‘place not just space’ with active edges, human-scaled enclosure, and greening for play and wellbeing. Enhance these places with degrees of shelter to allow all-weather use, safe gathering and social distancing when required.



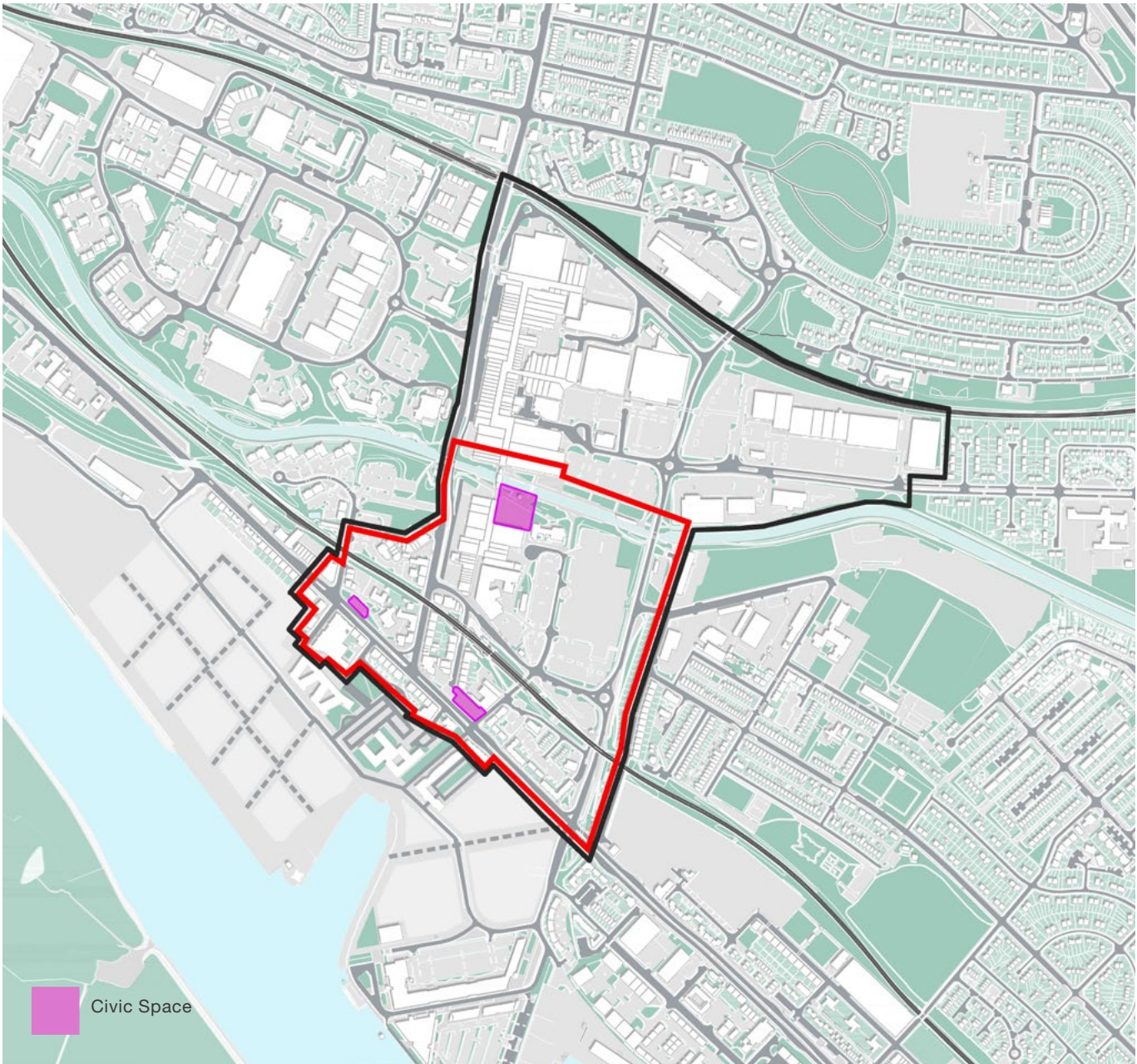
Clydebank Today: Civic Spaces

There is a lack of civic space generally within the town centre and the spaces that do exist lack activity and enclosure, essential components for vibrancy.

Three Queens Square in particular, the largest existing space is predominantly north facing, surrounded by low scale buildings with inactive ground floors. It is relatively hard to find owing to its location to the northern edge of our

concentrated phase 1 town centre area and the fact that it is surrounded by the mass of the Clyde Shopping Centre.

The other spaces that do exist, Solidarity Plaza and the International Asbestos Memorial have an important part to play in the history of the town but lack activity and the ability to hold events, owing to their location directly on Dumbarton Road.





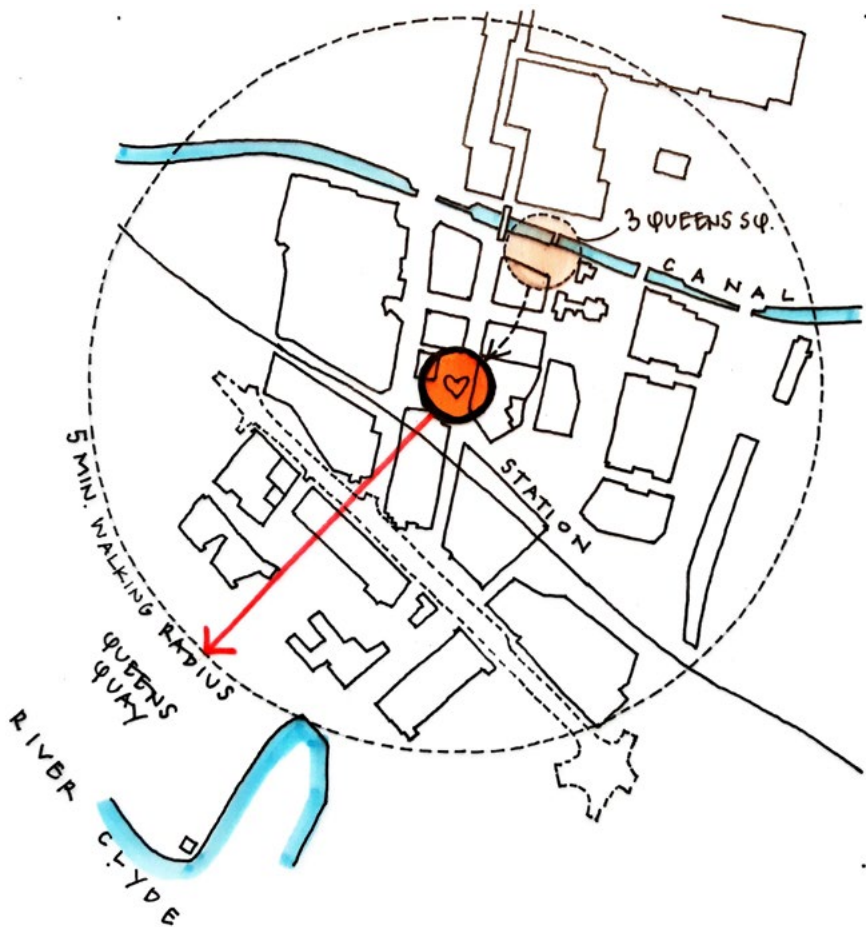
The Heart of Clydebank:
A New Civic Square

Currently, Clydebank lacks a quality ‘civic’ space in which the inhabitants of the town can celebrate its past, its present and its future.

At the heart of our proposal is the creation of a new public square which is positioned to allow ease of access from the north and the current shopping centre and canal, and from the south and the emerging new neighbourhood of Queen’s Quay. This new place will form the ‘centrepiece’ of a series of urban spaces connected by inhabited

streets and routes, connecting Three Queens Square and the canal, south towards the new Transport Hub and across a newly created public realm on Dumbarton Road towards the River Clyde, the Titan Crane and the emerging campus and neighbourhood.

It will become the acknowledged heart of the town for all residents and visitors.





The Heart of Clydebank: A New Civic Square

The new civic square is surrounded by activity:

a market hall providing year-round produce and activity

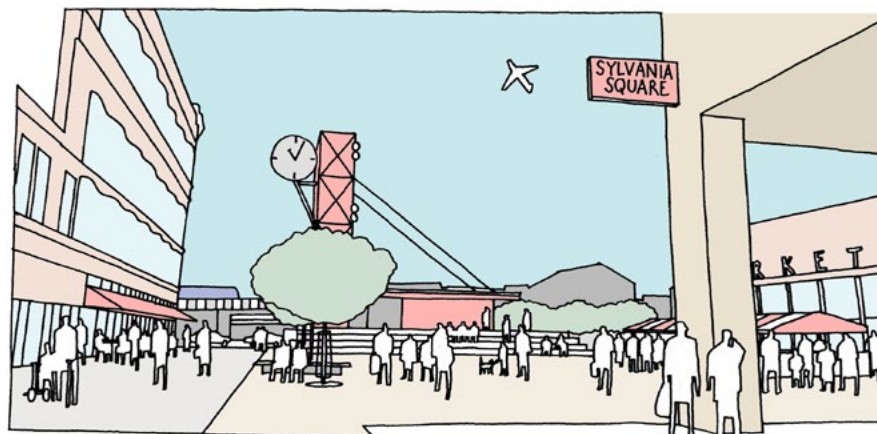
- a reconfigured Co-operative Building

- a stage for performance and debate

- a 'town clock' which references the historic Singer Factory clock which was such a major part of the town's industrial past.

This new tower element could also display data about the green energy being produced at Queens Quay, telling this story to a wide audience.

It will be inclusive, encouraging people of all ages to visit and spend time enjoying curated activities geared towards them, a place to meet friends and family, a place to celebrate the seasons and major events throughout the year.



Aerial View of Proposed Town Square



New Civic Square:
Scale & Surrounding Use Comparisons

The adjacent plans and images show comparable UK & European exemplar projects where an appropriate scale of development surrounds urban spaces, providing a real sense of enclosure and an attractive place to gather en-masse.

An active and flexible ground floor will be key to the success of the space. The proposal considers the introduction of spatial features that facilitate this.

For example the introduction of a colonnade along the primary route to act both as a sheltered route for pedestrians as well as a space to be inhabited by ground floor cafes and restaurants.

New Square, Clydebank



Area:
1800 sqm

Surrounding
building storey heights:
4-5

Surrounding uses:
Retail / F&B
Commercial
Residential
Civic / Community

Aldgate Square, London



Area:
2300 sqm

Surrounding
building storey heights:
3-13

Surrounding uses:
Retail / F&B
Culture
Commercial
Education



Paternoster Square, London



Area:
2700 sqm

Surrounding
building storey heights:
3-6

Surrounding uses:
Commercial
Retail / F&B
Civic



Lilla Torg, Malmo



Area:
2750 sqm

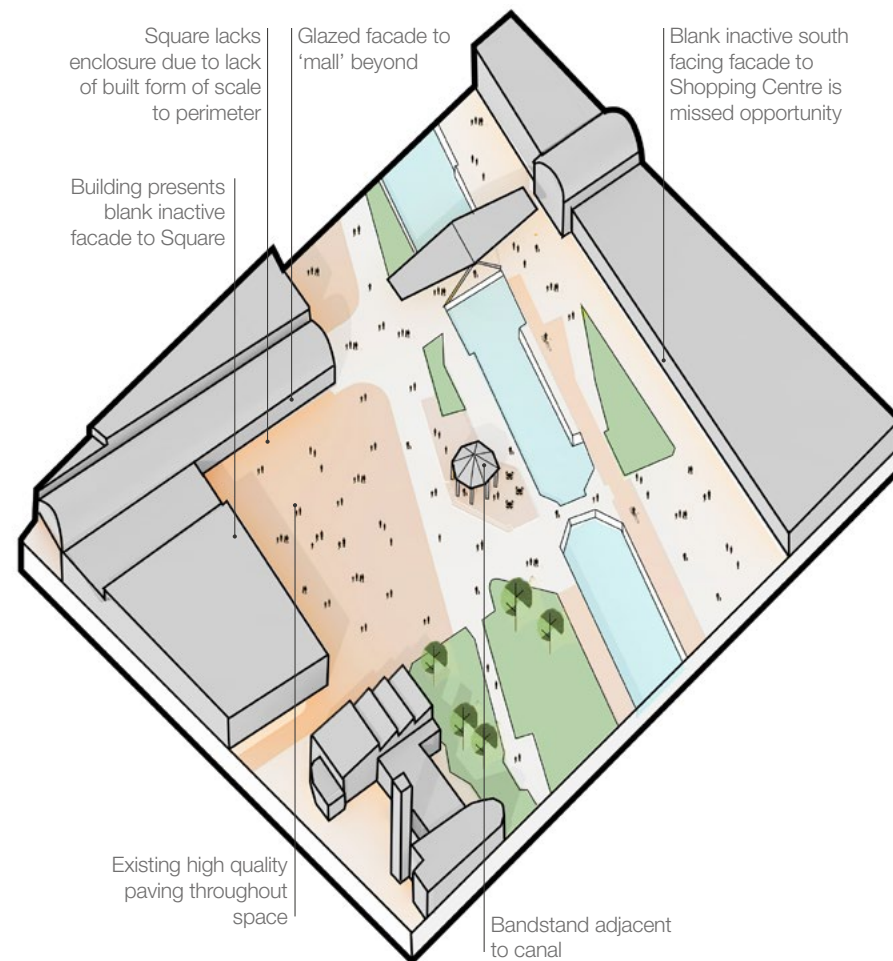
Surrounding
building storey heights:
3-6

Surrounding uses:
Retail / F&B
Commercial
Residential
Hotel





Three Queens Square: Inactive & Lacking Presence



The location of Three Queens Square onto the Forth and Clyde Canal would, in other circumstances warrant a vibrant town centre location.

However, and notwithstanding it's recent refurbishment in high quality materials – it lacks activity and 'civiness' for the following reasons -

Lack of enclosure due to a reduced scale of built form

-

Lack of 'overlooking' and the passive surveillance of a safe environment

-

Inactive facades to most of the southern part of the Square

-

Dead façade to the Shopping Centre on the north side creating an unwelcoming environment

-

Lack of curated activity around the refurbished bandstand

Lack of curated activity along the Canal



Three Queens Square: A reinvigorated, leisure-orientated space

With the Forth and Clyde Canal at its heart and reduced in scale on the south side, a new Three Queen's Square will have active frontages on all sides and will create a 'leisure destination' for all kinds of sport and cultural ventures;

A newly located cinema offer will provide an active ground and upper floors which will provide vibrancy day and night

-

The relocation of the proposed Canal Activity Centre to the east will provide facilities to enliven the canal and the

towpath for cyclists and water-based activity

-

An urban block at the termination of Sylvania Way to the west may contain active ground floor community art organisations who will curate and activate the space [including the bandstand], with the upper residential floors providing passive surveillance and life

-

The north side of the canal has the potential to provide 'meanwhile uses' which will activate the canal side and spaces in-between.



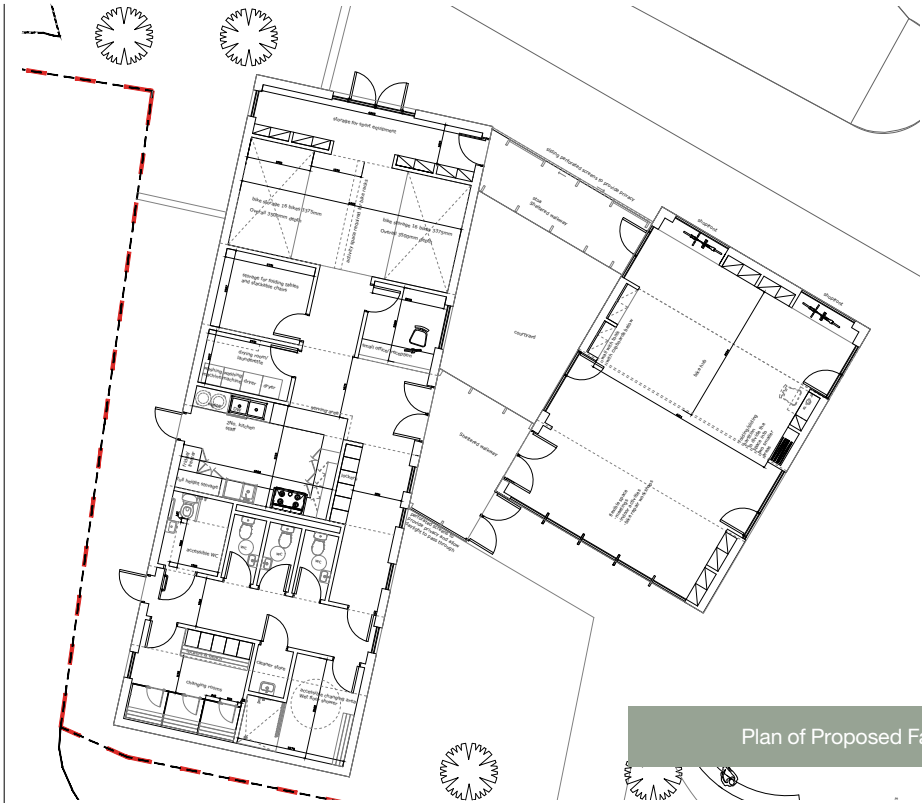
Three Queens Square: Inactive & Lacking Presence

The Activity Centre will be run by a local community group. It will comprise bicycle workshop and storage area, changing facilities and toilets, a small kitchen and a flexible area which could also be hired/used by other community groups.

Activities will include guided bike rides & skills training, bike repair/ maintenance training and bike hire, mainly targeted at the local young people and families who may lack opportunities to try and participate in outdoor sports.

The Centre will also work with the local schools and other community groups. There will also be an opportunity to provide water based activities in the future, taking advantage of the Centre's excellent location on the banks of the Canal.

The Centre is designed as a movable building which could be relocated after a few years if there is such a requirement.



Proposed new location for Activity Centre

As part of the vision, we have shown this facility relocated to the other side of Three Queens Square where it still sits canalside but now has a direct connection to the new linear park, a key north-south active travel route through the town centre.

This also frees up its proposed location at the junction of the canal and Kilbowie Road to create a significant development plot more fitting of this key corner, where the elevated nature of Kilbowie Road as it crosses the canal requires a building with more significant height and massing.



12

connect

Introduce safe walking and cycle routes and better connect the wider community to their centre with environmentally friendly public transport. This will reduce car journeys, promote health and wellbeing as well as rebalancing inequality for low car ownership groups.

The future is likely to bring reduced car ownership alongside increased use of electric vehicles. In the meantime, we need to accommodate cars to encourage the wider suburban community to use their town centre and maintain equality of access. However, this should not be to the detriment of the quality of urban places. Routes into town and parking should be made legible and

consideration should be given to the careful use of pedestrianisation, striking a balance with access and visibility of traders.



connect



Prioritising people over cars: Can we make the town centre more pedestrian & cycle friendly?

Clydebank town centre is currently dominated by seas of surface car parking with limited legible pedestrian connectivity.

Creating a safer and more attractive walking and cycling environment for all within the town centre must be a priority of the vision to ensure that

Clydebank evolves into a welcoming and sustainable town, ready to meet the challenges of the climate emergency.



Sweco:
Strategic Transport Planning

Sweco was commissioned to provide strategic transport planning support for the preparation of a Masterplan vision for the regeneration of Clydebank Town Centre.

The key aim of the project is to create a Masterplan vision setting out development principles which can ultimately deliver a vibrant and attractive town centre where people can live, work and easily move around.

Their full report can be found in the appendices section of this document. The report provides transport planning advice which:

- Sets out the existing transport context, covering all modes of transport and acknowledging the 20 minute neighbourhood concept;
- Identifies transport principles associated with the Masterplan vision. This also takes account of relevant policy guidance, covering all modes of transport and integration with the Clydebank Transport Hub and Queens Quay; and
- Sets out the next steps associated with transport planning input.



Mobility Hub Concept

Compliance with Transport Policy



The West Dunbartonshire Local Development Plan 2 (LDP 2) sets out a development strategy for Clydebank Town Centre which includes transport related developments, including:

Creating a transport interchange at Chalmers Street to support development and improve the accessibility of key sites in the town centre and at Queens Quay; and Support to improve links between the town centre and Queens Quay.

The proposed masterplan has been developed to support these developments, seeking to establish a multi-modal mobility hub at the interchange and to link the wider town centre to the interchange and Queens Quay with a legible high-quality network of active travel routes.

Policy CON1 – Transportation for New Development sets out the requirements which new development needs to accord with. Of particular relevance is the following:

“Developments which maximise the extent to which travel demands are met first through walking, then cycling, then public transport and finally through the use of private cars will be particularly supported. All new development will require to prioritise active travel, by incorporating new, and providing links to, existing footpaths, cycle routes and public transport routes.”

The masterplan prioritises active travel by increasing the number of connection points to the wider network, supporting these and existing points with increased route provision through the masterplan area. These routes also improve access to public transport routes and nodes. The treatment and design of the active travel routes prioritises people, creating spaces where the vehicle is very much a guest. Vehicle routes and parking areas will no longer dominate but will be carefully designed and located to avoid rat-running and through traffic. Residential parking will be provided in

courtyards, with town centre public parking rationalised and managed to make efficient use of space while supporting vehicle access needs for the town centre. All parking will be future proofed to support electric vehicle charging facilities, with sufficient charging infrastructure installed from day 1 to meet anticipated growing demand.

Clydebank Town Centre is referenced within the Local Transport Strategy (LTS) Action Plan as a Tier 2 issue. The highlighted problem reads as follows: “Difficulty in changing between transport modes in Clydebank Town Centre and need for sustainable access to Clydebank riverside developments”. The masterplan seeks to build on the proposed public transport interchange through the development of the mobility hub concept. This will introduce additional components such as cycle parking, cycle hire and ‘Amazon locker’ type facilities.

The hub will provide a connectivity focal point in the town centre which is also convenient for Queens Quay and which will have the capability to expand and evolve as travel needs and behaviours change over time. Improved active travel routes will support the development of the interchange/mobility hub, improving the quality and amenity of routes.

This report has considered transport provision at both local and regional levels, taking cognisance of the 20-minute neighbourhood concept. The Scottish Government has set out its aim to create 20-minute neighbourhoods throughout Scotland as follows:

“the creation of liveable, accessible places, with thriving local economies, where people can meet their daily needs within a 20-minute walk”.

The Masterplan vision demonstrates how the redevelopment of the town centre can support the 20-minute neighbourhood concept, integrating with the transport hub and the nearby Queens Quay development.



Clydebank Town Centre:
A 20 Minute Neighbourhood

A 20 minute neighbourhood assumes that an individual can make a walking journey to local amenities and facility within a 20 minute round trip walk.

The 20 minute neighbourhood concept has a significant role to play in the vision for the town centre and as such the transport planning input focuses on how the redevelopment of the town centre can support this concept.

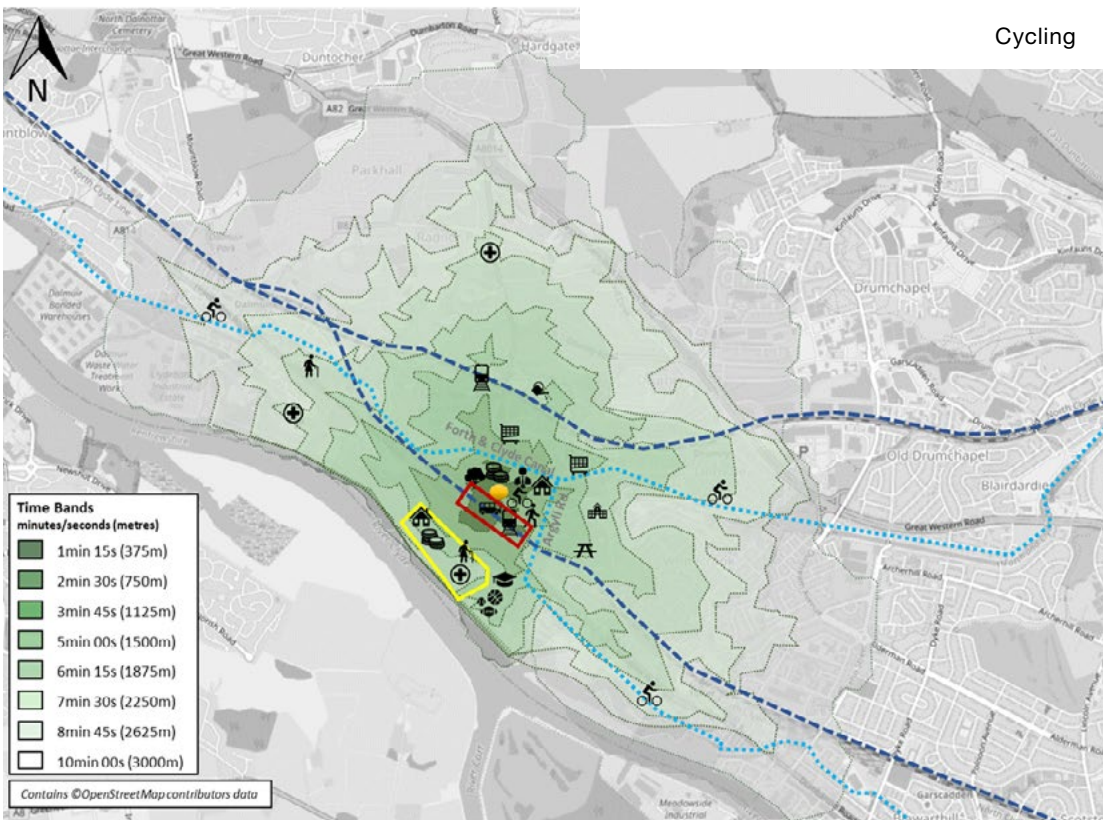
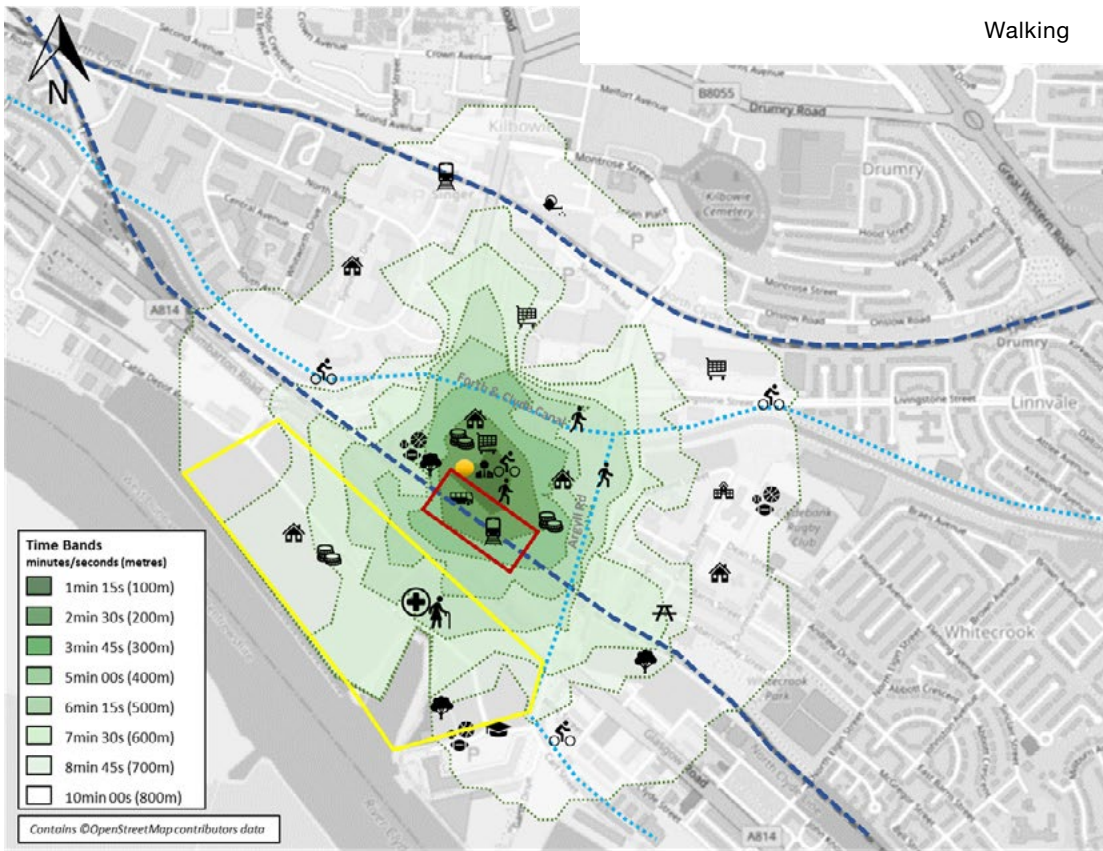
The Scottish Government has set out its aim to create 20 minute neighbourhoods throughout Scotland as follows:

“the creation of liveable, accessible places, with thriving local economies, where people can meet their daily needs within a 20 minute walk”. The criteria for a 20 minute neighbourhood state that the following

(17 features) will be located within 800m of a specified site/location:

- Ability to age in place
- Affordable housing options
- Community gardens
- Green streets and spaces
- Housing diversity
- Lifelong learning opportunities
- Local employment opportunities
- Local health facilities
- Local playgrounds and parks
- Local public transport
- Local schools

- Local shopping centres
 - Safe cycling network
 - Safe streets and spaces
 - Sport and recreation facilities
 - Walkability
 - Well connected to region
- The adjacent diagrams consider a ‘20 minute neighbourhood’ associated with walking with the same theory applied to cycle journeys.
- The origin of the assessment is the south west corner of the study area, where in the future a new public square may be introduced, offering a public realm space, adjacent retail and main public transport provision.



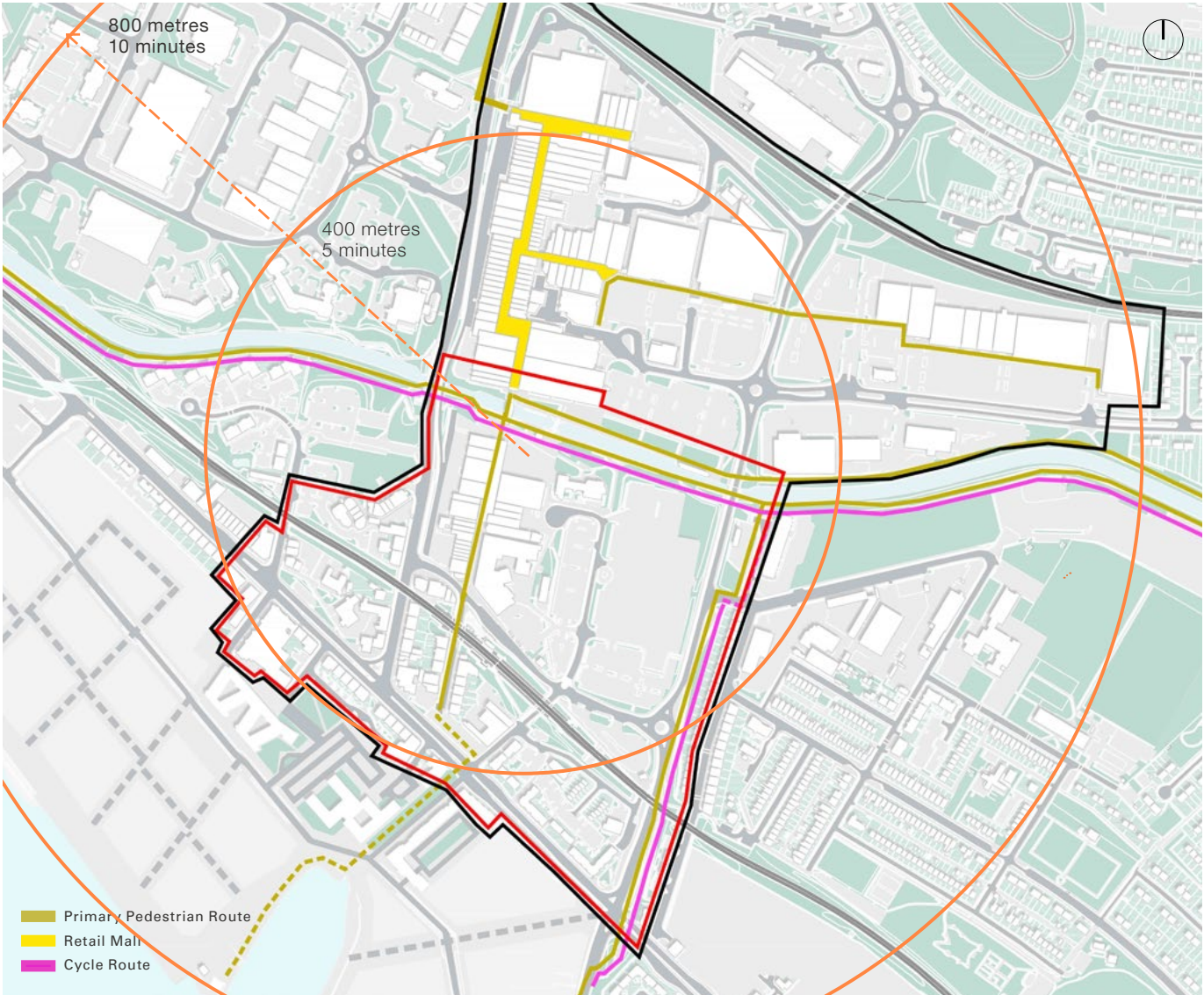
- Key
- New Public Square
 - Queens Quay
 - ▭ Clydebank Transport Hub
 - ⚙ Allotment
 - 🏫 School
 - 💼 Employment
 - 🚲 Safe Cycle Route
 - 🏥 Medical Care
 - 🏠 Diverse Housing
 - 🛒 Shopping Centre
 - 🌳 Green Space
 - 🌳 Parks
 - 🏃 Sport Centre
 - 🎓 Lifelong Learning
 - 👴 Age in Place
 - 🚌 Public Transport
 - 🚆 Regional transport
 - 🚶 Walkability
 - 🏠 Affordable housing
 - ⋯ NCR 7/754
 - Railway Line

Clydebank Today: Pedestrian & Cycle Movement

Currently, Clydebank town centre is very car focused, often to the detriment of pedestrians and cyclists.

The primary pedestrian routes are Sylvania Way South and the internal mall spaces of the Clyde Shopping Centre.

The primary cycle routes follow the towpath of the southern bank of the canal east to west and travel down Argyll Road toward Queens Quay and the College north to south. This route, whilst segregated from vehicles for large stretches, is not overlooked and travels through an unattractive underpass as it reaches Dumbarton Road / Glasgow Road.



Clydebank: A transformed, people friendly, walkable town centre

The Vision for Clydebank town centre delivers:

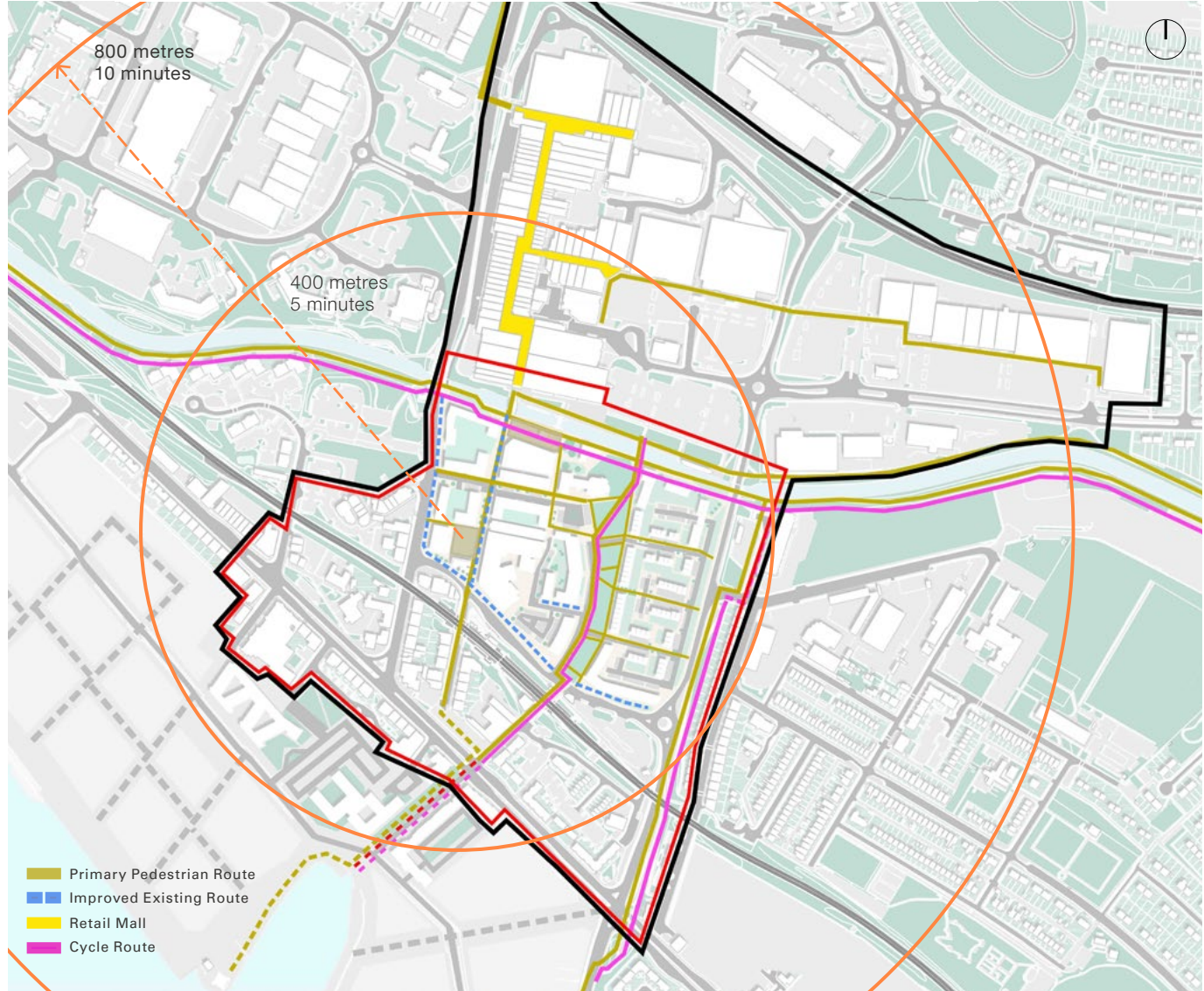
A network of legible active travel routes throughout the area offering travel between land uses on key desire lines

A hierarchy of routes which provide a mixture of off-road and on-road/quiet road routes

- Frequent connections to the external network offer more choice for short distance active travel movements between the town centre and the surrounding area
-

Frequent connection points to the planned Clydebank Transport Hub and potential local Mobility Hub giving onward access towards facilities at Queens Quay

- Enhances the 20-minute neighbourhood, through appropriate active travel provision
-





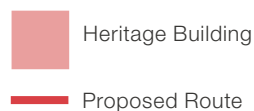
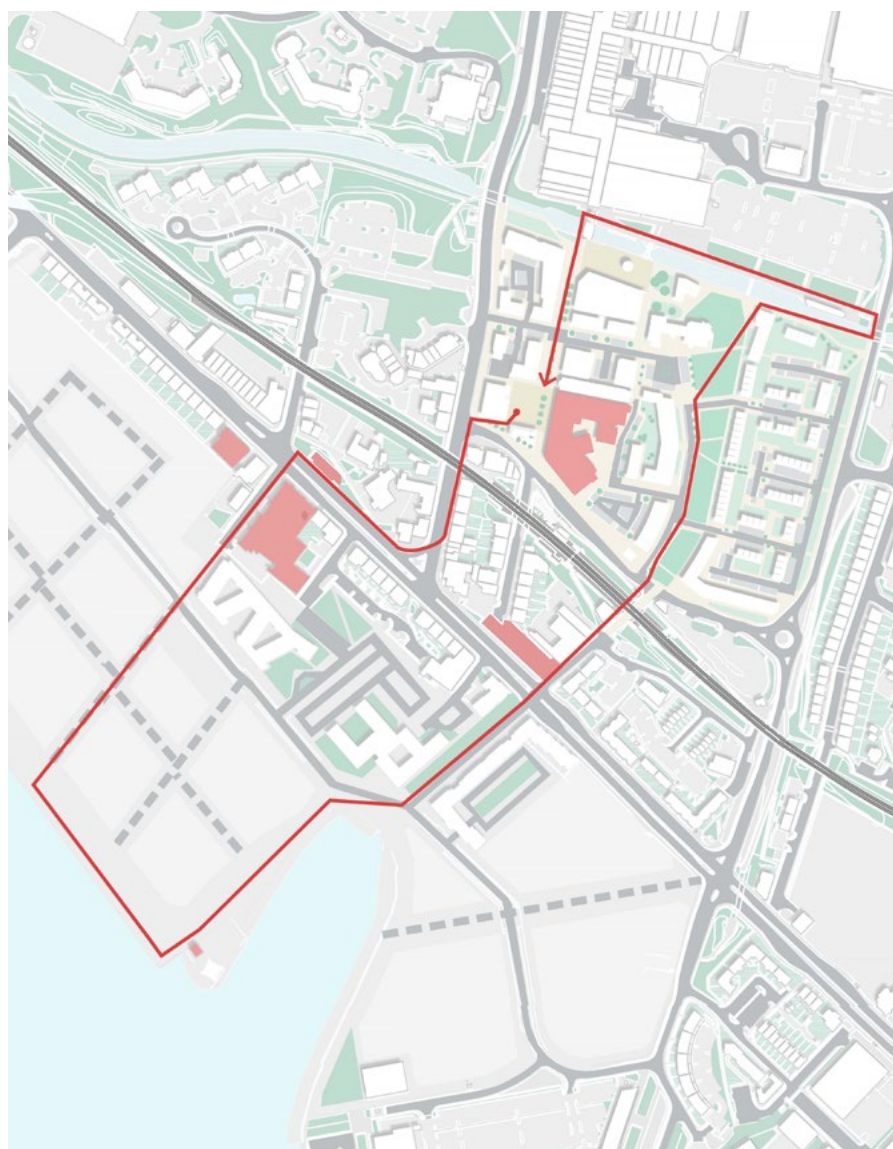
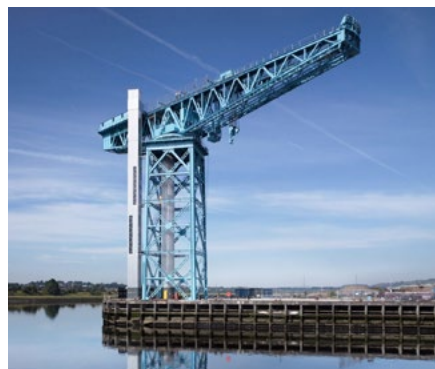
Clydebank Heritage Trail

The suggested heritage trail begins and ends within the new civic square, envisaged as the heart of the town centre with the Co-operative building serving as both a fantastic backdrop and key element of Clydebank's heritage.

The route continues to incorporate Solidarity Plaza and the Town Hall / Library Complex on Dumbarton Road before venturing down through Queens Quay to experience the grade 'A' listed Titan Crane.

It then travels, via the International Asbestos Memorial north through the new linear park to the Forth and Clyde Canal before returning via Sylvania Way to its starting point.

This route passes through all key elements of the town centre, encouraging increased footfall for shops, cafes and businesses, hopefully leading to longer dwell times.

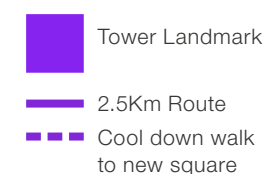
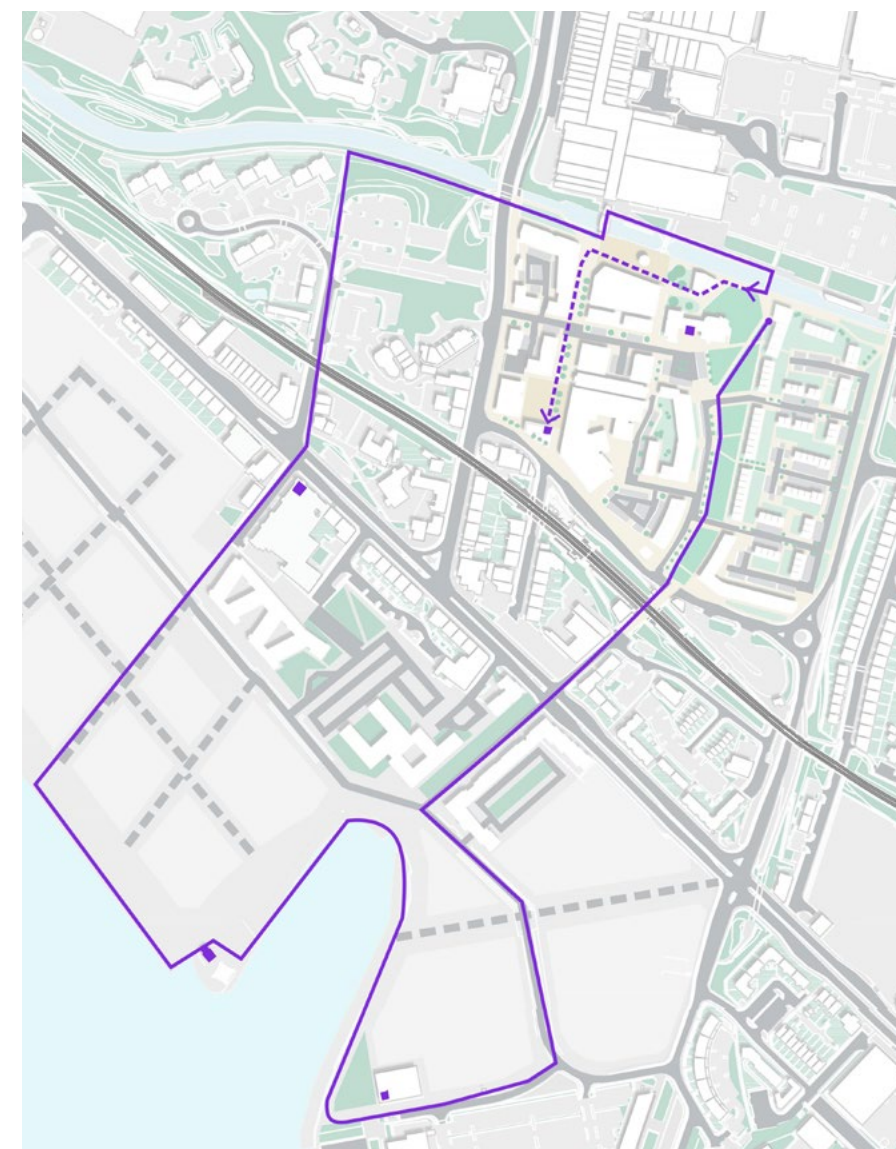


Active Running / Walking: 'The Tower Route'

This route begins at the northern end of the new linear park and has been conceived to minimise interaction with vehicular transport wherever possible whilst using the distinctive 'towers' of the town centre as markers and a connecting narrative.

The route is 2.5 Km in length which can be completed once or as a series of laps to make up longer distances where desired.

Terminating where it began, there is a cool down walk suggested that ends at the final 'tower', the new totem at the head of the civic space, where the amphitheatre style steps at the foot of the performance stage provide opportunity for a 'Rocky' style moment of victory upon completion of a walk or run.



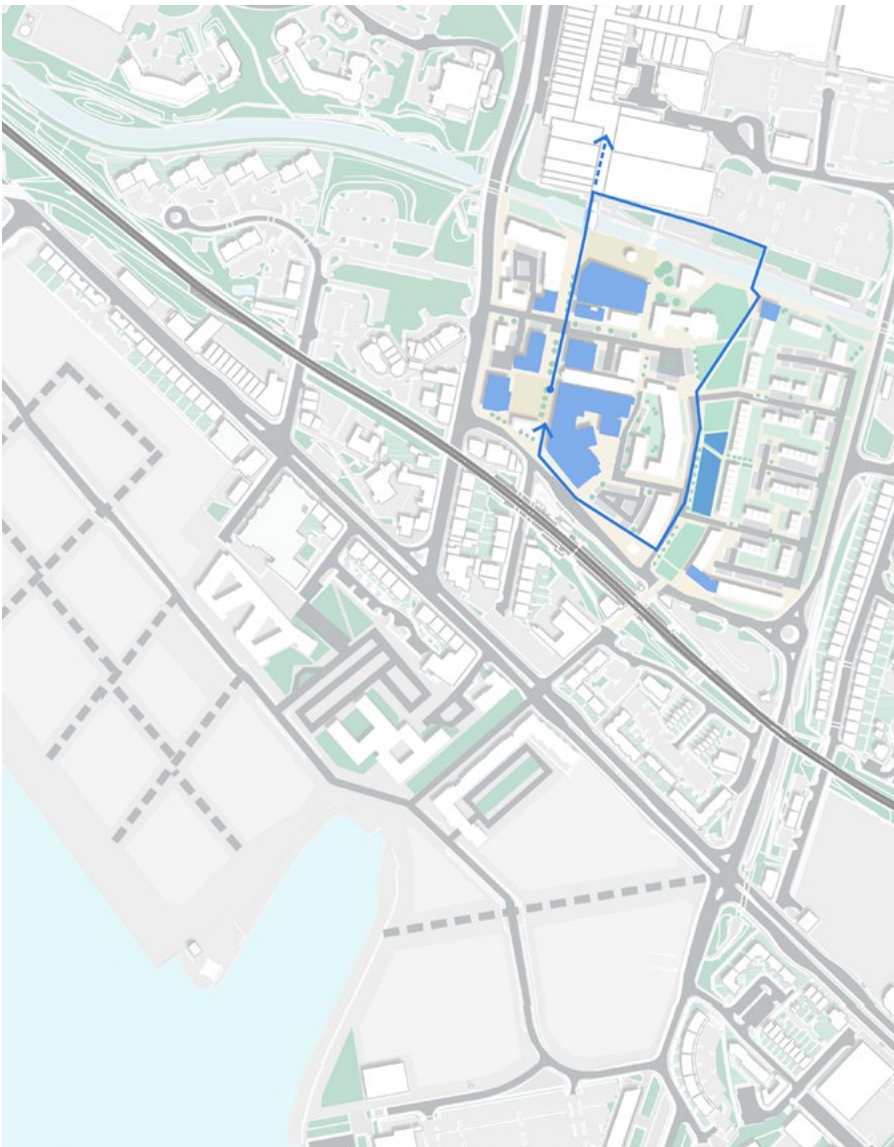


Elderly Safe Walking Route

This route has been conceived to provide a safe walking route within the town centre that takes in the key elements attractive to seniors, from the shopping and cafes to the sensory gardens and community allotment spaces within the linear park.

As with the heritage trail, this route begins and ends in the new civic square.

It runs along predominantly pedestrianised streets and pathways and provides opportunities to diverge off into the Clyde Shopping Centre and Retail Park and take advantage of the proposed transport interchange on Chalmers Street for those wishing to venture further afield.



Place / Use of Interest
Proposed Route

Active Running / Walking: 'The Tower Route'

The introduction of a dog walking route, together with facilities and dog friendly cafes and businesses could be a real selling point to attract people in to the town centre.

The suggested route begins outside what is envisaged as a dog friendly cafe at the head of the new linear park and makes the most of this green open space that could incorporate an enclosed area to allow dogs to run free under their owners supervision.

It avoids traffic where possible and passes the majority of shops and cafes in the heart of the town centre. If these businesses were pet friendly it would maximise their opportunity to take advantage of the recent increase in dog ownership.



Place / Use of Interest
Proposed Route



A Town Centre for Everyone: Meeting the needs of different demographic groups



Families with Young Children



Teenagers (13-17)



Young Adults (18-25)



Adults (26-60)



Seniors (60+)

The mapping shown here suggests the new elements within the reimagined town centre that would appeal to the varied demographic groups that both live in and visit Clydebank.

These uses were ascertained through public consultation via the Design Charette and Clydebank Can, and from our recent Stakeholder Engagement Workshop.

The final map demonstrates that where all of these distinct groups come together in the rich variety of uses being introduced to the town centre, community truly occurs.





Clydebank Today: Public Transport

Clydebank town centre has a number of public transport options;

Train

The town centre is served by two train stations, Clydebank & Singer. These stations connect Clydebank with Glasgow City Centre in around 20 minutes and continue to Edinburgh. There are regular services throughout the day, with one train every 10 minutes at peak times.

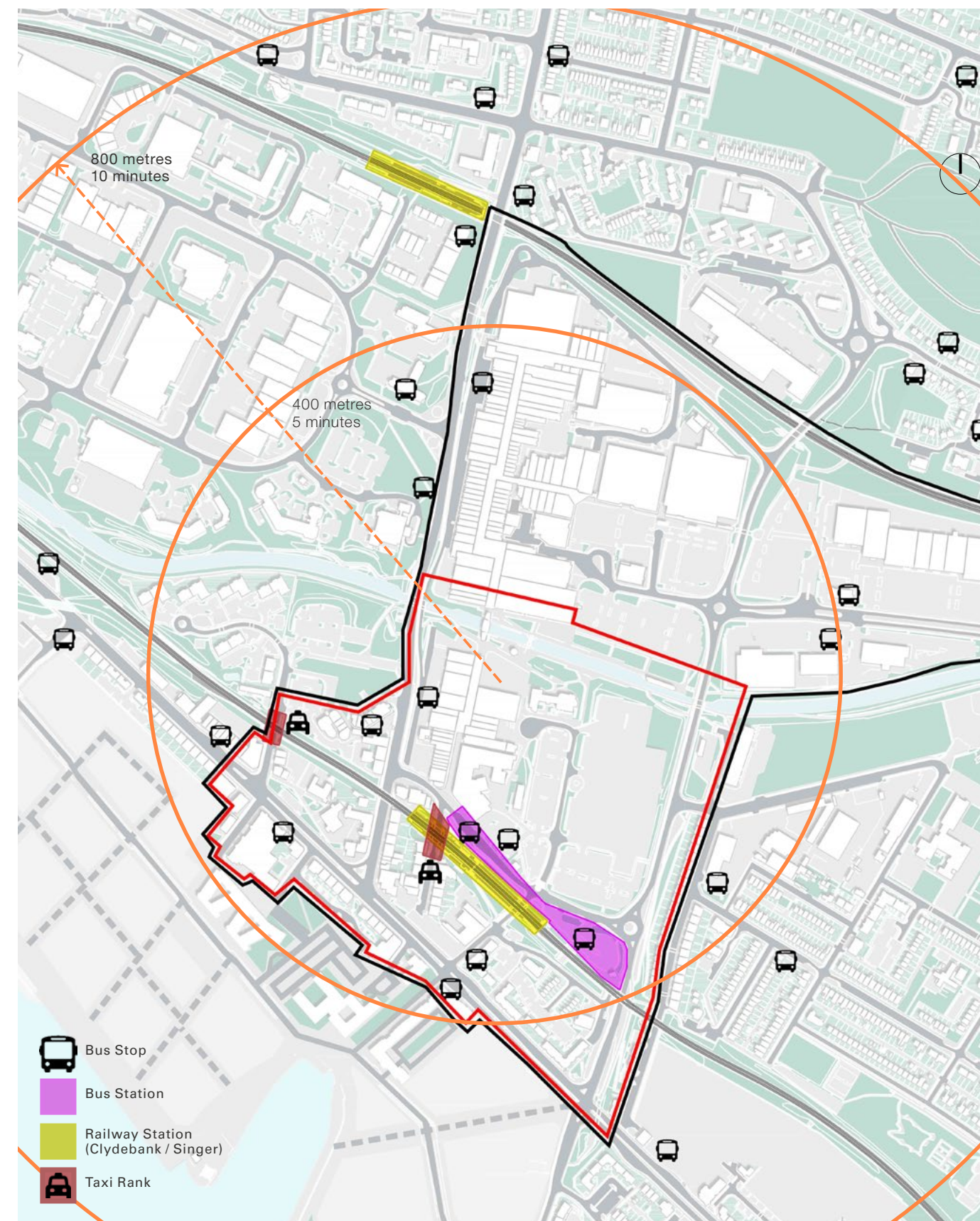
Bus

There are plentiful bus services within Clydebank town centre that connect with the following local and further afield destinations:

Drumchapel – Every 15 minutes
Greenock – Every hour
Gartnavel – Every 30 minutes
Helensburgh – Every 30 minutes
Faifley – Every 8 minutes
East Kilbride – Every 10 minutes
Easterhouse – Every 20 minutes
Paisley – Every hour
Many of these services run via Glasgow city centre.

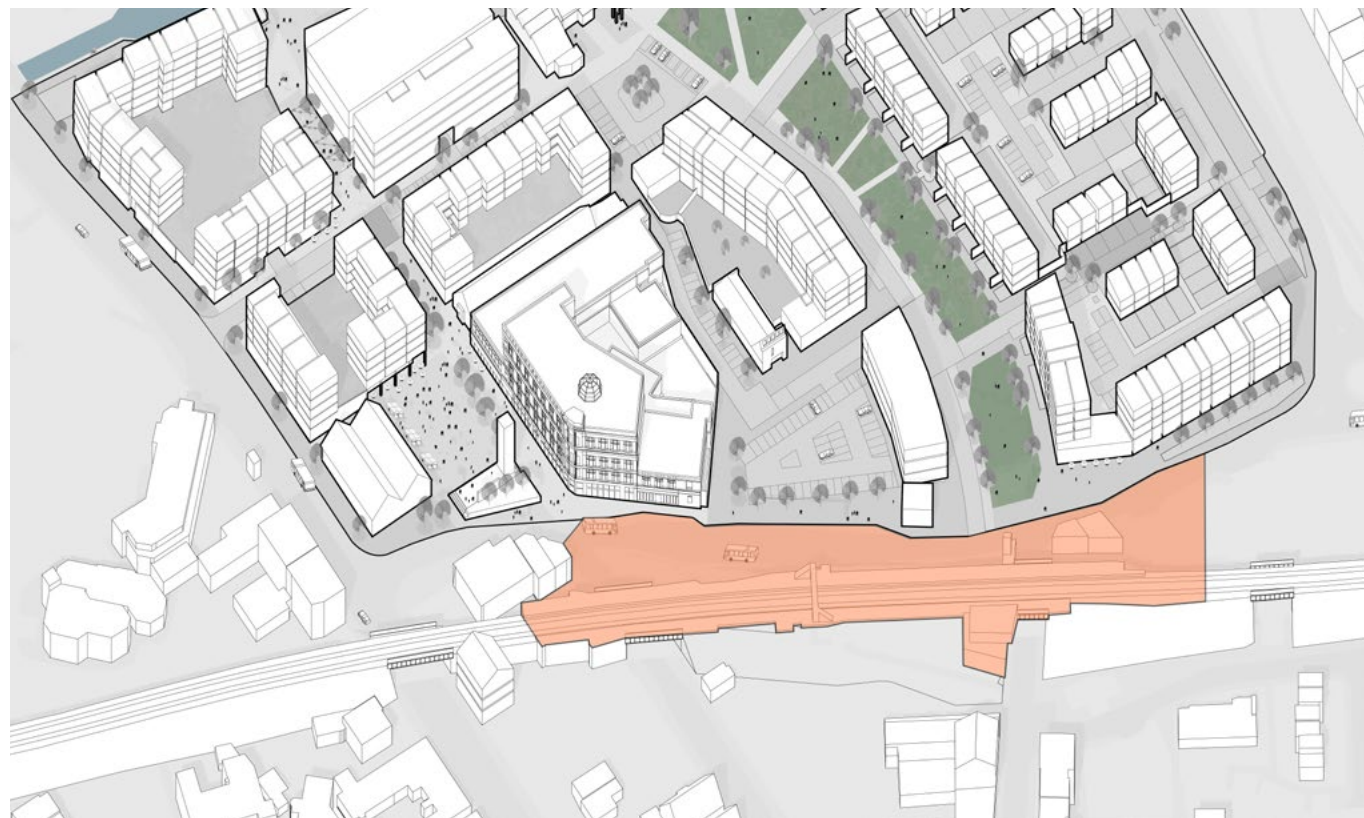
Taxi

The main taxi rank in the town centre is located on Alexander Street at the foot of Sylvania Way South.





Transport Interchange: A joined up approach to mobility at the heart of the town centre



Key to unlocking the full potential of co-locating and marrying local and regional public transport services with active travel provision within the town centre will be the creation of the Clydebank Transport Hub around Chalmers Street. Here there is a focus on creating an accessible sustainable travel interchange, co-locating bus and rail services, bicycle parking, EV charging spaces etc.

It is understood that WDC and SPT have a consensus of support for the Clydebank Transport Hub and that this was originally envisaged to be operational by the end of 2022, (taken from the Outline Business Case).

The Outline Business Case, developed by WSP, states that: "Both stations are located within a constrained road network which is expected to exceed its operational efficacy in the coming years, with the public transport and active travel networks providing the only real options to support regeneration and inclusive economic growth that is expected to take place within Clydebank and the wider Dunbartonshire area."

Various options were considered including three bus station area options, four bus layover options and three railway station options. The preferred bus station and bus

layover options were included with each railway station options to create three "whole scheme" packages, the names of which refer to where the main entrance to the rail station will be located:

Alexander Street Chalmers Street Hume Street

Hume Street was ultimately chosen as the best option to bridge the gap between the existing town centre to the north and the future Queens Quay to the south of the railway line.

The preferred scheme, including bus provision, is:

Rail station option: Hume Street entrance

-

Bus Station Option 2a – Provision of a bus facility on Chalmers Street with sawtooth operation and allow two-way vehicle operation – requires third party land to the north of Chalmers Street

-

Bus layover option 2b – Maintains existing bus layover operation, however, reduces to one access and one egress point on Chalmers Street. 6 bus stances within the layover space and two additional stops provided on Chalmers Street.

The "Hume Street" package requires some third-party land to the north of Chalmers Street. This should not prohibit the delivery of robust and safe active travel routes along Chalmers Street linking the town centre to the transport hub. The Outline Business Case mentions the opportunity for an Active Travel Hub next to the new bus waiting shelter and further detail on how this would operate and landtake required is needed.

The emerging Masterplan will see residential development located in the eastern part of the town centre and this affords the opportunity to directly link new high-density development directly adjacent to the gateway to the Transport Hub on Hume Street. In addition, the public realm which would sit adjacent to the bus layover area in the preferred option could

be altered to support elements of a Mobility Hub, incorporating an Active Travel Hub, and this should form part of any discussions with SPT to ensure land is safeguarded.

The provision of Mobility Hub will incorporate the Transport Hub, offering a local facility connected to a regional public transport node. There are several modular elements that comprise a Mobility Hub, in addition to public transport provision and which can include EV charging points, bicycle hire, Amazon lockers.

During a meeting on the 14th October between Sweco, Threesixty Architecture, SPT and West Dunbartonshire Council, the latter two

organisations confirmed that they are both aligned in the aspiration to deliver the transport hub when feasibly able to do so.

It was noted during the meeting that timescales for delivery were reliant on several factors including funding and anticipated levels of demands. However, SPT indicated that the transport hub could potentially come forward in phases to tie in with demand and funding streams.

It was agreed by all parties on the call that there were excellent opportunities for the town centre redevelopment and the transport hub projects to support one another wherever possible to do so.



Clydebank Railway Station Proposals



Clydebank Today:
Car Parking

Clydebank town centre is very well served for unallocated car parking as can be seen in the figures below:

Surface & Multi-storey:

Kilbowie Retail Park –	180
Clyde Retail Park –	560
Clydebank Shopping Centre	1,730
South of Canal –	240

TOTAL: 2,710 spaces

(within approx.10 minutes of Clydebank or Singer train station)

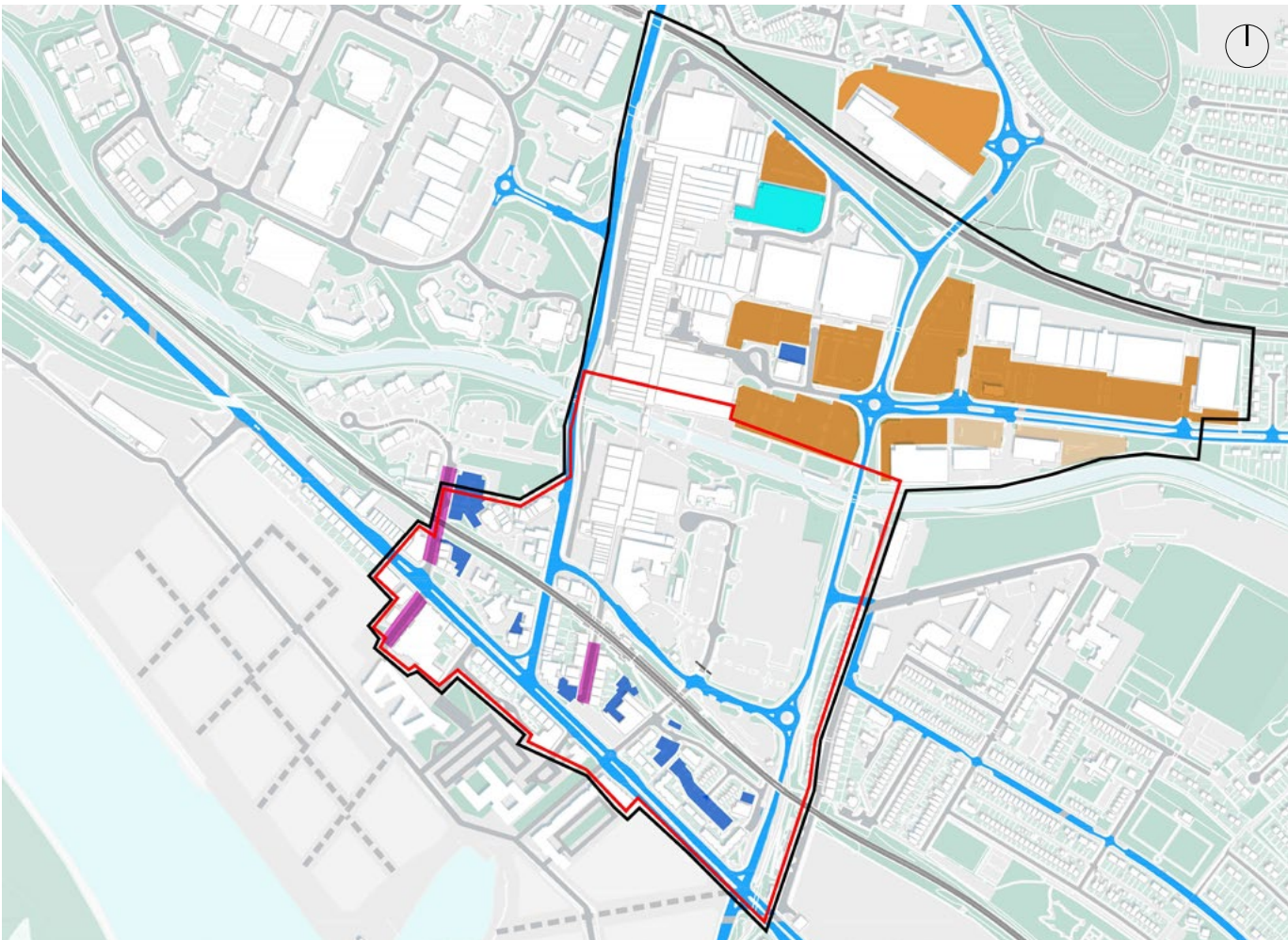
On Street Parking:

Alexander Street –	21
Halls Street –	21
Miller Street –	27

TOTAL: 69 spaces
(within approx.10 minutes of Clydebank or Singer train station)

**GRAND TOTAL:
2,779 spaces**

This equates to approximately 1 space per 10 residents and whilst Clydebank is a regional centre, we believe there is still scope to reduce this provision to create areas for strategic development.



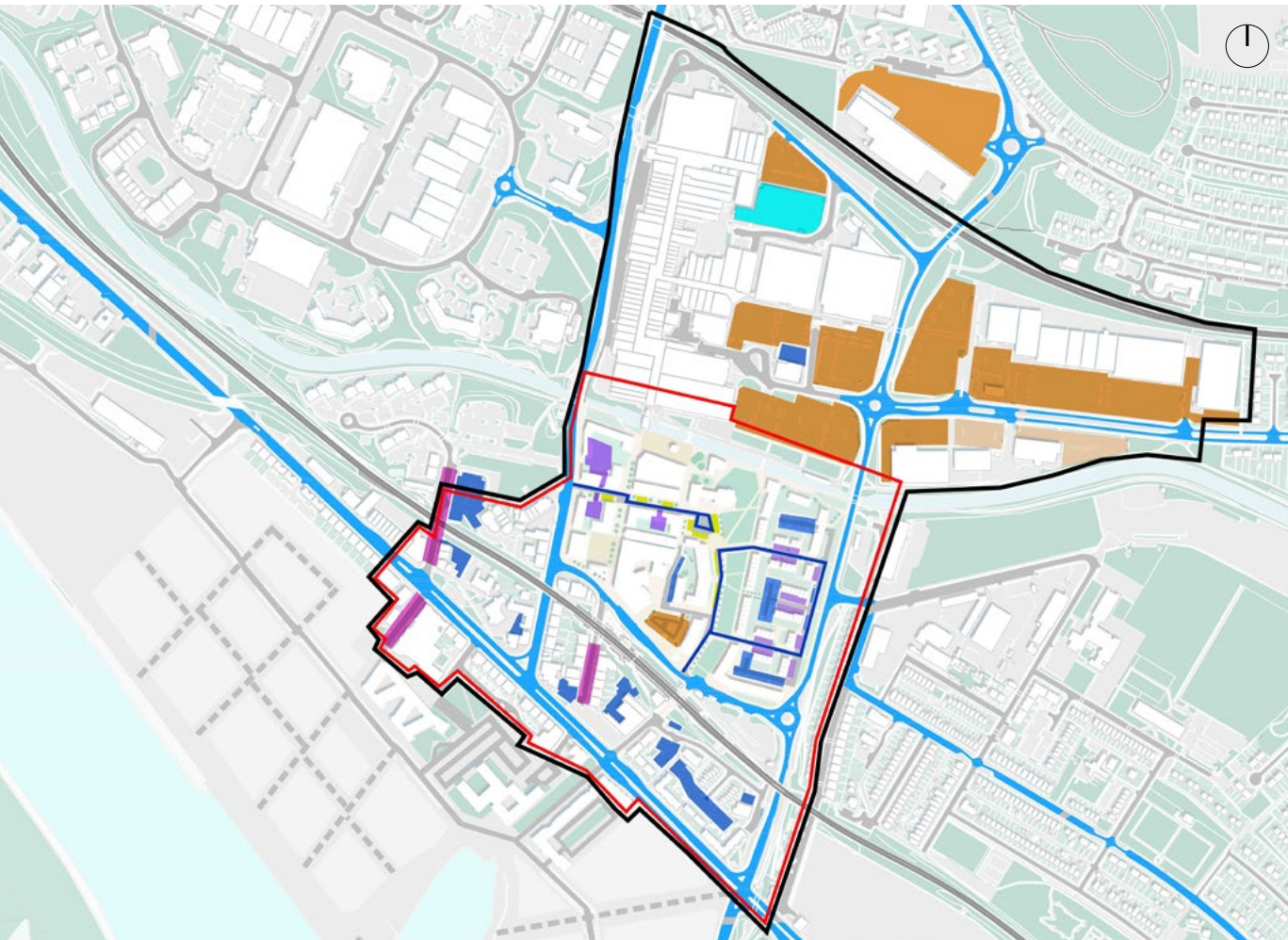
Minimal Impact on
Availability of Parking

**As previously discussed,
Clydebank town centre is very well
served for unallocated parking.**

Within our priority phase 1 proposals (shown in the adjacent diagram), the number of available surface parking spaces has been reduced, however a significant element of residential parking has been introduced in the form of parking courts, driveways and covered deck parking to support the new housing developments.

Surface parking adjacent to the new transport interchange has been retained alongside a number of disabled and electric charging spaces at the heart of the redeveloped town centre.

In the delivery of this first phase, the town centre as a whole would still contain in excess of 2,600 unallocated spaces, alleviating any short to medium term concerns regarding loss of parking.



Enhancing Wider Connectivity: The Golden Jubilee Hospital

The expansion of the Golden Jubilee Campus to form Scotland’s first ‘National Treatment Centre’ will bring a significant increase in patient and visitor and staff numbers.

Forging a stronger connection to a revitalised Clydebank town centre would be mutually beneficial to both parties, creating a place where staff can live close to the hospital and where those who accompany day visitors can spend some time while they wait on their loved ones.

These improved links could be formed through the creation of an active travel route along the tow path of the canal and a clearly signposted route along Dumbarton Road as shown in the adjacent plan.



- Place / Use of Interest
- Active Travel Route to Golden Jubilee Hospital via canal towpath
- Visitors to town centre from Hospital Route

Wayfinding Markers Reinforcing Key Routes

As the routes to and from the hospital are relatively lengthy, distinctive periodic markers with their own unique identity would help to reinforce the connections and make them easier to navigate.

The other suggested routes would also benefit from unique colour-coded wayfinding elements that could take a variety of forms, from totems to benches.

- Wayfinding marker location on Active Travel Route to Golden Jubilee Hospital via canal
- Wayfinding marker location on Visitors to town centre from Hospital Route

Case Study

Harbour Promenade, Oslo



Only a few years ago to be able to walk along the Oslo harbour for almost 10 kilometres, with no interruptions was unimaginable.

The route reconnects old and new parts of the city with a variety of experiences, big and small, to be enjoyed along the way.

Orange towers show the way
Information markers with a shipping container aesthetic are set up at regular intervals along the whole promenade, to make sure you find your way.

These are decorated with art and house boards with information on nearby attractions and the historic significance of the area.

Other interventions such as coffee kiosks and bench seating creating pause points are also branded to provide a consistent language to aid navigation along the length of the route.



13

locate services centrally



locate services centrally

Key institutions such as education providers, health and civic establishments can be fantastic assets for a town centre. They offer essential accessible services right at the heart of the community, enhancing town centre vibrancy and greatly increasing footfall.

For public funded developments, reinforce the responsibilities and all-round benefits in locating these assets and services centrally.



Potential locations for centralised services

Essential Services Accessible to All

The proposals encourage the location of more essential services in to the town centre. This also fulfills one of the key themes of the Town Centre Action Plan which states:

‘Investing In Health and Well Being: The need is to continue to improve local access to health services, better

co-ordinate existing services and improve awareness / provision of information. In addition there needs to be support for an increased economic contribution of an enterprising third sector through the delivery of programmes aimed at building the capacity and sustainability of the sector in Clydebank.’

The adjacent plan indicates the potential locations that could accommodate essential services at street level, together with opportunities for larger organisations / service providers within proposed commercial blocks.

Case Study

Tameside One, Ashton-under-Lyne

Opened in 2019, Tameside One is a £48 million investment by Tameside Metropolitan Borough Council in the heart of Ashton town centre.

The new building brings together a variety of essential civic services, education and employment opportunities right on the historic Market Square, increasing footfall and helping to support the existing retail and leisure offer.

Tameside One contains the following varied programme of uses;

- Ashton Library
- Tameside Metropolitan Borough Council Offices
- Public Services ‘One Stop Shop’
- Citizens Advice Bureau
- Job Centre Plus
- Tameside College Advanced Skills Centre



Transport and Connectivity:
Taking Advantage of the Proposed Toolkit of Powers

The UK Government expects, as part of the developed Long Term Plan, that the Town Board, supported by the Local Authority, make the most of all powers and tools at their disposal. The Plan should demonstrate how these powers are being used relative to the three key themes.

The powers available to the Board are as follows:

Powers in the Transport (Scotland) Act 2019 and 2001

1.
Section 34 of the 2019 Act gives local transport authorities power to run local bus services either in house or via an arms-length company within the wider context of their obligations, which they were previously prohibited from doing under the Transport Act 1985. This power sits alongside their ability to subsidise services.
2.
The Bus Services Improvement Partnership and the Local Services Franchises powers under sections 35 and 38 of the 2019 Act enables local transport authorities to begin developing their preferred options for improving local bus services. These powers, which local transport authorities are encouraged to consider carefully, could include new bus routes that address connectivity issues within the town, boosting footfall and reducing car numbers.
3.
Local authorities can prohibit parking on pavements (footways and footpaths) and “double” parking. Pavement parking can be a blight on towns, with cars taking up space designed for people. Town boards could consider how a ban on pavement parking could improve towns.

Powers in the Roads (Scotland) act 1984

4.
Street design and road improvements: local authorities have power to reconstruct, alter, widen, improve or renew any such road or pavement or to determine the means by which the public right of passage over it, or over any part of it, may be exercised. This could include looking at road layout, and how street design can improve connectivity in the town using active travel.
5.
Power to control occupations of the footway: road authorities have powers to control the deposit of articles on carriageways, footways and footpaths by private building works, including excavations, spoil, signage, by other objects (e.g. pavement cafes, commercial signs/A frames skips and scaffolding). This includes a power to operate a permit scheme for occupation, a power to remove/infill unauthorised works, uplift unauthorised signage etc, and to issue fixed penalty notices to offenders. The Scottish Road Works Commissioner regulates aspects of this power and reports directly to the Scottish Government Minister for Transport. The control of works by statutory utilities falls under separate legislation.

Powers in the Local Authorities' Traffic Order (Scotland) Regulations 1999

6.
Roads Authorities have the ability to control the ‘rules’ for the carriageways and footways under their control. Under this legislation authorities can determine the speed limit, weight and width limits, the rules around loading and parking, stopping and the kinds of traffic permissible in both permanent and temporary (road works) situations. Similar legislation allows authorities to designate bus lanes and permanent cycleways.

Powers in the New Roads and Street Works Act 1991

7.
Roads Authorities have a duty to coordinate their own road works, private building works (e.g. works to buildings which also have planning considerations) and the works of statutory utilities (e.g. Scottish Water, BT Openreach, Scottish Power etc).
- NRSWA 1991 outlines a range of powers available to roads authorities to meet this duty, including fines, direction powers, inspection powers and the ability to designate specific carriageways and footways as having special construction (e.g. speed tables, upgraded granite surfaces, segregated cycle lanes etc) which compels a like for like replacement when disturbed.
- This power is regulated independently by the Scottish Road Works Commissioner.



safety and security

What If?....

....We promote the strengthening of the evening economy through the introduction of new F&B / leisure uses, increasing footfall and activity?

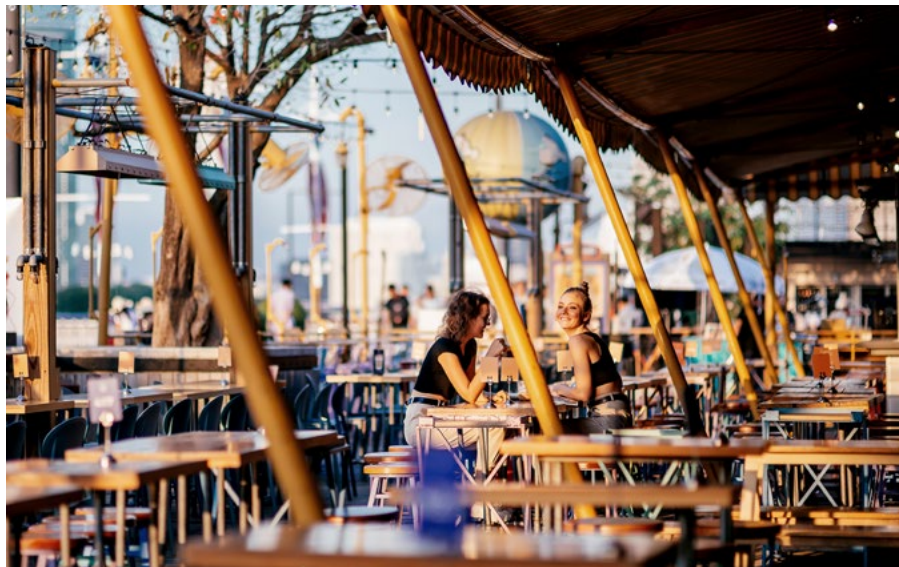


Our town centres for too long have been dependent on retail at the expense of other uses that encourage activity outwith typical 9am-6pm hours. This has led to the creation of empty and unwelcoming environments once the shops are closed. Clydebank is a prime example of this.

A good evening economy encourages footfall, increases passive surveillance

and greatly improves the local economy. It may require a pro-active approach to historical use class and licensing restrictions to bring these areas to life.

The development framework proposes the introduction of new Food & beverage and leisure uses within Clydebank town centre to transform the evening and weekend economy.



What If?....

....We provide new performance venues for music and comedy to strengthen the evening / weekend economy and tourism offer?



Case Study

St. Lukes,
Glasgow

One of Glasgow’s oldest churches, having lain empty for many years was purchased in 2013 and transformed into a multi-purpose music venue, bar and kitchen; serving to revitalise the community while maintaining many of its stunningly rendered original features.

On the edge of the famous Barras Market and close to the Merchant City, St. Lukes has been a very successful since its launch in 2017.

The venue can host up to 600 people at a standing gig and 300 in a theatre setting, and can be hired out for corporate events and weddings.

The large bar area is supported by an external terrace and is extremely popular with both gig-goers and most importantly, the surrounding local community.



14



Transforming Clydebank town centre with light and colour

The elevated railway viaduct cuts off the town centre from Queens Quay to the south. Using colour and light, we have proposed a series of ‘gateways’ into the town centre at Kilbowie Road, Alexander Street, Hume Street and Argyll Road to transform the arrival experience and improve safety on these key connections.

A lighting strategy that works with the existing ‘totems’ within the town centre is a key component of our strategy to create a quality of environment that supports the extension of activity into night time economies.

illuminate

Public art and dynamic lighting can transform the existing environment for a relatively small outlay. Lighting, in particular, can create a variety of effects to suit the season or event, celebrate rich historic facades and elevate the everyday.

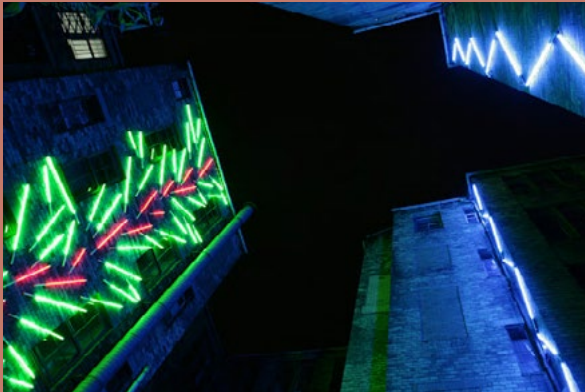


Case Study

Radiance Festival, Glasgow

Radiance was Glasgow and Scotland’s first ‘Festival of Light’. 68,000 visitors attended over three evenings, taking in a range of works by some of the world’s leading lighting designers and visual artists, creating an unforgettable transformation of the city centre.

Radiance allowed people to rediscover Glasgow’s remarkable range of buildings and secret locations made resplendent through original lighting schemes, projections, installations, public artworks and curated events.

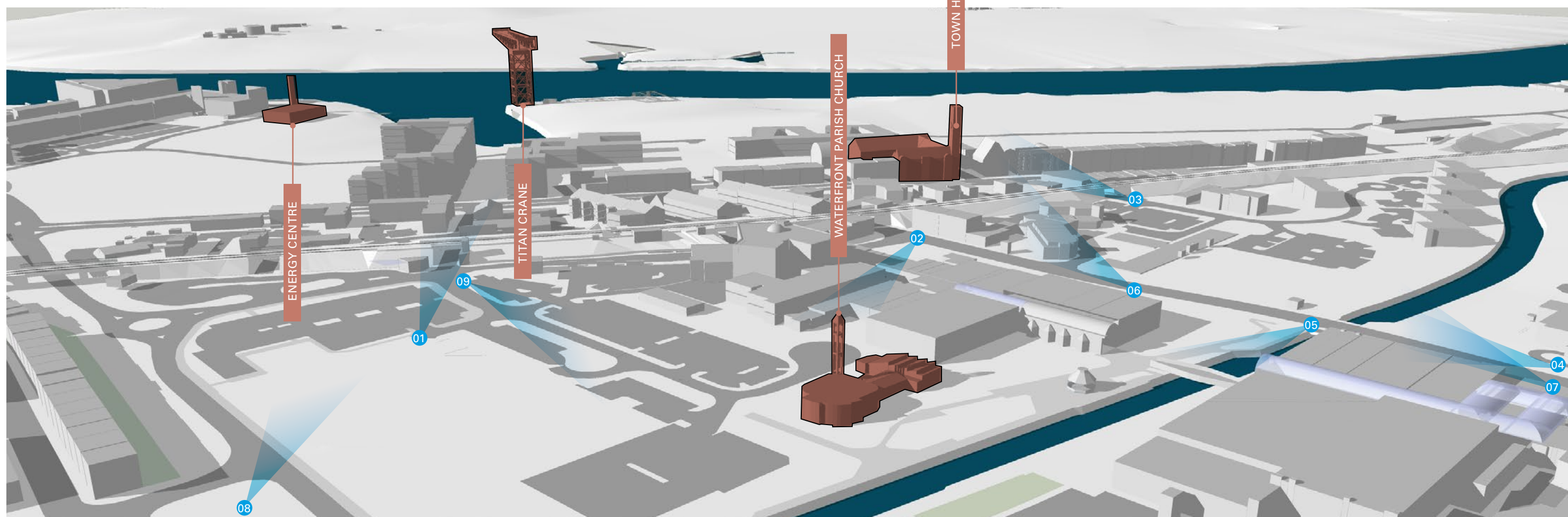




Vertical Landmarks: Aerial view looking north toward Canal

Clydebank town centre and the immediate surrounding area plays host to a number of significant vertical 'totems' that stand out in particular due to the expanses of open space and the general low nature of the surrounding architecture.

These act as markers to orientate people within the town centre and we propose to work with and add to them to assist with making the town centre more attractive and legible.



Energy Centre, 2020
Ailsa Road

The Queens Quay Heat Pump scheme is the largest of its kind in the UK and will take heat from the River Clyde and use it to heat local homes and businesses.



Titan Crane, 1907
Queens Quay

At 46m in height, the cantilever crane, designed to lift heavy equipment within the John Brown & Company shipyard, was the world's largest and first electrically powered crane at completion.



Waterfront Church, 1978
Abbotsford Road

Constructed during the building of the Clydebank Shopping Centre on the site of the old 'Killer's Lane' named after an early abattoir which stood nearby.



Town Hall, 1902
Dumbarton Road

Category B listed, Renaissance style municipal building with clock tower and cupola. Established as a Museum, of local history in 1980 & wedding venue in 2013.

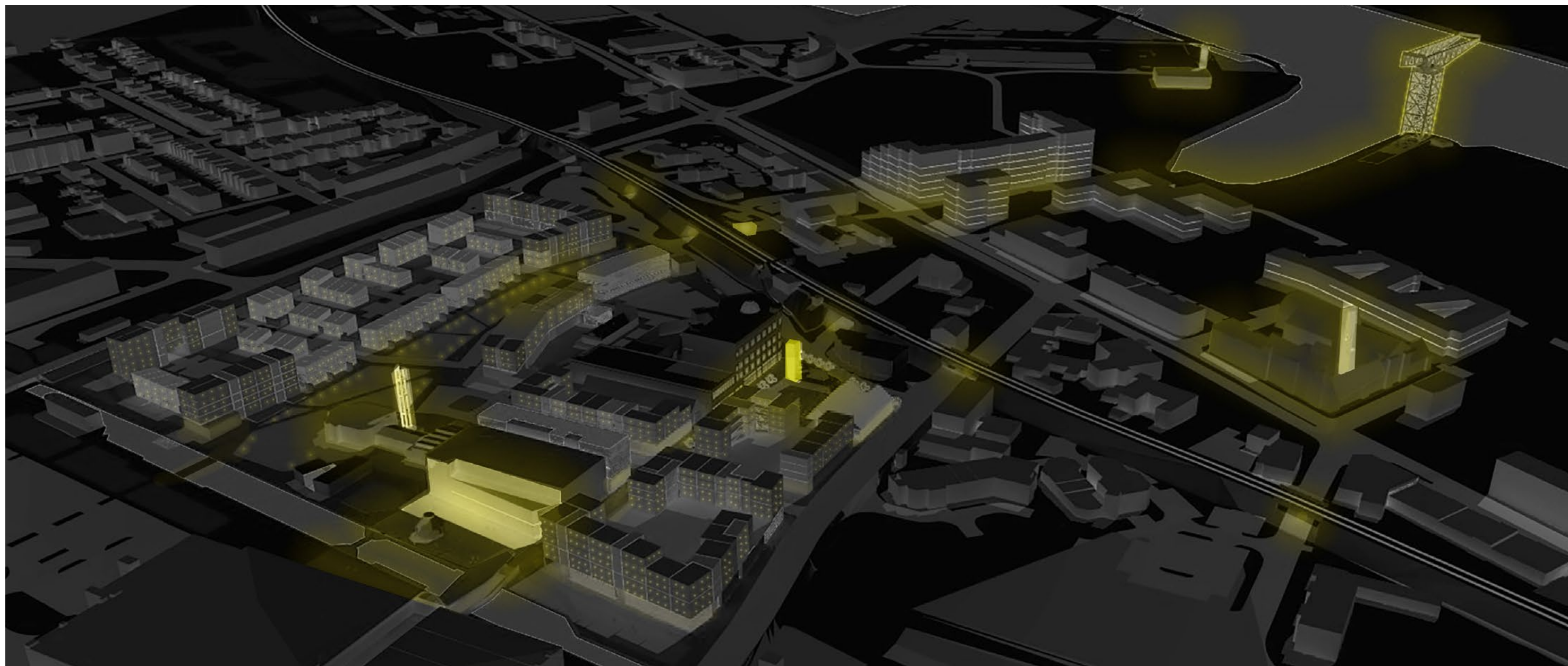
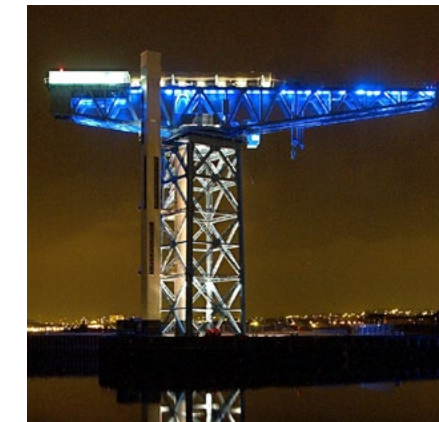
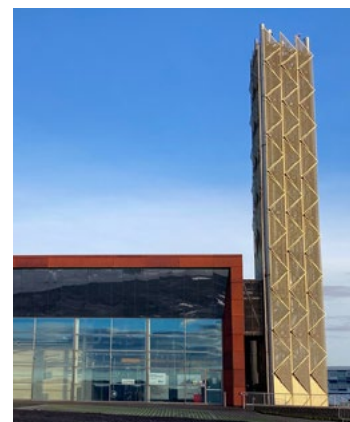


Vertical Landmarks: Key element of a new lighting strategy for the town centre

We propose the introduction of a coordinated lighting strategy that focuses on the vertical landmarks, including the new civic square totem, the existing heritage assets and the spaces beneath the railway viaduct.

This would transform Clydebank town centre, creating a unique night time identity that would boost the evening economy and create a safer more welcoming environment for residents and visitors alike.

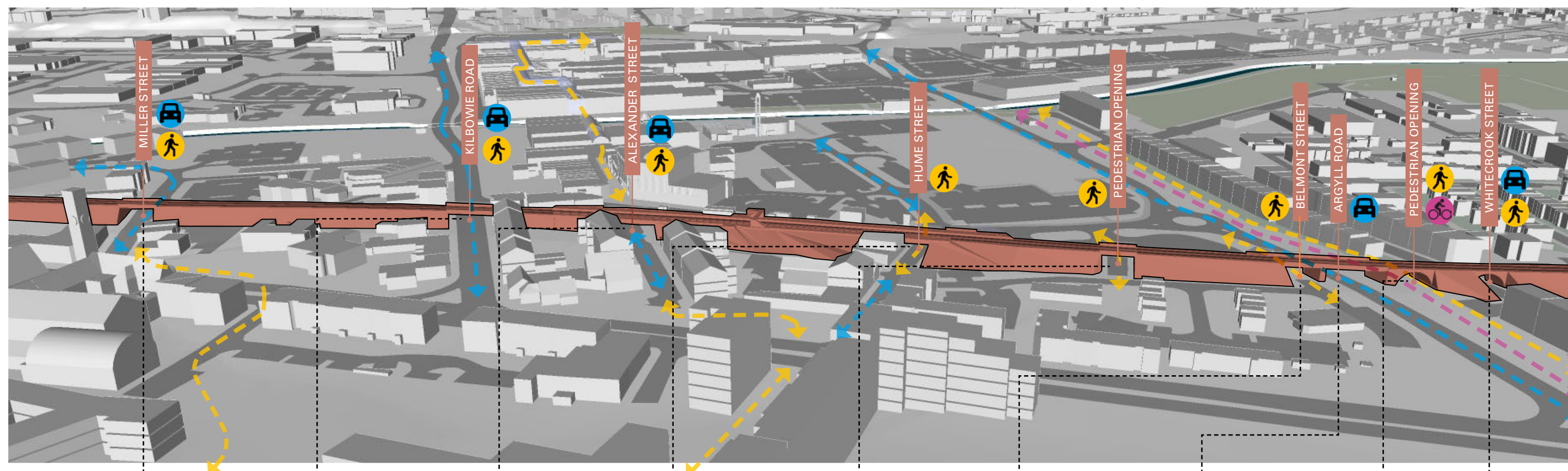
The lighting design could vary throughout the year providing a constantly changing backdrop for a variety of occasions and events.





Railway Viaduct: A Potential Barrier to Connectivity

Existing Condition looking north toward Canal



Miller Street

Vehicular street with access to residential area from Dumbarton Road. Pedestrian movement via flanking pavements.



Kilbowie Road

Primary vehicular street providing key route from North Clydebank and Dumbarton/Glasgow Road. Commercial units line street with pedestrian movement via flanking pavements.



Alexander Street

Vehicular and pedestrian street with dedicated pavements linking transport and commercial area to the North with Glasgow Road. Car park and public square terminating the street prohibiting vehicle access to South.



Hume Street

Location of proposed transport hub (rail, bus and cycle), with new drop-off zone and taxi rank. No through access for vehicles.



Pedestrian Route

Pedestrian access only. Links residential area with bus station. Underused.



Belmont Street
Pedestrian Route

Pedestrian access only. Links Argyll Road with bus station facilities and commercial area beyond.



Argyll Road
Vehicular Route

Primary vehicular route linking Clydebank commercial area and Queens Quay, including new leisure centre, college and healthcare. Busy road with flanking dedicated pedestrian and cycle routes.



Argyll Road
Pedestrian Route

Key North-South pedestrian and cycle route linking Clydebank to Queens Quay.

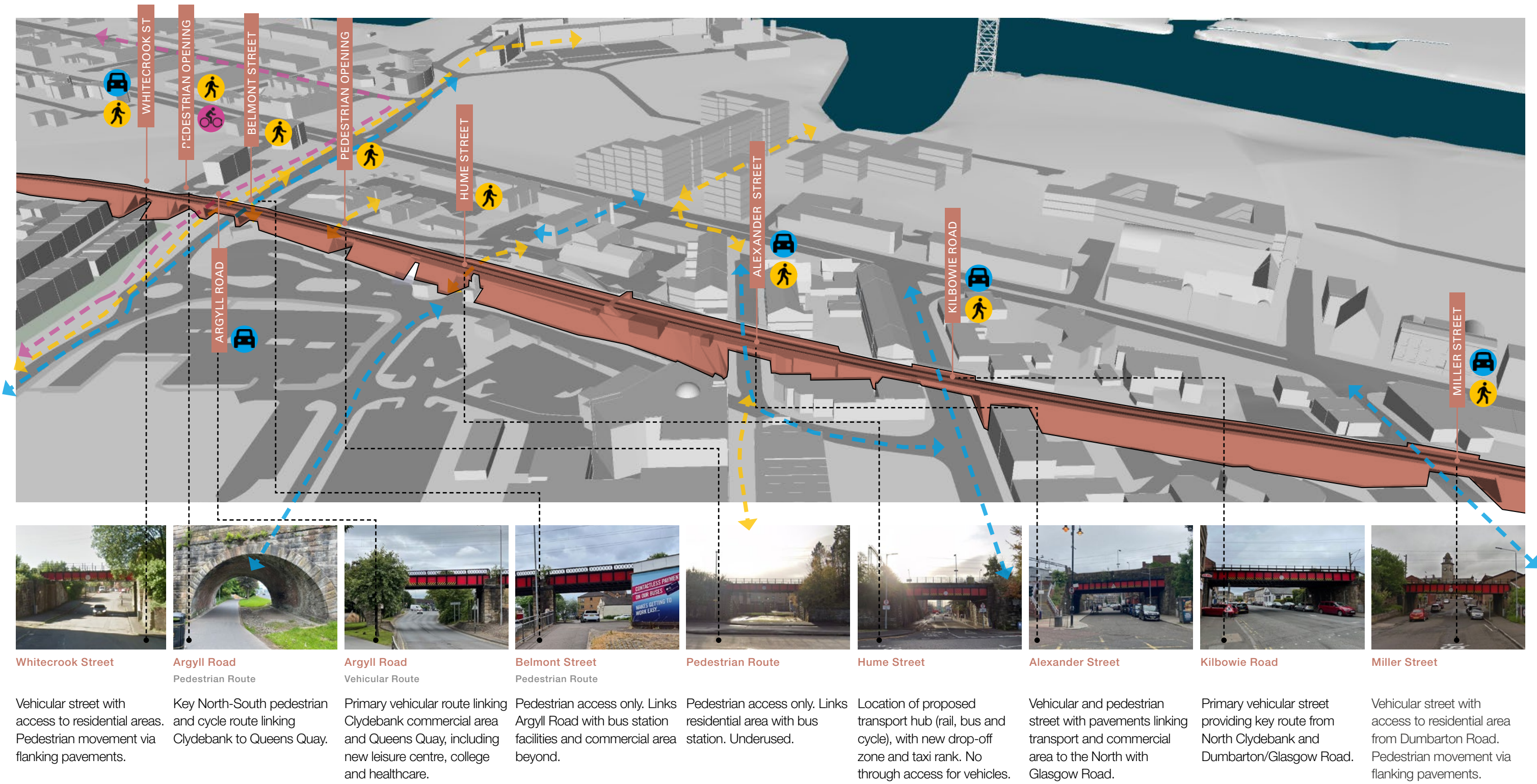


Whitecrook Street

Vehicular street with access to residential areas. Pedestrian movement via flanking pavements.



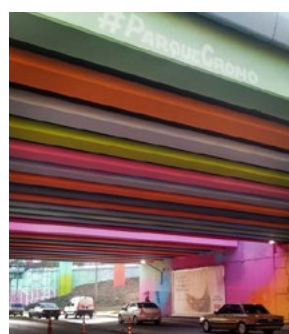
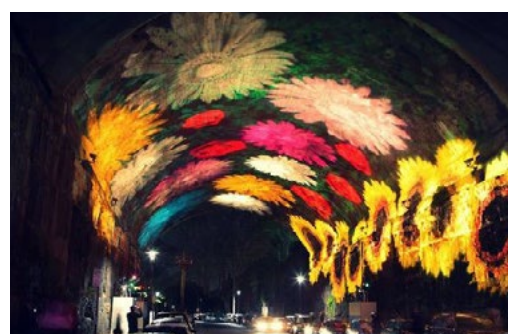
Railway Viaduct: A Potential Barrier to Connectivity
Existing Condition looking south toward Queens Quay





Railway Viaduct: Transformation with Light & Colour improves legibility and the pedestrian experience within the town centre

Hume Street - Connection to Queens Quay

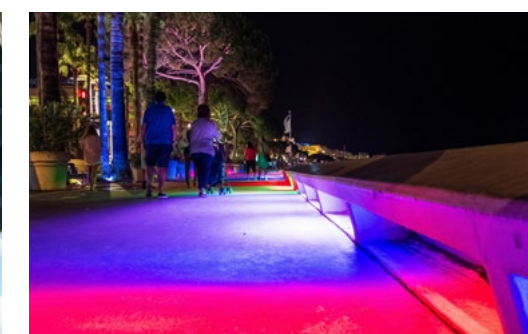
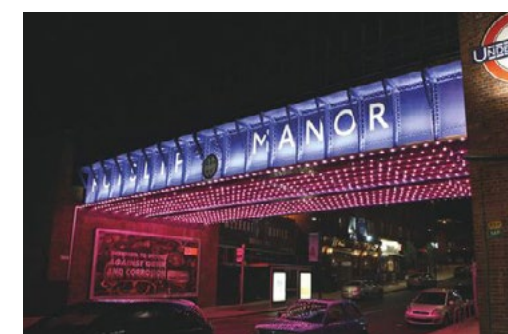


The images below demonstrate a number of approaches that can be taken to introduce dynamic lighting in our urban spaces.

From suspending 'nets' of light, to flooding facades with colour or projection and even creating a carpet of light on the walking surface, spaces

can be transformed and given a new life at night, helping to improve safety and encourage an increase in visitors to bolster the evening economy.

Alexander Street - Connection to new Civic Square

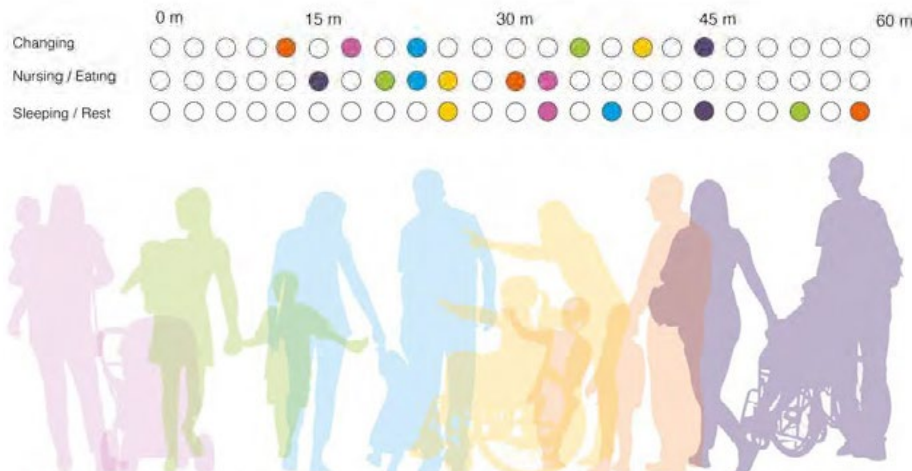


15

include and invite

Make your town centre accessible for all, regardless of age or ability, accommodating those with issues of dementia or mobility and providing pause points throughout. Offering welfare facilities accessible for all can have a significant impact on the footfall and dwell time.

Create success for your town centre by helping people discover and enjoy it easily. Develop a memorable, cohesive and legible wayfinding strategy that helps people navigate their way around.



Average Time Spent by Demographic Groups Using Welfare Facilities



include and invite

Providing Public Welfare Facilities Suitable For All: Essential to Town Centre Inclusivity

As part of our stakeholder discussions, we posed the question ‘what do I need from my town centre?’ and elicited responses from the attendees based on their demographic groupings.

The provision of welfare facilities was brought up by the majority of groups but particularly by families with young children and by seniors.

Welfare facilities are of great importance also to people of all ages with mobility and medical issues and the availability of spaces to facilitate adult changing etc. are increasingly being provided in public buildings and in retail centres as they are viewed as attractors and a means to increase dwell time.

This same principle would be applicable to the town centre. The adjacent diagram demonstrates the average time spent by the demographic groups to perform the functions described and rather than return home, if these can be accommodated it would encourage longer stays in the town centre or generate visits that otherwise might not have happened.

Changing Places Toilets: Essential to maximise accessibility & inclusion

Standard accessible toilets do not meet the needs of all people with a disability. Over ¼ million people in the UK with a disability need extra equipment and space to allow them to use the toilets safely and comfortably. These needs are met by Changing Places toilets.

In the UK the number of people who would benefit from a Changing Places toilet would include approximately:

- 40,000 people with profound and multiple learning disabilities
- 130,000 older people, including people with Dementia and Alzheimer’s
- 30,000 people with muscular dystrophy and neuromuscular conditions
- 30,000 people with cerebral palsy
- 13,000 people with an acquired brain injury

8,500 people with Multiple Sclerosis

There are currently 1642 such facilities throughout the UK with one located within the Clydebank Community Sports Hub but none within the town centre.

We would therefore recommend the inclusion of a Changing Places toilet within the proposed Market building on the new Civic Square, providing this essential service at the heart of the town centre.

Case Study

Richmond Community Toilet Scheme



The scheme encourages local authorities and businesses to work together to meet the demands for welfare facilities in their communities. Local business such as bars, cafes, restaurants and shops provide both customers and non-customers with access to their toilet facilities. With financial aid from the local authority, the toilets are kept clean, safe and to hygienic standards.

Local businesses are not only providing a service to the public but may also experience an increase in trade from the potential customers that use the facilities.



Street Ambassadors: Welcoming yet vigilant, providing a necessary presence

The introduction of street ambassadors would transform the town centre for both visitors and residents. This initiative has been adopted by a multitude of towns and cities throughout the UK with great success.

They can transform peoples perceptions of a place as more safe and welcoming and would be an essential component in attracting people back to living in the town centre.

Street ambassadors are often an initiative of local councils or BID groups. They provide a welcoming face for all town centre users and work alongside key relevant partner agencies such as the Police to report crimes / vandalism and anti social behaviour and in the case of those appointed by BID's, liaise with local businesses.

A number of towns and cities also employ evening ambassadors to assist those visiting the town centre for entertainment, leisure and pleasure after hours. This would again greatly help as Clydebank develops a stronger evening economy.



Town Centre Living: Creating activity & providing passive surveillance

A repopulated, re-energised town centre would be a safer and more welcoming place to be due to the increase in activity both by day and night, and extensive passive surveillance offered by new residents who have made it their home.



Clydebank: A dog friendly town centre



The introduction of a dog walking route, together with facilities and dog friendly cafes and businesses could be a real selling point to attract people in to the town centre.

Where dogs are welcomed, entire family groups will be encouraged to visit and spend time, increasing footfall and vitality.

It also maximises the opportunity to take advantage of the recent increase in dog ownership that has occurred during the current Covid pandemic.

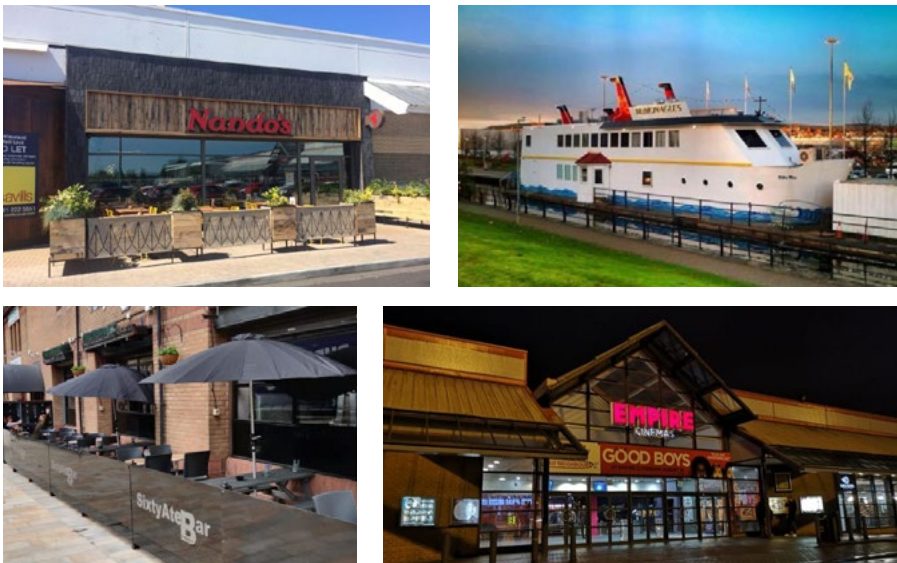
16



revive

Repopulate and re-energise your town centre to be safer and more welcoming. Increase activity and passive surveillance from new residents, workers and a vibrant and sustainable evening economy.

These shifts will require changes to historical planning law use class and licensing restrictions to bring life to ‘dead zones’ in your urban centre.



Extending activity and increasing footfall in the town centre

We have explored the expansion of the evening and weekend economy in the town centre, with a particular focus on ensuring this is introduced in locations that work with the existing offer and promote activity where desired, for example around the Canal and Three Queens Square.

New residential developments to be designed to provide passive surveillance to routes and spaces providing a safer, more welcoming environment for all.

Case Study

The Laneways, Melbourne

The grid iron layout of Melbourne, common in many towns and cities, consists of main streets and rear, subservient lanes. These ‘service’ lanes have been transformed to create a series of connected pedestrian friendly spaces, full of creative businesses, cafes and bars, galleries and specialist shops.

This has created a vibrancy in the city centre that extends from early morning to late at night and has encouraged more city centre living as a result of this improved environment.

This was brought about in the early 1990’s when the local government, seeking to breathe life back into a CBD that was routinely dead by 6pm every evening, brought in new regulations that relaxed alcohol licensing laws, protected live music and late night venues and subsidised rents for creative businesses and artists studios.

Melbourne regularly tops international lists of most liveable cities and the laneways, thanks to the forward thinking policies of the local government, have been an important contributor to this.





A Stronger Evening and Weekend Economy

The vision for Clydebank town centre seeks to expand the existing evening economy to create a vibrant, welcoming and safe environment that is an attractive place to live.

These proposals are a response to the feedback received from the extensive community and stakeholder consultation and influenced by current best practice.

They consist of a number of varied interventions of both a temporary and permanent nature as highlighted in the adjacent diagram.

Canal Bank North
'Meanwhile'
Boxpark style F&B
/ Leisure



Three Queens Square
Cinema / F&B
Community performance



New Civic Square
Market Hall
F&B Units
Performance / Events Space



Linear Park
F&B Units to key corners



Safety and Security:
Taking Advantage of the Proposed Toolkit of Powers

The UK Government expects, as part of the developed Long Term Plan, that the Town Board, supported by the Local Authority, make the most of all powers and tools at their disposal. The Plan should demonstrate how these powers are being used relative to the three key themes.

The powers available to the Board are as follows:

Powers in the Anti-social Behaviour (Scotland) 2004
This is a summary of the powers introduced through the Anti-social Behaviour (Scotland) Act.

1. Antisocial Behaviour Strategies can be developed by local authorities working together with the police and other agencies to create a localised plan. These provide the basis for promoting co-ordinated action to prevent and tackle antisocial behaviour (ASB) in local communities. Shifting the dial from antisocial legislative penalties towards an emphasis on preventative action is a vital part of the Scottish Governments drive to keeping communities safe.

The strategy can set out:

- antisocial behaviour problems in the council area
- the services already available for preventing and tackling ASB
- the new services that the council and other agencies will need to put in place to fill any gaps in services
- how the council and the police will co-ordinate their work and exchange information

2. Dispersal Orders are utilised to ensure that everyone has the right to feel safe in their community. It is unacceptable for people to be afraid to leave their homes, to use public spaces, or go about their day-to-day business,

because they feel intimidated by groups of people hanging about. The police have powers to deal with people who are involved in antisocial behaviour in trouble spots to help bring relief to local communities.

Dispersal Orders can be used by the police to designate areas, in consultation with the local authority, where there has been significant, continuous and serious antisocial behaviour, and the presence or behaviour of groups is contributing to problems.

In the designated area, the police will have the power to disperse groups of two or more people or individuals within groups where their presence or behaviour is causing, or is likely to cause, distress to the public.

3. Antisocial behaviour orders (ASBOs) are preventative orders to protect victims of antisocial behaviour and the wider community from further acts of antisocial behaviour - that is, behaviour that causes or is likely to cause alarm or distress. It can use used as a tool to stop individuals engaging in anti-social behaviour, such as:

drunken or threatening behaviour
vandalism and graffiti
playing loud music at night
driving in an inconsiderate or careless way – such as drivers
congregating in an area for racing

4. Closure Notices can be used by the police to issue a closure notice on premises, which prohibits anyone going into the premises who does not live there or is not the owner. This is recognition that in communities there are sometimes premises which are a constant focus for antisocial behaviour.

Procedures in place to issue a closure notice include consulting the local authority and taking reasonable steps to identify persons with responsibility for the premises.

Once a close notice is served, the court has 2 days to consider the application from the police, which could result in a closure order on the premises. If a closure order is granted, the premises can be closed for up to three months, with a possible extension of up to 6 months.

5. Noise nuisance powers can be used by local authorities to tackle noise controls within towns. Continuous noise nuisance from a few people can create misery for the rest of the people living in the area. Local authorities have powers to deal with noise nuisance quickly. They can apply noise controls to specific areas and at specific times. If necessary, the authority can apply the conditions 24 hours a day, seven days a week.

Part 5 contains provisions in relation to anti-social noise and gives local authority's additional powers to

deal with anti-social noise when it is occurring, and also tackles the problems of night noise in dwellings.

6. The act allows police to deal with people who cause alarm, distress or annoyance to members of the public through the antisocial use of vehicles on or off public roads.

7. Restriction of Liberty Orders require an offender to be restricted to a specified place for a maximum period of 12 hours per day up to a maximum of 12 months and/or from a specified place or places for 24 hours per day up to 12 months.

8. Fixed penalty notices, or fines, can be used by the police where antisocial behaviour has taken place for statutory offences.

9. Local authorities have the power to take action against landlords that are failing to manage their properties against antisocial behaviour.

Landlords must take reasonable steps to manage or stop antisocial behaviour in relation to the properties they let. A landlord who does not act when there is antisocial behaviour at a house which he or she lets is failing the wider community.

10. In addition to the ASB (Scotland) Act 2004, the Scottish Government and Convention of Scottish Local Authorities produced a guidance framework which takes a holistic preventative and proactive approach to addressing ASB, representing a shared vision for how antisocial behaviour should be tackled.

11. In addition to the support provided from local authorities, there are a number of other key partners that are available to guide Town Boards in tackling ASB, including:

- Local police
- Community Safety Partnerships
- Family Support Partnerships
- Community Planning Partnerships
- Youth/ education/ community services
- Business improvement districts

Safety and Security:
Taking Advantage of the Proposed Toolkit of Powers

Powers in the Licensing (Scotland)
Act 2005

12.
The Licensing (Scotland) Act 2005 regulates the sale and supply of alcohol. A key component of the licensing system set out in the 2005 Act is that it provides local flexibility to deal with local circumstances. However, to ensure consistency of approach, it is important that this local flexibility is balanced with a clear, effective and national framework within which Licensing Boards are required to operate.

The 2005 Act sets out five high level “licensing objectives” that represent the values on which the Scottish alcohol licensing system is based, the parameters against which elements of the system should be measured and the solid foundation which Licensing Boards must have regard to in carrying out their functions under the 2005 Act. The licensing objectives are the engine that drives the 2005 Act. They are a key feature of Licensing Board policy statements, the basis for refusal of a premises or occasional licence, the attachment of conditions, sanctions on a personal licence holder or a competent ground for review of a premises licence. The five licensing objectives are listed below:

- Preventing crime and disorder
- Securing public safety
- Preventing public nuisance

- Protecting and improving public health
 - Protecting children and young persons from harm
- In addition, the 2005 Act created Local Licensing Forums (“Forums”) and have a crucial role at the heart of the licensing system. When operating effectively, Forums can provide Licensing Boards with helpful and community-based feedback which will enhance the local Licensing Board’s awareness of both the beneficial and detrimental impact of their policies on the local community and on local trade.

The Fireworks (Scotland)
Miscellaneous Amendments
Regulations 2021

13.
This policy sets out restrictions on the use of fireworks. More information on the use of fireworks can be found here: The Fireworks (Scotland) Miscellaneous Amendments Regulations 2021: information on the use of fireworks (www.gov.scot)

Further powers for tackling
nuisance noise

14.
The Control of Pollution Act 1974 introduced new ways of managing other noise nuisances, including loudspeakers.

15.
The Housing (Scotland) Act 2001 sets out legislation on how to tackle nuisance noise and antisocial behaviour in social housing.

16.
The Environmental Protection Act 1990 empowers local authorities to deal with noise nuisance. Noise counts as a statutory nuisance (covered by Part III of the Environmental Protection Act 1990) if it either:

unreasonably and substantially interferes with the user or enjoyment of a home or other premises, or injures health or is likely to injure health It does not apply to noise caused by the person exposed to the noise, noise from domestic activities, workplace noise or noise inside means of transport or due to military activities in military areas. Procedures for the control, in Scotland, of statutory nuisances caused by noise, are found under Sections 58 and 59 of the Control of Pollution Act 1974.

17.
The Public Health etc (Scotland) Act 2008 introduces new types of nuisance noise, including insects, light, and water, and gives local authorities powers to give fixed penalty notices in certain conditions.

18.
The Crime and Disorder Act 1998 gives local authority’s powers to deal with nuisance and anti-social behaviour, this Act amended the Civic Government (Scotland) Act 1982, by giving the police a specific power of seizure in relation to noise making equipment.

19.
Section 49(2) of the Civic Government (Scotland) Act 1982 is for Dangerous and Annoying Creatures. This is mainly used for barking dogs and allows citizens to take direct action via Sheriff Court. Section 49(2) of the Civic Government (Scotland) Act 1982 allows a person who has reasonable cause for annoyance, as a result of a barking dog, to make an application to the court for an Order to be made requiring the owner of the creature to take action to prevent the annoyance from continuing.



potential interventions long list

Methodology

This long list of potential interventions outlined in the following pages is a summary of the key moves explored in the preceding chapters of this document.

In accordance with the UK Government guidance, each intervention has been judged as to its status as either ‘on menu’ or ‘off menu’.

The guidance states:

“Proposed activity can be either ‘on’ or ‘off menu’. Annex C of the guidance published in December set out a list of interventions that had already been assessed as having a strong case for investment, value for money and benefit-to-cost ratio.”

The pre-determined list of ‘on menu’ interventions from the guidance for each of the three investment themes is shown below.

All potential interventions have been determined to be ‘on menu’ and, in accordance with the guidance, where it spans more than one theme, it has been wholly allocated to the theme that it best meets.

High Streets, Heritage and Regeneration Pre-determined ‘On Menu’ Interventions

H1: Funding for place-based regeneration and town centre and high street improvements.

H2: Funding for new or improvements to existing, community and neighbourhood infrastructure projects and assets including those that increase communities’ resilience to natural hazards, such as flooding, and support for decarbonisation of facilities, energy efficiency audits, and installation of energy efficiency and renewable measures in community buildings.

H3: Creation of, and improvement to, local green spaces, community gardens, watercourses and embankments.

H4: Enhanced support for arts, cultural, heritage and creative activities,

projects and facilities and historic institutions that make up the local cultural heritage offer.

H5: Support for local arts, cultural, heritage and creative activities.

H6: Funding for the development and promotion of wider campaigns which encourage people to visit and explore the local area.

H7: Funding for impactful volunteering and social action projects.

H8: Funding for local sports facilities, tournaments, teams and leagues.

H9: Investment in capacity building, resilience (which could include climate change resilience) and infrastructure support for local civil society and community groups.

H10: Investment and support for digital infrastructure for local community facilities.

H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.

H12: Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally.

H13: Grants to help places bid for and host international business events and conferences that support wider local growth sectors.

Transport and Connectivity Pre-determined ‘On Menu’ Interventions

T1: Support for active travel enhancements in the local area.

T2: Funding for bus infrastructure and connections to speed up journeys.

T3: England and Scotland Only: Additional revenue funding added

to the Bus Service Improvement Programme Plus (BSIP+) funding model from June 2024.

T4: Funding for new, or improvements to road networks to improve access within and to the town.

T5: Funding to improve rail connectivity and access.

T6: Reducing vehicle emissions.

T7: Investment and support for digital infrastructure for local community facilities.

Safety and Security Pre-determined ‘On Menu’ Interventions

S1: Design and management of the built and landscaped environment to ‘design out crime’.

S2: Engage with Police Force and together consider interventions to focus on visible crime prevention in defined areas places.

S3: Measures to prevent anti-social behaviour, crime and reduce reoffending.





S4: Measures to reduce repeat burglary.



Potential Interventions: Long List

The potential interventions below have been organised, as requested by the Town Board in terms of ease of deliverability based on a number of considerations:

- Potential programme to delivery
- Projected cost
- Land / asset ownership

	Description	'Menu' Compliance	Visibility / Impact	Delivery Considerations	Projected High Level Cost (where possible to determine)
1 	Introduce a series of 'meanwhile' uses to vacant / underlet buildings and spaces throughout the town centre	H1: Funding for place-based regeneration and town centre and high street improvements. H5: Support for local arts, cultural, heritage and creative activities. H7: Funding for impactful volunteering and social action projects.	Instant positive transformation of both vacant buildings / retail units and gap sites or underused external spaces, increasing activity and vibrancy throughout the town centre.	Opportunity for localised short term improvements Potential Programme: 3 - 12 months Potential to host events, revenue funding would be required	£100K - £500K (dependent on scale / type of intervention(s) proposed)
2 	Improvements and activation to Three Queens Square	H1: Funding for place-based regeneration and town centre and high street improvements. H12: Funding for the development and promotion of the visitor economy, such as local attractions, trails, tours and tourism products more generally.	Transforms existing inactive, underused area into a leisure (hospitality) focused active community space.	Potential to introduce greenery, better seating, childrens play or temporary pavilion Potential Programme: 52 - 76 weeks Potential to host events, revenue funding would be required	£0.5 million (dependent on scale / type of intervention proposed) T&T High Level Cost £1,824,273 Increase to scope & to include additional area and improvements to existing surfaces
3 	Transform the existing railway viaducts with lighting and public art and develop a lighting / public art strategy for town centre and key connecting routes	S1: Design and management of the built and landscaped environment to 'design out crime'. S3: Measures to prevent anti-social behaviour, crime and reduce reoffending.	More attractive, colourful and vibrant urban realm that feels safer for those passing through.	Potential Programme: 9 - 12 months	£0.6 million
4 	Introduce a new Canalside Activity Centre	H1: Funding for place-based regeneration and town centre and high street improvements. H7: Funding for impactful volunteering and social action projects. H8: Funding for local sports facilities, tournaments, teams and leagues.	Brings new activity and life to the canal, reinvigorating Three Queens Square in the process. (Current published location does not reflect published town centre framework and may frustrate future development)	New-build option already has funding, potential programme: 12 months Alternative location in repurposed unit within Clyde Shopping Centre adjacent to Canal Potential Programme: 48 weeks	£1.3 million (majority secured from RCFG, revenue funding required) £0.5 million T&T High Level Cost £756,300 Increase to scope & to include external works

		Description	'Menu' Compliance	Visibility / Impact	Delivery Considerations	Projected High Level Cost (where possible to determine)
5		Develop of a series of new walking / cycling trails (Heritage / Active / Dog Walking / Safe Walking etc.)	H12: Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally.	Visible improvements to a number of routes with the introduction of new surface finishes, seating, wayfinding / information signage and lighting.	Potential Programme: 40 weeks	£0.3 - £2 million (dependent on extent and number of routes / trails proposed) T&T High Level Cost £993,600 (Based on provision of three new trails)
6		Undertake public realm improvements within town centre	T1: Support for active travel enhancements in the local area. T6: Reducing vehicle emissions.	Transforms the urban streets and spaces throughout the town centre, increasing accessibility and promoting more walking / wheeled journeys.	Potential Programme: 9 - 18 months	£0.5 - £2 million (dependent on scale / type of intervention proposed)
7		Strengthen connectivity and accessibility to and from town centre for surrounding communities, Queens Quay and the Golden Jubilee Hospital	T1: Support for active travel enhancements in the local area. T6: Reducing vehicle emissions.	Visible improvements to routes with the introduction of new surface finishes, seating, wayfinding / information signage and lighting. Fewer journeys being made by car, decreasing road congestion and improving air quality.	Potential Programme: 38 weeks	£0.5 - £2 million (dependent on scale / type of intervention proposed) T&T High Level Cost £1,238,000 (Queens Quay, GJH & 5 Neighbourhood routes)
8		Develop a new all ages greenspace at the heart of the town centre	H3: Creation of, and improvement to, local green spaces, community gardens, watercourses and embankments.	Brings much needed multi-use greenspace to the heart of the town centre for the benefit of the local population and visitors. Positively transformational and provides greater resilience in terms of surface water attenuation etc.	Proposed greenspace at Playdrome site will be in private ownership. Potential to improve existing green 'pockets' on canalside instead Potential Programme: 42 -62 weeks	£0.5 - £0.75 million (no location identified, dependent on extent of intervention) T&T High Level Cost £1.23 - 2.34 million (Based on 'small' and 'large' options)

9



Description

Encourage new workplace (flexible co-work / maker spaces) at the heart of the town centre

‘Menu’ Compliance

H5: Support for local arts, cultural, heritage and creative activities.
H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.

Visibility / Impact

Increases activity, footfall and employment opportunities at the heart of the town centre

Delivery Considerations

Potential use for vacant retail units or former council ‘one stop shop’ on Sylvania Way or within upper levels of Co-operative building

Potential Programme:
6 Months

Projected High Level Cost (where possible to determine)

£TBC

10



Work with West College Scotland to bring elements of their public facing services (hair and beauty / catering etc. to the town centre

H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.

Could restore activity to existing underused / vacant street level spaces within the town centre combined with an increase in footfall.

Potential Programme:
6 - 9 Months

£100K - £250K
(dependent on scale / type of intervention proposed)

11



Improve accessibility by providing new public welfare facilities including a changing places toilet, improved seating and sheltered areas within the town centre

H1: Funding for place-based regeneration and town centre and high street improvements.

Improves accessibility, welcoming all members of the community to enjoy their town centre, regardless of age or ability. Creates a more attractive urban realm and encourages greater dwell time within the town centre.

Could be located within existing vacant unit or as part of new canalside activity centre or market hall community building (should these be taken forward)

Potential Programme:
12 -18 Months

£0.75 - £1 million
(If stand alone new build element)

12



Make Improvements to public transport provision

T1: Support for active travel enhancements in the local area.
T2: Funding for bus infrastructure and connections to speed up journeys.
T5: Funding to improve rail connectivity and access.

Enhanced environment around train station and bus stance areas. Fewer journeys being made by car, decreasing road congestion and improving air quality.



Transport Interchange proposals may take 3+ years to deliver

Opportunity for localised short term improvements

Potential Programme:
9 - 18 Months

£6 million +

£0.5 - £1.5 million
(dependent on scale / type of intervention proposed)

		Description	'Menu' Compliance	Visibility / Impact	Delivery Considerations	Projected High Level Cost (where possible to determine)
13		Introduce more diverse uses to Co-operative Building and other heritage assets to safeguard their future	<p>H1: Funding for place-based regeneration and town centre and high street improvements.</p> <p>H4: Enhanced support for arts, cultural, heritage and creative activities, projects and facilities and historic institutions that make up the local</p>	Improves the building fabric and provides greater footfall around and within a key heritage asset of the town centre. More visible impact from street level intervention.	<p>Would require agreement with owners / operators of building(s)</p> <p>Potential Programme: 9 - 12 Months</p>	£0.5 - £1 million (dependent on extent of intervention)
14		Introduce a new town square / events space adjacent to Co-operative building on Sylvania Way	<p>H1: Funding for place-based regeneration and town centre and high street improvements.</p> <p>H5: Support for local arts, cultural, heritage and creative activities.</p>	Positively transforms town centre through the introduction of an active space of civic quality at a key location, visible upon approach from distance and upon arrival by bus or train. Creates a visible heart to the town and community.	<p>Requires as a minimum purchase of part of southern end of shopping centre (Current lease lengths TBC)</p> <p>Potential Programme: 24 Months</p> <p>Potential to host events, revenue funding would be required</p>	£4 million (includes allowance of £1 million for purchase of relevant section of asset)
15		Develop a new market hall / community building at heart of the town centre framing proposed town square	<p>H5: Support for local arts, cultural, heritage and creative activities.</p> <p>H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.</p>	Highly visible new element at the heart of the town centre with active frontages energising the adjacent square and streets in stark contrast with existing inward looking shopping 'parade' that currently occupies the site.	<p>Contingent on progressing with new town square works to create cleared site</p> <p>Potential Programme: 18 Months</p>	£2 million
16		Create new serviced development platforms with associated streetscape and public realm, to facilitate the Introduction of new mixed-use residential blocks south of the canal at the heart of the town centre	<p>H1: Funding for place-based regeneration and town centre and high street improvements.</p>	Positively transforms key town centre routes, introducing scale, enclosure, active street facing uses and passive surveillance	<p>Requires purchase of southern end of shopping centre (Current lease lengths TBC)</p> <p>Potential Programme: 36 - 48 Months</p>	£5 million (includes allowance of £2 million for purchase of asset)



appendices



Funded by
UK Government

Clydebank Long Term Plan

Engagement Report

Kevin
Murray
Associates



Table of Contents

1	Introduction	3
2	Stakeholder Workshop with the Town Board	4
3	Public Drop-in	6
4	Feedback analysis from the questionnaire.....	8
5	Conclusion	17
	Appendix 1 – Display Pannels.....	18
	Appendix 2 – Feedback questionnaire	26
	Appendix 3 – CVS Survey.....	30

1 Introduction

In October 2023, 55 areas across the UK were chosen to receive £20million of 'Long Term Plan for Towns' UK Government funding over a ten-year period as part of the national levelling up programme. Clydebank is one of 7 areas in Scotland chosen to receive funding.

To secure the funding, the Town Board is required to submit an initial Long Term Plan by August 2024.

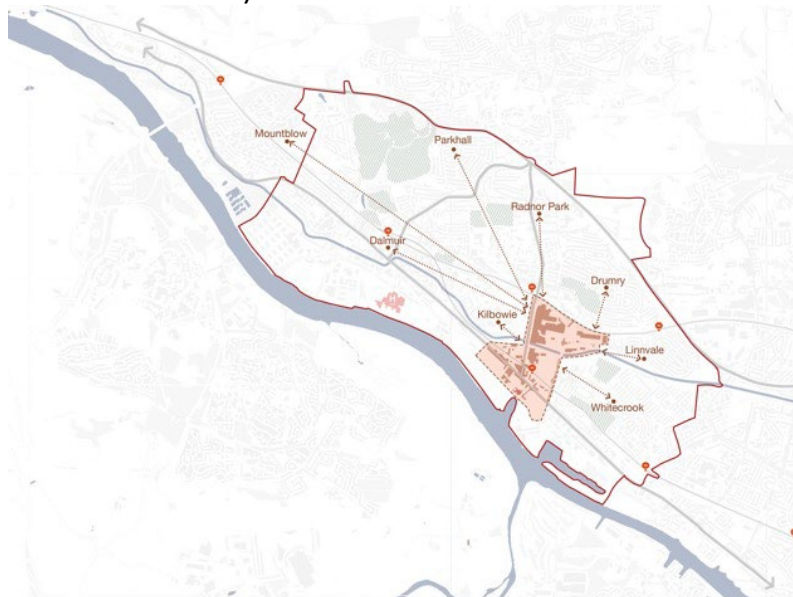
The Long Term Plan will include a 10-year vision which clearly identifies the priorities for Clydebank and a 3-year Investment Plan which will set out how funding will be allocated and spent over the next 3 years. The Long Term Plan will be developed around 3 investment themes:

- High Streets, Heritage and Regeneration
- Transport and Connectivity
- Safety and Security

The Town Board is supported by West Dunbartonshire Council (WDC) and has appointed a team led by Turner & Townsend and Threesixty Architecture with Kevin Murray Associates (KMA) and SWECO to help prepare the Plan.

To create a plan that has the support of the wider community it needs to be developed in a collaborative manner, placing the residents and associated stakeholders at the centre of the project. To achieve that in a tight timeframe, KMA hosted a stakeholder workshop with the Town Board and public consultation over two consecutive days at the Clydebank Shopping Centre.

This report provides an overview of the engagement process and an analysis of the feedback. The outcome of this analysis will be used as the basis for the material to create the Long Term Plan.



Map of the area the funding covers

2 Stakeholder Workshop with the Town Board

A workshop with the Clydebank Town Board was held on Friday, 21 June 2024, at Clydebank Town Hall.

During the meeting, Gerry Grams from Threesixty Architecture walked the attendees through how the Town Centre Vision and Development Framework can be repurposed to become the Long Term Plan. He then explained the 3 themes of the Long Term Plan which are:

- Safety and security
- High Street Heritage and regeneration
- Transport and Connectivity

Rim Chouaib from KMA then took the attendees through the engagement methodology to produce the Long Term Plan and a summary of the previous engagement that this project can build upon which are the Clydebank Charette and Clydebank Can.

Gerry explained in detail the key concepts and the projects that were selected from the framework. These are:

- Town square and development sites
- Flexible venue/food hall activating square
- Co-op building – intensifying uses
- Linear park connecting the canal
- Transport interchange
- Canal side activity centre
- Railway viaduct tunnels
- 3 Queens Square
- Walking routes
- Meanwhile uses

The attendees were asked to work in groups and to provide their thoughts on these two questions:

- Is there anything they particularly welcome and think will be particularly impactful?
- Are there any other ideas/suggestions missing?

Key Themes and Initiatives that they particularly welcome

Theme 1: High Street Heritage and regeneration

- **Heritage Trail:** Inspired by Greenock, the proposal includes a museum that can be maintained through partnerships with community heritage organizations and educational/historical groups.
- **Youth Engagement:** Emphasising the importance of engaging younger people in learning about the local heritage through interactive and educational initiatives.
- **Repurposing Significant Buildings:** Retaining and repurposing significant buildings to preserve the town's historical character.
- **Community Social Enterprise:** Supporting initiatives that foster community-led social enterprises.
- **Food Hall and Flexible Venues:** Creating spaces that can serve multiple purposes, such as a food hall that doubles as a flexible venue for events and community gatherings.
- **Community Sports Hub/ Canal side activity centre:** An activities centre to be used by a range of community groups, promoting inclusivity and physical activity.

- **Market Square:** Similar to Largs, this would serve as a central attraction, drawing people into the town centre and fostering community interaction.
- **Play Areas and Green Spaces:** Developing play areas and enhancing green spaces to improve the quality of life for residents and create recreational opportunities.

Theme 2: Transport and Connectivity

- **Linear Park Connections:** Creating linear park connections to enhance green link movement and overall town accessibility.
- **Walking Routes:** Developing walking routes with history markers, sustainable lighting, and features like a central clock and canal integration. This can be linked to the heritage theme

Theme 3: Safety and Security

- **Town-wide Safety Measures:** Implementing CCTV, improved lighting, and creating a safe environment throughout the town. Ensuring safe movement on green links and enhancing walkability.
- **Railway Viaduct:** Focused on improving safety, enhancing linkages, and making these tunnels interesting talking points.
- **Safe Environment:** Ensuring the entire town feels safe with well-lit, better surveyance, connected pathways and green spaces.

Suggestions and Concerns:

Local Services and Infrastructure

- **Avoiding Displacement:** Ensuring that new developments do not displace essential local services, particularly those used by older people, such as banks.
- **Impact of Clyde Bridge:** Addressing the potential impacts of the new Clyde bridge on local traffic and community dynamics.
- **Argyll Rd Bottleneck:** Identifying and addressing traffic bottlenecks to improve accessibility.

Flexibility and Tangibility

- **Tangible Projects:** Prioritising projects that deliver immediate, tangible benefits rather than long-term visions.
- **Flexible Use of Greenspace:** Exploring opportunities to use greenspace near the canal for various community activities.

Broader Focus and Funding

- **Looking Beyond the Town Centre:** Expanding development efforts to include outlying areas, such as Queen's Quay, the Civic Quarter; and Clydebank's neighbourhood districts.
- **Maximising Funding:** Strategically using the £20M funding to address both town centre and outlying area needs, focusing on smaller, deliverable projects with immediate impact.

Conclusion

The Clydebank Town Board workshop emphasised a balanced approach to development, focusing on heritage preservation, community engagement, safety, and tangible, deliverable projects.

3 Public Drop-in

To co-design the plan with the public, KMA hosted an in-person engagement with the wider public in the form of a staffed drop-in.

The pre-advertised event took place on the 25th and 26th of July 2024 in the unit in front of the Southern Entrance of the Clydebank Shopping Centre. It gave a wider opportunity for diverse stakeholders to drop in and contribute their ideas to help shape the Long Term Plan.

Visitors were able to learn more about the Long Term Plan, the engagement to date, Clydebank Town Centre key concepts and more information about the three themes. The information provided on the three themes was based on the analysis of results from the survey conducted by the Town Board and CVS from April to June 2024 (Outcome in Appendix 3), as well as the workshop held by the consultant team with the Town Board. The themes were split into 'town centre focussed' and the 'wider Long Term Plan area'. They were developed to complement each other, with town centre focussed projects encouraging growth and improvement across the entire area.

People could also access the display panels online through this link:
www.360architecture.com/ClydebankLTP/consultationboards.pdf

The panels were also left on display at the shopping centre for people to read through until the 12 of August. The full panel display can be seen in Appendix 1.

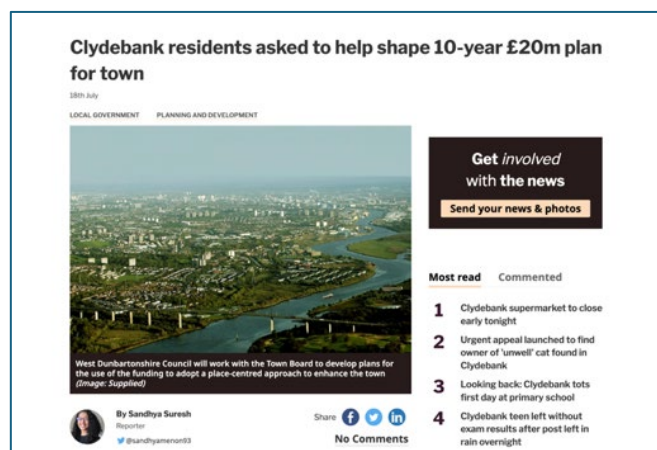


At the event attendees were asked to provide their issues and ideas through post-it notes on the wall or were directed to fill the questionnaire that was available both online and as a hard copy, with the option to return it to the Clydebank Town Hall. Over the 2 days, 111 attendees dropped in and fed their ideas directly and 308 respondents filled in the questionnaire.

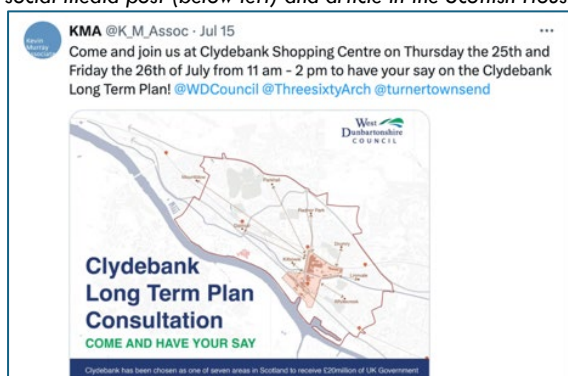


Publicity

The exhibition event was publicised through a combination of direct invitations from the Board and the Council to community groups, social media and the press (Clydebank Post and Scottish Housing News)



The publicity poster (above left), article in the Clydebank Post about the event (above right), social media post (below left) and article in the Scottish Housing News (below right)



4 Feedback analysis from the questionnaire

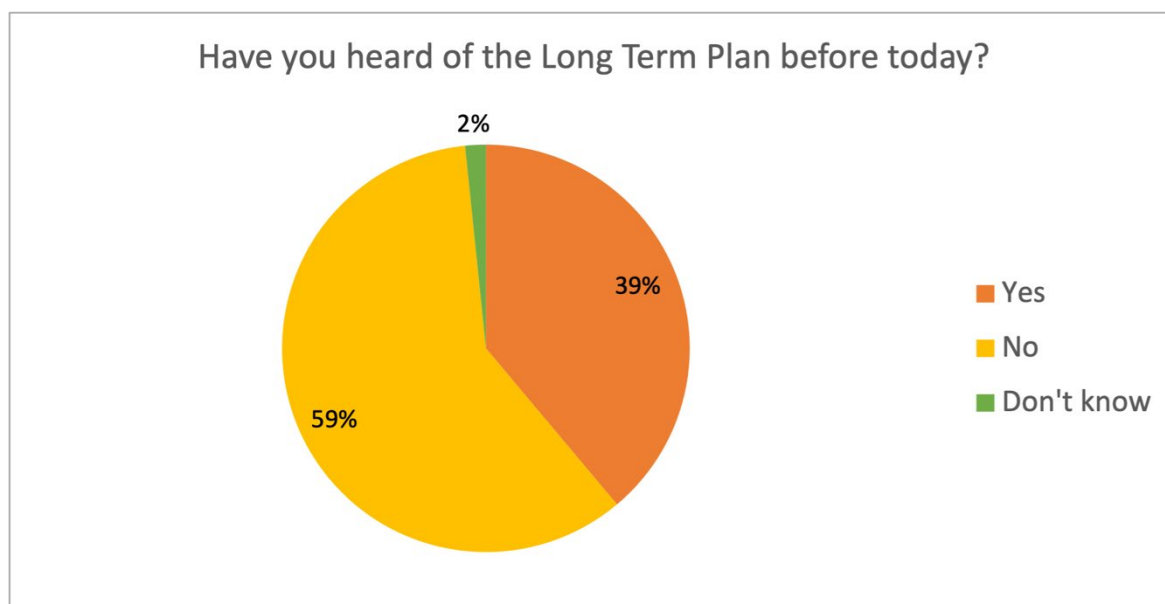
In addition to in-person engagement, a short questionnaire was available to be filled out at each drop-in session (Appendix 2). These were also available on the website of the panel boards – with linked QR codes on promotional posters and displayed around event venues - and were promoted via the Town Board, West Dunbartonshire Council and KMA.

The questionnaire was split into 3 parts. The first one asked respondents about their knowledge of the Long Term Plan and the previous consultations. The second part asked them to prioritise 3 projects per theme for Clydebank Town Centre and for the wider Long Term Plan area. Finally, the third part was information about the respondents.

Part 1 about the Long Term Plan

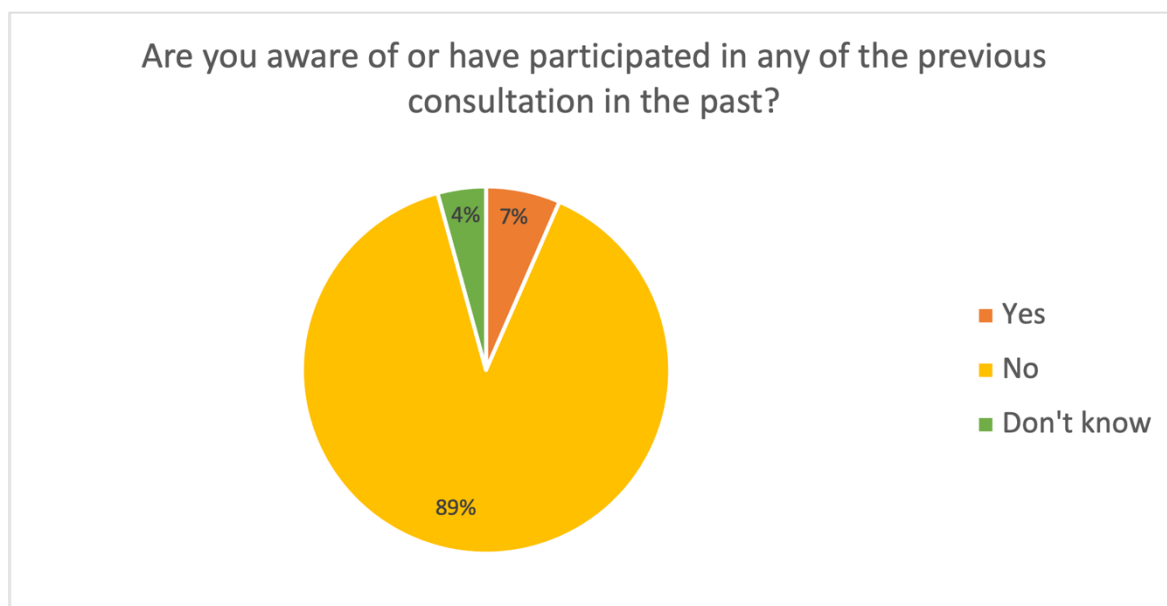
1. Have you heard of the Long Term Plan before today?

59% of the respondents have not heard of the Long Term Plan before



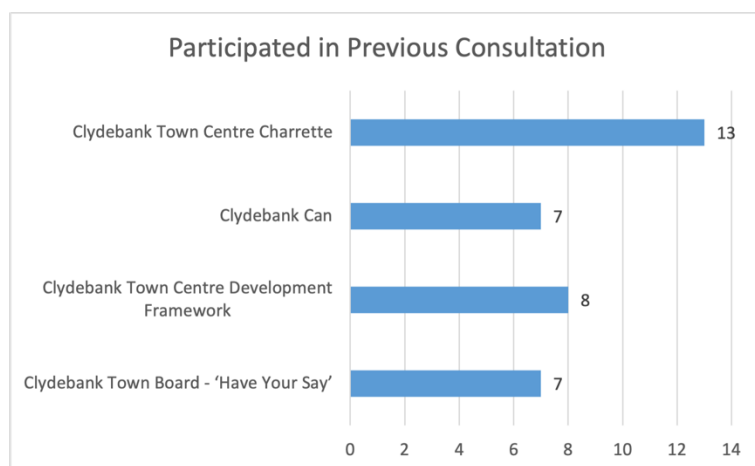
2. Are you aware of or have you participated in any of the previous consultations?

Most of the respondents (89%, 273 respondents) who filled out the questionnaire had not participated in any of the previous consultations. The 20 respondents who had participated in previous consultations mostly attended the Town Centre Charrette. The full breakdown is in the following graph below.



3. If you replied yes to the above, please select which of the following?

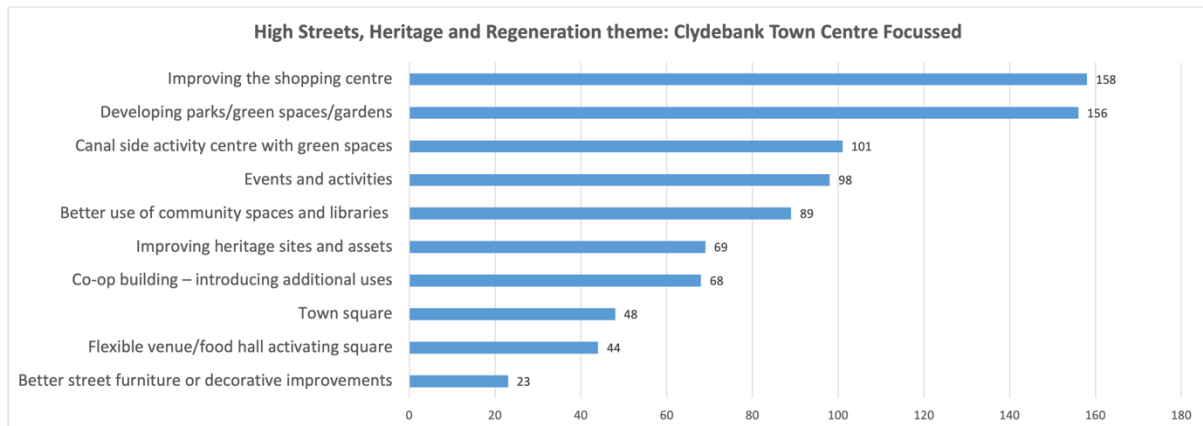
The graph below is the breakdown of all previous engagement work which had been used to inform the drafting of the panels. Some of the respondents did participate in the previous engagement. Only 7 participants took part in the Clydebank Town Board “Have your say” survey which indicates that the consultation reached more people that were not included in the CVS survey.



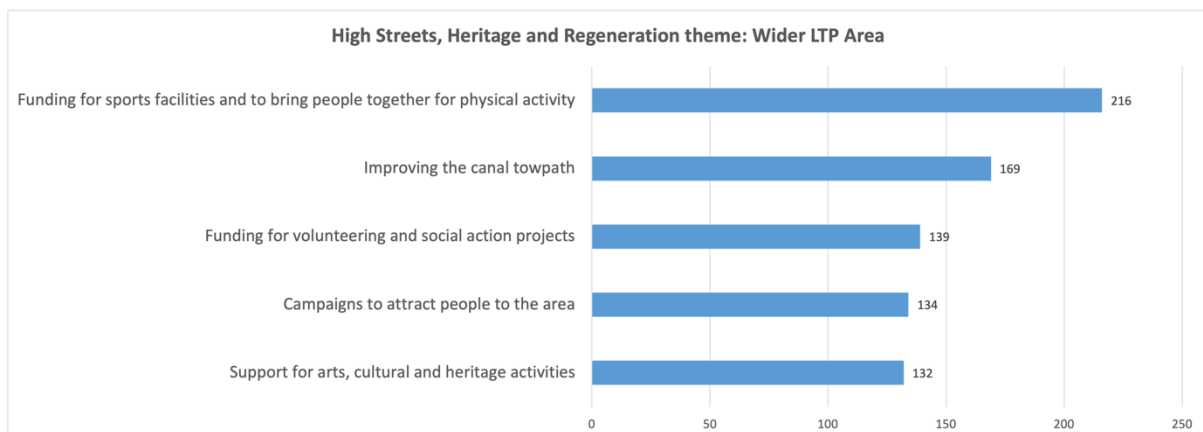
Part 2 - Theme 1 - High Streets, Heritage and Regeneration

The graphs below showcase the projects prioritisation for the High streets, heritage and regeneration theme, with respondents indicating what they would like to see the fund support.

Clydebank Town Centre:



Wider Long Term Plan Area:



Respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the thematic analysis of the respondents' suggestions.

The most recurrent theme was activities and amenities for families and young people - especially teenagers - to attract people to Clydebank, enhance health and wellbeing and to divert the youth from anti-social behaviour. There was an emphasis that these should be affordable.

The other suggestions were:

Maintenance and cleanliness of the whole area:

- Cutting grass and removing weeds
- Incentivise recycling
- Neglected shopping trolleys are an issue
- Uplift the look of the town
- Maintenance around the shopping centre

The creation of a multi-group centre

- A centre for Alcoholics Anonymous
- Community use on the vacant retail unit at 1 Sylvania way
- Activities for people with dementia

Amenities and activities for all ages including families and young people that are affordable

- Skate Parks in different areas of Clydebank
- Having more activities for young people at the Hub
- Build an ice-skating rink riverside on the Clyde
- Concept of a stage/performance area
- Football and basketball pitches and other physical activities
- Coffee shops along the waterfront
- Youth Clubs
- A venue for young people that could be subsidised through funding
- Mega bowl, IE bowling or something like Xscape
- Music venue
- Annual lighting festival
- Indoor Bowling facility for Senior Citizens

Parks and green areas

- Regeneration of the area around the Titan crane and across the health centre into a green park with trees, benches, playpark, camping places and outdoor gym equipment.
- Introduce community gardens and allotment spaces
- Development of Strauss Park in Linnvale for better use for the community
- Using Melfort Park more for community events.
- Have public toilets

Better use of the river and canal for activities

- Water bus
- Kayak Centre
- Paddle boarding on the canal

Celebrating the heritage of Clydebank

- Development and repair of Truth and Justice Square at the site of the International Asbestos Memorial.
- Re-open the Titan crane

Regeneration of the Clydebank Shopping Centre:

- Have better shops to attract more people and footfall to the area
- Create an information point so people know what is happening in Clydebank
- Upkeep of the shopping centre
- Have better planting and flowerpots to increase biodiversity that are more appealing

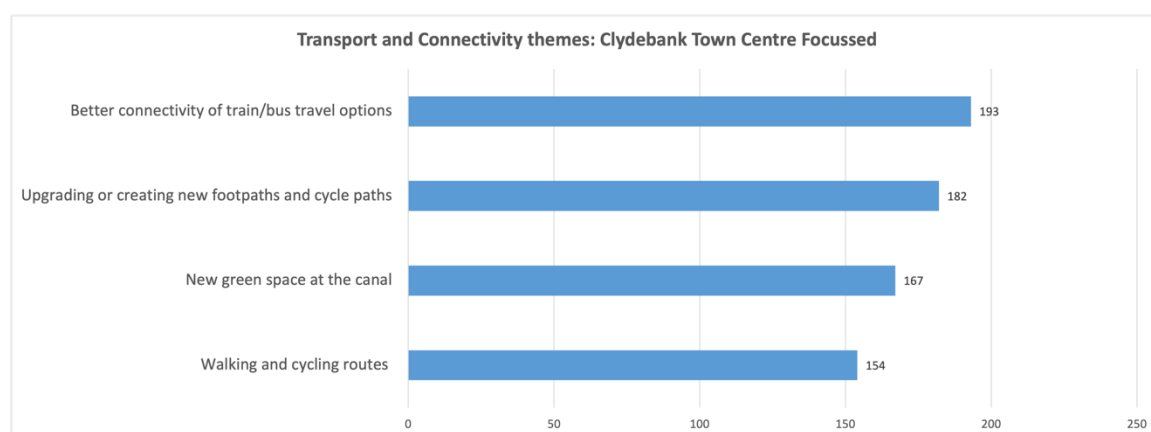
Night economy:

- Have better offering to increase the use of the town centre at night such as cafes, pubs and restaurants these could be on the Main Street (Dumbarton/Glasgow road) or at the Titan crane.

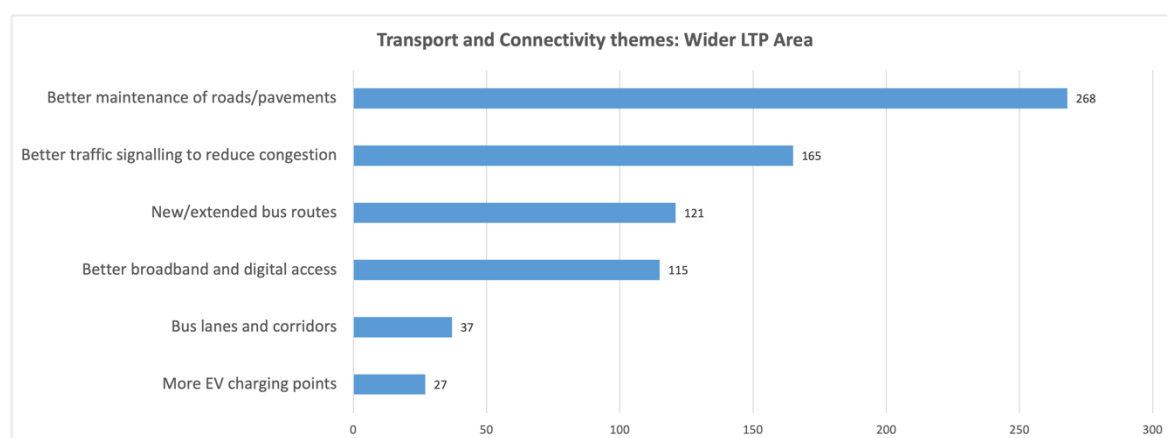
Part 2 - Theme 2 - Transport and Connectivity

The graphs below showcase the projects prioritisation for the transport and connectivity theme, with respondents indicating what they would like to see the fund support.

Clydebank Town Centre:



Wider Long Term Plan Area:



The respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the analysis of the respondents' comments and suggestions.

The comments and suggestions received were:

Develop **walking routes** with history markers, sustainable lighting, central clock, and canal integration for heritage.

Creating **better connections to enhance green link movement** and overall town walkability. Improving riverside walks and cycle pathways as well as Kilbowie Road for pedestrians and cyclists particularly at night.

Develop and extend bus routes, including a dedicated route to the health centre, Queens Quay and Golden Jubilee for better accessibility. Smaller buses going through housing area connecting to main transport hubs for further onward travel. Introduce a **nighttime bus route**. Address the need for a **bus station**, optimise existing bus lanes to reduce congestion, improve local main routes, and enhance bus stops for easier travel within and into the area.

Traffic congestion in central Clydebank and inadequate traffic lights make pedestrian crossings dangerous. Insufficient **parking** at the new health centre; poor design and lack of community consultation. Open up Linnvale as another exit point from Clydebank, congestion is terrible especially when roadworks ongoing

Potholes and broken pavements need urgent repair to protect cars and ensure pedestrian safety. Conduct regular checks, address issues from utility providers, and improve accessibility with more lowered curbs and expanded disabled parking.

Create a **scheme for green bicycles and scooters** for short term hire. They work well for short commutes and would assist people who don't or can't drive.

Enhance connectivity with the south side of the city, specifically Renfrew & Braehead.

Top of the Hill (Kilbowie Road) area needs vast improvement and could be the **main hub for transport** down to the shopping centre.

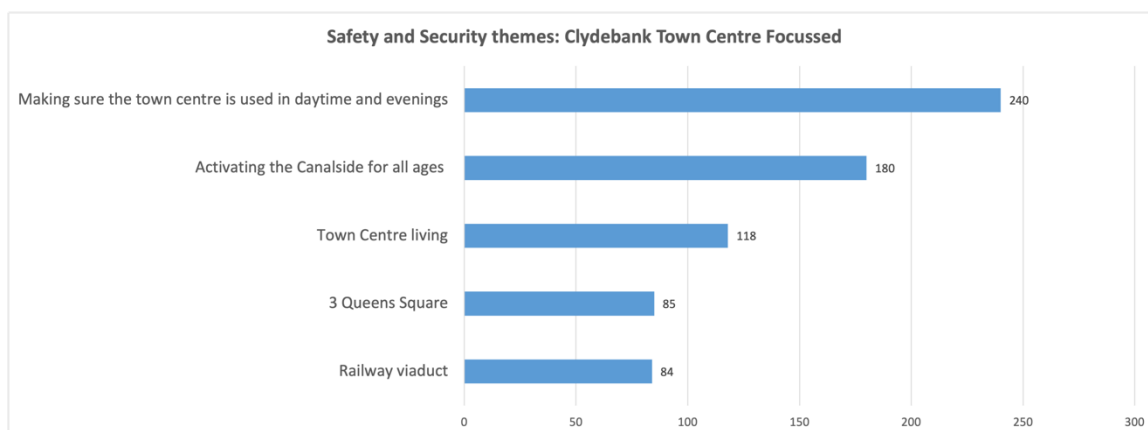
Introduce **bus boats** going along Clyde both to Greenock and to Glasgow.

Better **broadband connection**, opportunity to introduce fibre broadband.

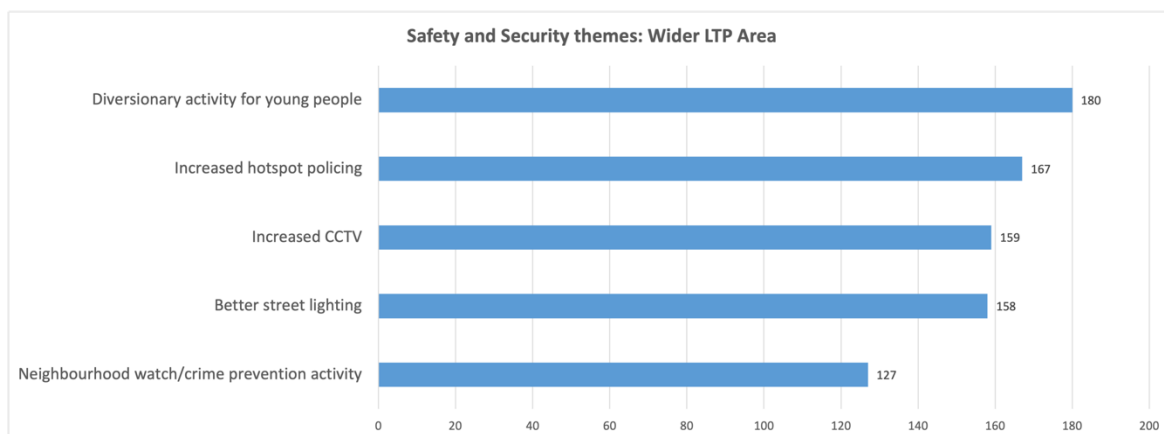
Part 2 - Theme 3 – Safety and security

The graphs below showcase the projects prioritisation for the safety and security theme, with respondents indicating what they would like to see the fund support.

Clydebank Town Centre:



Wider Long Term Plan Area:



The respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the analysis of the respondents' comments and suggestions.

The comments and suggestions received were:

Diversions activity for young people – increase funding for teachers and arts to engage youth and prevent antisocial behaviour. Develop more facilities and opportunities in Clydebank, such as revitalising the Hub, creating music venues, an arcade centre which stays open till at least 10pm and utilising spaces like the old mega bowl. Host regular outdoor events to build positive police-youth relationships and address safety in poorly lit areas. Create graffiti walls around Clydebank for the youth to use.

Improve street lighting around new housing and canal paths to boost safety and encourage use, especially in winter.

Railway viaduct to improve safety, enhance linkages.

Town-wide safety measures by implementing CCTV, improved lighting, enhancing walkability, and creating a safe environment throughout the town.

Increase police presence and community care to tackle anti-social behaviour and drug dealing including more social workers.

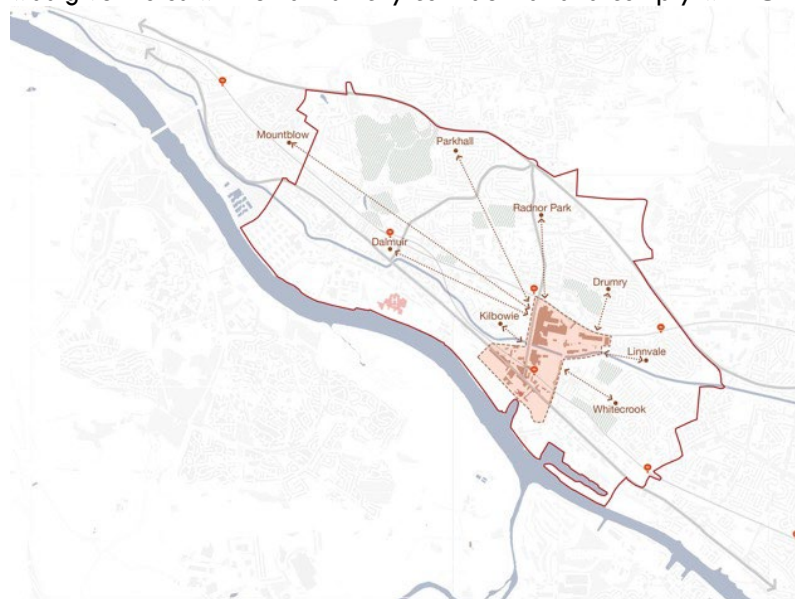
Engagement with young people and educate the youth on hate crimes against disabled people, enhance security to deter group gatherings and ASB, and address carers' safety concerns with improved path security after 5 pm.

Extensive use of CCTV to prevent crime.

More **people living in the town centre** would improve safety and security including social housing.

Part 3 – More information about the respondents

We must consider how different people will be affected by the LTP, and we also want to ensure we hear from local people. Therefore, the third part of the questionnaire was about the respondents; to help us ensure we hear from various voices. Respondents were given the option to leave some questions blank if they preferred not to answer. Respondents were reassured that the personal information that was given to us will remain strictly confidential and comply with GDPR rules.



the LTP boundary

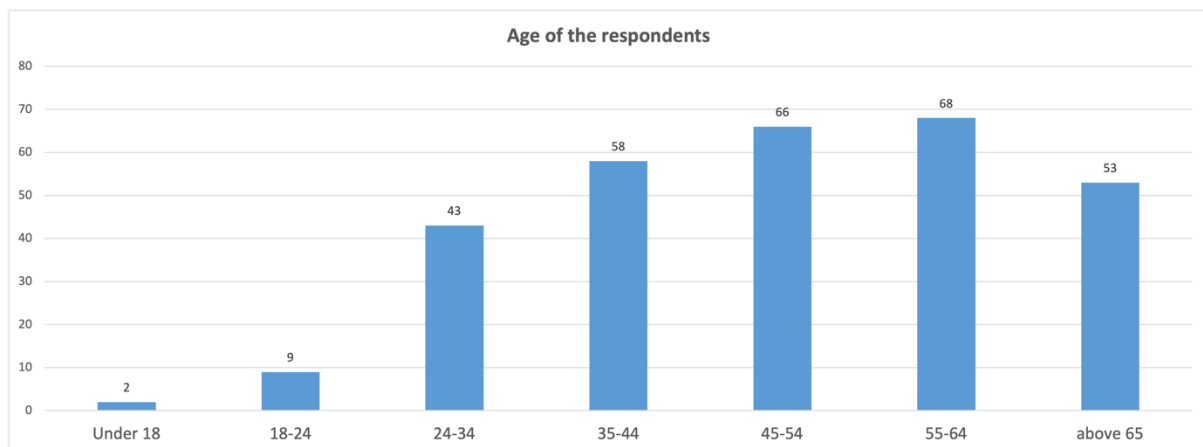
The tables below are the geographical location of the respondents. Most of them (133 respondents) were within the Long Term Plan boundary, however, those who were outside the boundary (82 respondents) were regular users of Clydebank Town Centre.

Within Long Term Plan Area	Number of respondents
Boquhanran	2
Clydebank	16
Crown Avenue	1
Dalmuir	21
Drumry	21
G81	5
Kilbowie	4

Linnvale	9
Parkhall	18
Radnor Park	7
Town Centre	4
Whitecrook	23
Waterfront	2

Out within Long Term Plan Area	Number of respondents
Cardross	1
Dumbarton	1
Duntocher	23
Faifley	18
G82	1
Glasgow	2
Hardgate	14
Mountblow	3
Old Kilpatrick	17
West Dunbartonshire	2

The graph below is the demographic composition of the respondents. There was a fair mix of ages representative of the wider community.



5 Conclusion

The engagement for the Long Term Plan was conducted on a very tight timescale and reached a good number of residents within the area and daily users of Clydebank Town Centre.

The most recurring themes that the Long Term Plan need to address are:

- **Activities and amenities** to attract people into Clydebank and create a vibrant place especially for young people to deter them from anti-social behaviour. These could be in form of play areas, sports facilities and green public places.
- **Maintenance and up-keep** of the area from public spaces to parks, building frontages, shopping centre, public roads, pavements, the canal and river. This will make the area feel more welcoming, safer and encourage footfall into Clydebank.
- **Celebrate the heritage of Clydebank** through walking trails, re-use of heritage buildings and restoration of significant public square.
- **Enhance connectivity and better public transport links.** Create better routes to encourage active travel, provide better bus services and bus shelters to help people move in and around Clydebank easier.

All these themes were considered overarching to the funding application 3 main themes. The main idea was to create a more vibrant, safer Clydebank that attracts people into the centre and have amenities and activities for all ages and especially for young people to divert them from anti-social behaviour.

Appendix 1 – Display Pannels



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Clydebank Long Term Plan

1. Introduction to the Clydebank Long Term Plan

Welcome to the public drop-in for the development of a long-term plan for Clydebank, which considers the future of Clydebank across the next 10 years.

What is the Long-Term Plan for Towns and why does Clydebank need one?

In October, 55 areas across the UK were chosen to receive £20million of Long-Term Plan for Towns government funding over ten years to support its national levelling up programme. Clydebank is one of 7 areas chosen in Scotland. To secure the funding, the Town Board is required to submit an initial Long-Term Plan by August 2024.



What will the Long-Term Plan look like?

The Long-Term Plan will include a 10-year vision which identifies the priorities for the town and a 3-year Investment Plan setting out how the funding will initially be allocated and spent.

The Long-Term Plan will be developed around 3 themes:

- High Streets, Heritage and Regeneration
- Transport and Connectivity.
- Safety & Security

The area the funding covered has been laid out by the UK Government and is shown on the map above.

Town Board

One of the requirements of the funding is that a Town Board be set up to manage the fund.

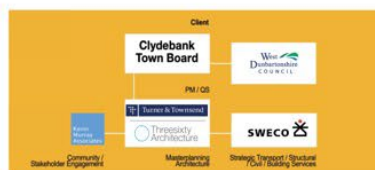
What is the Town Board and what will it do in practice?

Town Boards are formed of local people and agencies that represent community interests, business perspectives and public organisations. They must be independently chaired, with the Clydebank Board chaired by Liz Connolly, Principal of West College Scotland. The Town Board is responsible for developing the Long-Term Plan, working closely with local people. The first meeting of the Board took place on 10 May 2024.

Project Team

The Town Board supported by West Dunbartonshire Council (WDC) has appointed a team led by Turner & Townsend Associates and Threesixty Architecture with Kevin Murray Associates and SWECO to help prepare the Plan.

The team will work closely with the Town Board to develop a plan that is embedded in Clydebank, which builds on previous engagement and strategies



Turner & Townsend

Threesixty Architecture

Kevin Murray Associates

SWECO

West Dunbartonshire Council



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Clydebank Long Term Plan

2. Building on previous work

Clydebank Town Centre Development Framework

In 2021, WDC commissioned a Clydebank Development Framework. This produced a vision of Clydebank Town Centre in 15 years' time, and planned for the transition from retail dominance to a vibrant mixed use and inhabited town centre that meets the needs of the whole community.

The Town Board agreed that the Framework should be used as a basis for the Long-Term Plan.



Clydebank Can

Clydebank Can was a series of placemaking workshops held in 2018, supported by the Scottish Government.

The Clydebank Can workshops focussed on delivering incremental change from a community level and engaged with over 300 people through a series of events, including three community design workshops and working with groups in the town centre. This engagement drew from a wide cross section of town centre users, from shoppers and residents to traders and school pupils.



Clydebank Town Centre Charrette

In 2015, over 250 local residents, business, local and national agencies and stakeholders attended planning and design workshops and a 'report back' session. Many more local people engaged with events in locations through the town centre, at local schools and clubs.

The public, designers and specialists worked together, 'hands on', to prepare a long-term vision, development framework and action plan for Clydebank Town Centre, with the ideas translated into plans and drawings.



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SWECO

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Clydebank Long Term Plan

3. Clydebank Town Centre Key Concepts

From all of the earlier work with the community, local businesses and the Council, there are a number of recurring ideas and concepts for Clydebank Town Centre:

Clydebank: A Town with a Heart

A vibrant, safe and welcoming mixed-use town centre, accessible to all



What are the key concepts?

1. Encourage more town centre living:

Housing in the town centre that has a good mix of types and tenures and grows the population in the town centre.



2. Provide a new civic space for the community at the heart of Clydebank:

Currently, Clydebank lacks a quality 'civic' space to celebrate its history and future. A new public square is proposed, offering easy access from both the north and south. The square will feature:

- a market hall,
- additional uses at the Co-operative Building,
- a performance stage, and
- a town clock inspired by the historic Singer factory clock.

3. Celebrate Clydebank's unique heritage:

Re-use empty buildings and spaces, celebrate Clydebank's heritage with a new walking trail



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Clydebank Long Term Plan

4. Clydebank Town Centre Key Concepts

4. Improve connectivity and accessibility:
Human scaled streets and spaces, providing safer walking and cycling routes.

Improving open space, walking and cycling connections to and through the Town Centre to encourage active, healthy living and sustainable transport.

- Making the railway viaduct safe and inviting with light & colour.
- New, well-defined active travel routes and trails that celebrate Clydebank's unique heritage, provide a 5K walking / running/ cycling route, a dog walking circuit, and a safe elderly walking route.



Image Caption: Proposed Heritage Trail route starting and finishing in the town centre

5. Provide a new public transport interchange at the heart of the town centre:

The new facility would also offer bicycle parking and EV charging spaces. This will provide a safe, welcoming, barrier-free interchange with clear and helpful information that encourages public transport patronage.



Image Caption: Image of proposed Public Transport Interchange

6. Introduce new greenspace and enliven the banks of the Forth and Clyde Canal:

- Create a new park connecting the town centre to Queens Quay and the Forth and Clyde Canal. Conceived as a multi-functional greenspace that provides water management, biodiversity, access and recreation.
- Create a New Canalside Activity Centre which will include a bicycle workshop and storage area, changing facilities and toilets, a small kitchen and a flexible area which could also be hired/used by other community groups.



Image Caption: New planting and activity on the banks of the canal.



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Architecture



SWECO



West Dunbartonshire
Council



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Clydebank Long Term Plan

5. High Streets, Heritage and Regeneration

These themes result from a survey conducted by the Town Board and CVS from April to June 2024, as well as a workshop held by the consultant team with the Town Board.

The emerging themes are:

Clydebank Town Centre:

- Town square
- Flexible venue/food hall activating square
- Co-op building – introducing additional uses
- Canal side activity centre with green spaces
- Events and activities
- Improving the shopping centre
- Improving heritage sites and assets
- Better street furniture or decorative improvements
- Better use of community spaces and libraries
- Developing parks/green spaces/gardens

Wider LTP area:

- Improving the canal towpath
- Support for arts, cultural and heritage activities
- Campaigns to attract people to the area
- Funding for volunteering and social action projects
- Funding for sports facilities and to bring people together for physical activity

The comments received were:

Create a **Town square** similar to Largs to attract visitors and promote community interaction.

Food Hall and Flexible Venues that can serve multiple purposes for events and community gatherings.

Canal side activity centre for community groups, promoting inclusivity and physical activity.

Improving the shopping area to encourage shopping locally.

Safeguard heritage public buildings to maintain the historical character of the town

Developing parks/green spaces/gardens - upgrade play equipment, exercise facilities, add café and improve green spaces and public toilets for better quality and safety.

Support for arts, cultural and heritage activities - develop community spaces for Heritage/Arts/Culture, create job-focused public groups for all ages, and establish a heritage trail and museum with community and educational partnerships.

Health and Wellbeing - provide animal therapy, indoor bowls, more help for carers, and outings for disabled people.

Recreation and Amenities - Ensure essential services with corner shops and promote community engagement through monthly farmers markets.



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Clydebank Long Term Plan

6. Transport and Connectivity

The emerging themes are:

Clydebank Town Centre focus:

- Better connectivity of train/bus travel options
- Walking and cycling routes
- Upgrading or creating new footpaths and cycle paths
- New green space at the canal

Wider LTP area:

- Better traffic signalling to reduce congestion
- Bus lanes and corridors
- Better maintenance of roads/pavements
- More EV charging points
- New/extended bus routes
- Better broadband and digital access

The comments received were:

Develop **walking routes** with history markers, sustainable lighting, central clock, and canal integration for heritage.

Creating **better connections to enhance green link** movement and overall town walkability.

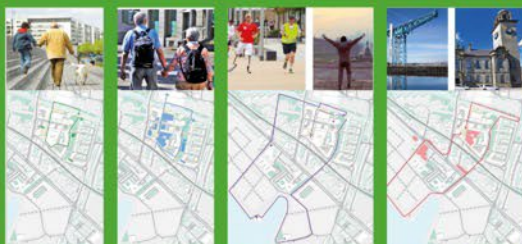
Develop and extend **bus** routes, including a dedicated route to the health centre for better accessibility. Address the need for a **bus station**, optimise existing bus lanes to reduce congestion, improve local main routes, and enhance **bus stops** for easier travel within and into the area.

Traffic congestion in central Clydebank and inadequate **traffic lights** make pedestrian crossings dangerous.

Insufficient **parking** at the new health centre; poor design and lack of community consultation.

Potholes and broken pavements needs urgent repair to protect cars and ensure pedestrian safety. Conduct regular checks, address issues from utility providers, and **improve accessibility** with more lowered curbs and expanded disabled parking.

Better **broadband**, introduce fibre broadband.



Dog Walking

Elderly

Active "Tower Route"

Heritage Trail

Bus interchange and bus routes

Turner & Townsend

Threesixty Architecture

SWECO

Winnich

Winnich



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Clydebank Long Term Plan

7. Safety & security

The emerging themes are:

Clydebank Town Centre focus:

- Activating the Canalside for all ages
- Town Centre Living
- Railway viaduct
- 3 Queens Square
- Making sure the town centre is used in daytime and evenings

Wider LTP area:

- Better streetlighting
- New/expanded CCTV
- Increased hotspot policing
- Diversionary activity for young people
- Neighbourhood Watch/crime prevention activity

The comments received were:

Railway Viaduct to improve safety, enhance linkages

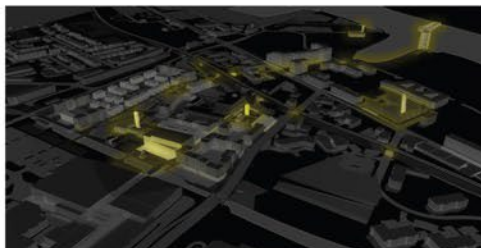
Town-wide Safety Measures by implementing CCTV, improved lighting, enhancing walkability, and creating a safe environment throughout the town.

Increase **police presence** and **community care** to tackle anti-social behaviour, including more social workers. Educate youth on hate crimes against disabled people, **enhance security** to deter group gatherings and ASB, and **address carers' safety concerns** with improved path security after 5 pm.

Improve **street lighting** around new housing and canal paths to boost safety and encourage use, especially in winter.

Diversionary activity for young people - increase funding for teachers and arts to engage youth and prevent anti-social behaviour. Develop more facilities and opportunities in Clydebank, such as revitalising the Hub, creating music venues, and utilising spaces like the old mega bowl. Host regular outdoor events to build positive police-youth relationships and address safety in poorly lit areas.

Extensive use of **CCTV** to prevent crime



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West Dunbartonshire Council



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Clydebank Long Term Plan

8. Have your say

Local people and their priorities are at the centre of the process and have already contributed ideas, aspirations and important suggestions. The Board are committed to ensuring residents, businesses and community organisations continue to have their say on how the LTP money should be spent in the coming months and years.

A questionnaire 'Have Your Say' was sent to local groups to feed in their views around the 3 main investment themes of the Long-Term Plan:

- **High Streets, Heritage and Regeneration;**
- **Transport and Connectivity; and**
- **Safety & security.**

Your feedback

Thank you for taking the time to attend the drop-in session, we would welcome your feedback on the ideas presented.

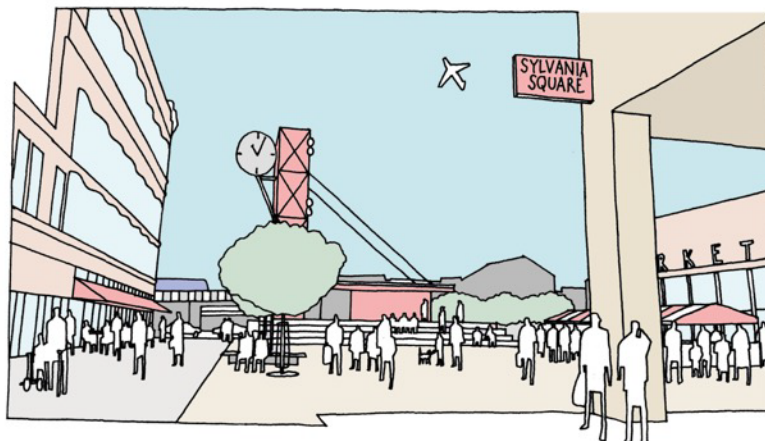
Please feel free to scan the **QR code** to complete the Online questionnaire or fill in the paper questionnaire forms found at this event.

The paper questionnaire forms can be returned to the **Clydebank Town Hall**, 5 Hall St, Clydebank G81 1UB .

The deadline is 9th August 2024.

You can access the boards on:

www.360architecture.com/ClydebankLTP/consultationboards.pdf



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Threesixty
Architecture



SWECO



Win & Davidson
COUNCIL

Appendix 2 – Feedback questionnaire



Clydebank Long Term Plan

Have your say questionnaire

Local people and their priorities are at the centre of the process and have already contributed ideas, aspirations and important suggestions through the CVS. The Board are committed to ensuring residents, businesses and community organisations continue to have their say on how the LTP money should be spent in the coming months and years.

Thank you for taking the time to attend the drop-in session, we would welcome your feedback on the themes and ideas presented.

The paper questionnaire forms can be returned to **the Clydebank Town Hall**, 5 Hall St, Clydebank G81 1UB .

The deadline to return surveys is 9th August 2024.

You can access the presentation boards on:
www.360architecture.com/ClydebankLTP/consultationboards.pdf

1. Have you heard of the Long Term Plan before today?

☐ Yes ☐ No ☐ Don't know

2. Are you aware of or have you participated in any of the previous consultations?

☐ Yes ☐ No ☐ Don't know

3. If you replied yes to the above, please select which of the following? (tick all that apply)

- ☐ Clydebank Town Board - 'Have Your Say'
- ☐ Clydebank Town Centre Development Framework
- ☐ Clydebank Can
- ☐ Clydebank Town Centre Charrette

Please turn over.....

The proposed themes in the next section are a result from a survey conducted by the Town Board and CVS from April to June 2024, as well as a workshop held by the consultant team with the Town Board.

These have been split into 'town centre focussed' and the 'wider LTP area'. They have been developed to complement each other, with town centre focussed projects encouraging growth and improvement across the entire area.

High Streets, Heritage and Regeneration

4. What are your priority high street, heritage and regeneration themes/projects would you like to see the fund support?

Clydebank Town Centre Focussed - (please choose up to 3)

- ☐ Town square
- ☐ Flexible venue/food hall activating square
- ☐ Co-op building – introducing additional uses
- ☐ Canal side activity centre with green spaces
- ☐ Events and activities
- ☐ Improving the shopping centre
- ☐ Improving heritage sites and assets
- ☐ Better street furniture or decorative improvements
- ☐ Better use of community spaces and libraries
- ☐ Developing parks/green spaces/gardens

Wider LTP area - (please choose up to 3)

- ☐ Improving the canal towpath
- ☐ Support for arts, cultural and heritage activities
- ☐ Campaigns to attract people to the area
- ☐ Funding for volunteering and social action projects
- ☐ Funding for sports facilities and to bring people together for physical activity

Are there any specific activities you want to highlight?

Or are there other ideas you would suggest should be looked at in the first three years of the fund?

Please turn over.....

Transport and Connectivity themes and projects

5. What are your priority Transport and Connectivity themes/projects would you like to see the fund support?

Clydebank Town Centre Focus - (please choose up to 3)

- ☐ Better connectivity of train/bus travel options
- ☐ Walking and cycling routes
- ☐ Upgrading or creating new footpaths and cycle paths
- ☐ New green space at the canal

Wider LTP area - (please choose up to 3)

- ☐ Better traffic signalling to reduce congestion
- ☐ Bus lanes and corridors
- ☐ Better maintenance of roads/pavements
- ☐ More EV charging points
- ☐ New/extended bus routes
- ☐ Better broadband and digital access

Are there any specific activities you want to highlight.

Or are there other ideas you would suggest should be looked at in the first three years of the fund?

Safety and Security

6. What are your priority Safety and Security themes/projects would you like to see the fund support?

Clydebank Town Centre focus - (please choose up to 3)

- ☐ Activating the Canalside for all ages
- ☐ Town Centre living
- ☐ Railway viaduct
- ☐ 3 Queens Square
- ☐ Making sure the town centre is used in daytime and evenings

Wider LTP area - (please choose up to 3)

- ☐ Better street lighting
- ☐ Increased CCTV
- ☐ Increased hotspot policing
- ☐ Diversionary activity for young people
- ☐ Neighbourhood watch/crime prevention activity

Please turn over.....

Are there any specific activities you want to highlight. Or are there other ideas you would suggest should be looked at in the first three years of the fund?

About You

We must consider how different people will be affected by the LTP, and we also want to ensure we hear from local people. Therefore, the next few questions are about you, to help us ensure we hear from various voices. If there are questions you would prefer not to answer, please leave them blank. The personal information you give us will remain strictly confidential and we will not use it in a way that could identify you.

GDPR & Privacy: All personal or contact details are held securely by Kevin Murray Associates to consult on this project only, in line with data protection best practices. They are not shared with any other party. The details are destroyed 1 year after submission.

All comments are recorded for this project only and are anonymised and aggregated, personal data & responses will not be associated with each other.

7. Which neighbourhood in the LTP boundary do you come from?

Age:

- ☐ Under 18 ☐ 18 – 24 ☐ 25 – 34 ☐ 35 - 44
☐ 45-54 ☐ 55 – 64 ☐ above 65

Ethnicity

- ☐ White (English, Welsh, Scottish, Northern Irish or British, Irish, Gypsy or Irish Traveller, Roma, Any other White background)
☐ Asian or Asian British (Indian, Pakistani, Bangladeshi, Chinese, Any other Asian background)
☐ Black, Black British, Caribbean or African (Caribbean, African, Any other Black British, or Caribbean background)
☐ Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, Any other Mixed or multiple ethnic backgrounds)
☐ Other

Would you describe yourself as having a disability of any kind?

Yes No Prefer not to say

Thank you

Appendix 3 – CVS Survey

Clydebank Town Board Consultation Return Highlights

20th June 2024

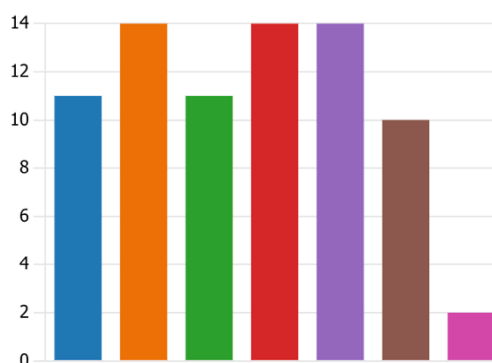
Registered to Participate – 31

Returns received from – 19

3. What safety and security actions would you like to see the fund support? Please tick up to 4

[More Details](#)

● Making sure the town centre is ...	11
● Better streetlighting	14
● New/expanded CCTV	11
● Increased hotspot policing	14
● Diversionary activity for young ...	14
● Neighbourhood Watch/crime pr...	10
● Better flood protections	2



Specific comments:

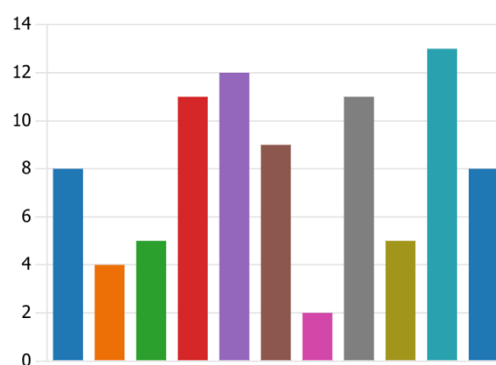
- Greater police presence on the ground to deter children gathering in groups or climbing on the school roof but in their defence, there is nothing for them to do in the area
- ASB by gangs meeting up to fight needs monitoring asap
- More community opportunities for children and young people
- A free fund day held in Dalmuir park
- A lot more disabled access
- More activities for young people, e.g. revitalising the Hub with activities or creating music venues
- Carers in Clydebank all raised and those travelling into here the underpass between centre and the business park . Badly canalised spectrum house and youth congregating at nights is a no go after 5pm carers fear for their safety using that path
- The youth need outlets and places to go . It was raised about the old mega bowl which was where go outdoors is as a good place for youth and youth projects to go if one was re built . A general lack of places for the youth was the main concern and safety in badly lit and not well policed
- More activities for young people
- Better repairs for potholes - temporary repairs are a false economy
- Making more use of the Riverside, in innovative way, not for housing
- More regular outdoor activities
- Anti social behaviour is increasing
- Maybe more outings for disabled people

- Do not use policing tactics that target the young and poor, alienating them from the policing community. Maybe try some sort of scheme where kids and police meet up and do activities like tennis, football, rafting etc. Get kids involved in seeing our police as people and get police seeing poor kids as kids and not statistics to be drawn on a map. Our society can benefit right now by trying to heal division rather than creating more suspicion between each other with antiqued policing tactics
- Better policing of e bike/ drug dealer problem. You see young men with balaclavas on driving these bikes in a reckless manner and starting fights with road users who challenge them as they go from house to house selling drugs.
- Potholes on roads and pavements, as carers taking people out on wheelchairs but some of the pavements are really bad
- Widespread use of CCTV could help and deter crime
- Improving street lighting and extending this to cover areas such as cycle paths and canals could ensure these areas are still used during the winter months.

5. What high street, heritage and regeneration projects would you like to see the fund support? Please tick up to 4

[More Details](#)

Regenerating the shopping area	8
Regeneration heritage public bu...	4
Better street furniture or decora...	5
Better use of community spaces...	11
Developing parks/green spaces/...	12
Improving the canal towpath	9
New projects around heritage si...	2
Support for arts, cultural and he...	11
Campaigns to attract people to ...	5
Funding for volunteering and so...	13
Funding for sports facilities and ...	8



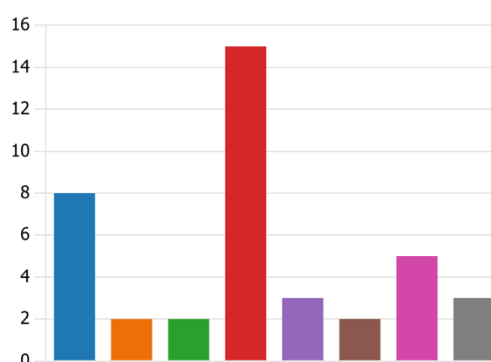
Specific comments:

- More security to combat asb3anonymous
- Animal therapy for children within the local park
- More funding for school teachers
- Indoor bowls for families. The Leisure Centre has rooms which perhaps could be used
- We would like to see funding for many of these and a diverse range ie arts heritage again we'd like more facilities for our youth stopping boredom vandalism , alcohol and substance abuse , we feel there is very little for the young people in Clydebank and although Y-sorit is there, there needs to be more

- Develop community spaces, new projects Heritage/Arts/Culture to attract people to the area
- Local pavements walkways and roads
- Projects to get more local people involved in arts & culture
- More help for carers
- Urgent need for more lowered kerbs where disabled or elderly people live
- There should be public groups that cater to creating jobs for folks with experience and getting young adults involved in activities that may help in future career plans. Things like photography groups, policing and crime groups, fitness and leisure
- Better local main bus routes so people can travel across and into the area more easily.
- More parks and equipment¹
- Bring back corner shops and demolish the Clyde Centre. People will all shop in Braehead when the bridge is completed
- The canal is a large part of Clydebank's heritage however the lack of maintenance is off putting especially to visitors to the town. Many of the local parks show signs of neglect and these areas should be a priority to ensure that the basic right of children to play in a safe and clean area is adhered to.

7. What transport and connection projects would you like to see the fund support? Please tick up to 4

[More Details](#)



Specific comments:

- New and extended bus routes
- Potholes and broken pavements damage cars and people
- More police on the streets and care in the community there's definitely not enough social workers to help the people
- It has been suggested that the town is in need of a Bus Station. Access to all routes is unacceptable in it's present form. Visually impaired/disabled persons have difficulty because of the number of bus shelters ; the close proximity to the road and fumes from waiting for passengers.

- We'd like to see paths and cycle paths especially along the canal area it's a lovely walk and if lit and was brighter would encourage more people to use .
- Traffic congestion remains a problem in central Clydebank . Road continue to be a big issue especially pot holes there seems to be continual disruption with road works .
- Traffic lights/crossing times are terrible now. Pedestrians hardly able to get halfway across the road before the lights change esp Kilbowie Road. There will be an accident soon
- Better broadband - fibre broadband is not widely available
- Roads and pavements are disgraceful, unsafe to walk on
- Regular checks on roads eg potholes.
- We would also choose upgrading footpaths and better broadband & digital access
- Fix the potholes!
- More improvements to roads & pavements especially for the disabled as not enough lowered curbs & not enough disabled parking or big enough disabled bays at the sides & back for ramps etc,
- Better street lighting around new housing especially in the last 10 years & more policing especially on
- As my wife has been victim of hate crime towards disabled people i think it would be good to educate younger generation its not acceptable and is a crime and since wife has had terrible instances of young school kids trying to tumble her off her wheelchair in past I think education at schools neefs done to tell those such kids that is a crime
- The bus lane on Kilbowie Road between Hardgate and the Fire station isn't working. It is creating way more congestion than it is solving. Also the dual carriage way between the firestation and the BP garage has some major potholes that need fixed. They have remained open for almost 3 years without any signs of repairs.
- There is no bus route to the health centre. My mum has neuropathy, shako foot and is blind and cannot walk from the bus stop at Clydebank bus station to the doctors as it is physically impossible for her. We do not have the money for taxis and we have to rely on a disability vehicle to reach the doctors for her. Its position was ill thought out.
- The old health centre had twice the amount of parking spaces and it was still a struggle to get a space. This new building has half the spaces making the problem worse. I was left driving around the carpark today for over 30 minutes looking for a space and almost missed her appointment. I am not sure who was responsible for the design but it was not at all well planned nor does it seem like any of the community was consulted before construction began
- Vacant buildings around Kilbowie
- Bring a farmers market once per month only food.

- Provide corner shops that open after the shopping centre closes. We require a fish shop and fruit and veg shops not Asda.
- A common complaint of residents is the state of roads and pavements. Car users are taxed at a high rate and the Councils have a duty to maintain all roads.
- Many utility providers have dug up pavements leaving them uneven which may lead to walkers being injured. The Council should ensure that the contractors leave the pavements in an acceptable condition.

Thinking about your own community, how could resources improve your environment and quality of life?

- Resources would help to keep our community centre open which in turn would benefit all the community
- Whitecrook lacks teenage activities
- Better lighting, better outdoor seating, better interactivity
- Some sort of lightning along the canal pathways (Solar)
- More help with funding for improvements around the whole area
- Improving the environment by cleaning up the Canal/overgrown grass/trees would make it more attractive.
- Bus stops are very unattractive with litter and trolleys.
- Better shops within the Centre.
- More to do for young people in the area . Stop certain hotspots where youth congregate to vandalise or sometimes intimidate passers by .
- More cafes in parks e.g. Dalmuir Park.
- Upgrade public toilets.
- Exercise equipment in and upgrade playparks
- Respondents report to feeling safer on pavements and walk ways, improved mental wellbeing as their environment would be nicer
- Access to arts & culture opportunities, eg through library
- Lowered curbs, better pavements & roads, more lighting & safety, extra policing especially on foot and around schools/local shops etc
- Pavements do not have enough lowered kerbs for wheelchairs and ignorant drivers still park over any lowered kerb which is bad
- If it could bring jobs while giving people something to do it would drastically improve people's lives in this area. I don't want to see hundreds of pointless statues and just general nonsense spending. I want to see this money really support a better life for our community at large
- More wheelchair friendly
- Council need to cut green areas more often cut down over hanging trees fix our pavements and roads stop cars being on pavements.

- Need to rethink when building homes there is places for family to attend
- Return the hub.
- There is an old health centre which could be used for vaccinations or out of hours paramedics for locals instead of waiting hours for ambulances and queues to be seen at main hospital for a sting bite etc.
- This area needs to be cleared as over-run with rodents. High school kids throw food over creates vermin
- Improvements to green spaces and walkways may provide residents with a greater sense of security to use these areas fully which would be beneficial to their physical and mental well being
- Regenerating the shopping area may stop the need to travel to other areas or shop online and this would inject much needed jobs into the local area.

What actions could the Town Board take do ensure it builds positive relationships with community members?

- This has been a good start – keep engaging with real people
- If they continue to support local groups and clubs for the people of Clydebank then this will build positive relationships
- Keep involving the community like this
- Getting out and about and speaking to people about real issues and getting to know and get a real feel for the community.
- More police on the streets and shopping centre.
- More follow-up community meetings .
- Less talk more action as we want change for a better living place for every person in the area . Old and young deserve nice space green space used to its best potential not filled with fly tipping and rubbish and to rejuvenate which is badly needed and bring communities back together for projects that will benefit those communities for years to come .
- Re-establishing a sense of pride in the areas in communities where all can be happy and safe within thriving and not decaying areas which people avoid .
- Communities should be the driving force give them their say in how to better their communities and what they plan to achieve this .
- We know money will be top but we'd hope people would like us volunteer to make the difference needed to get them thriving again and the area which is steeped in history made the best it can be
- More timely consultation with the community. Some things have in the past been incorrectly claimed as "consulted" when they hadn't.
- Please listen to individual citizens and community
- Hold more events as things progress

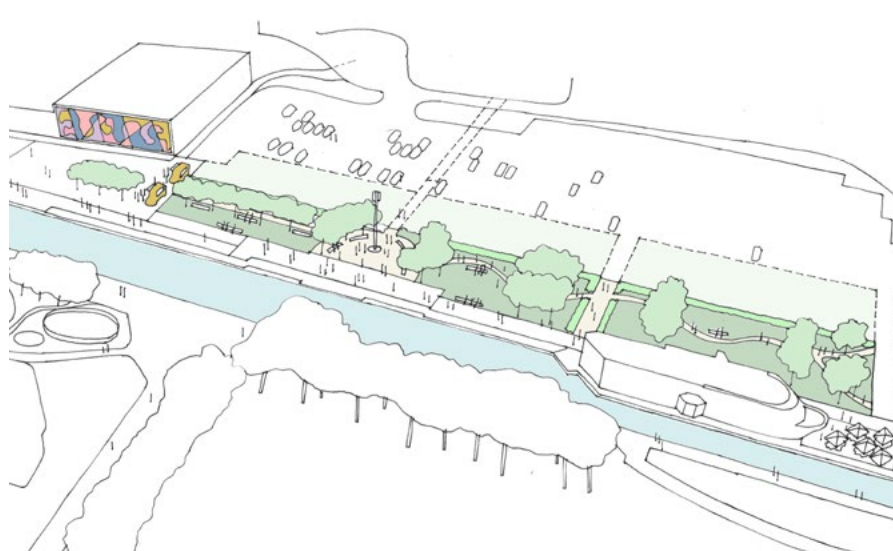
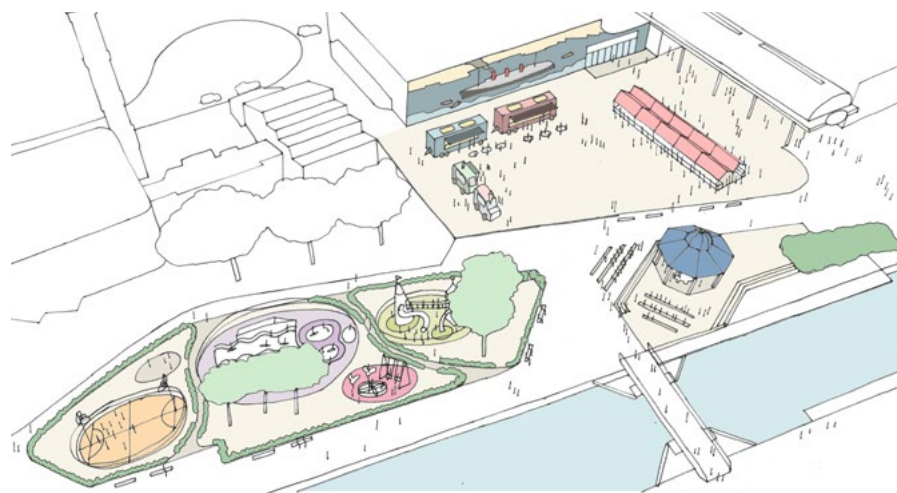
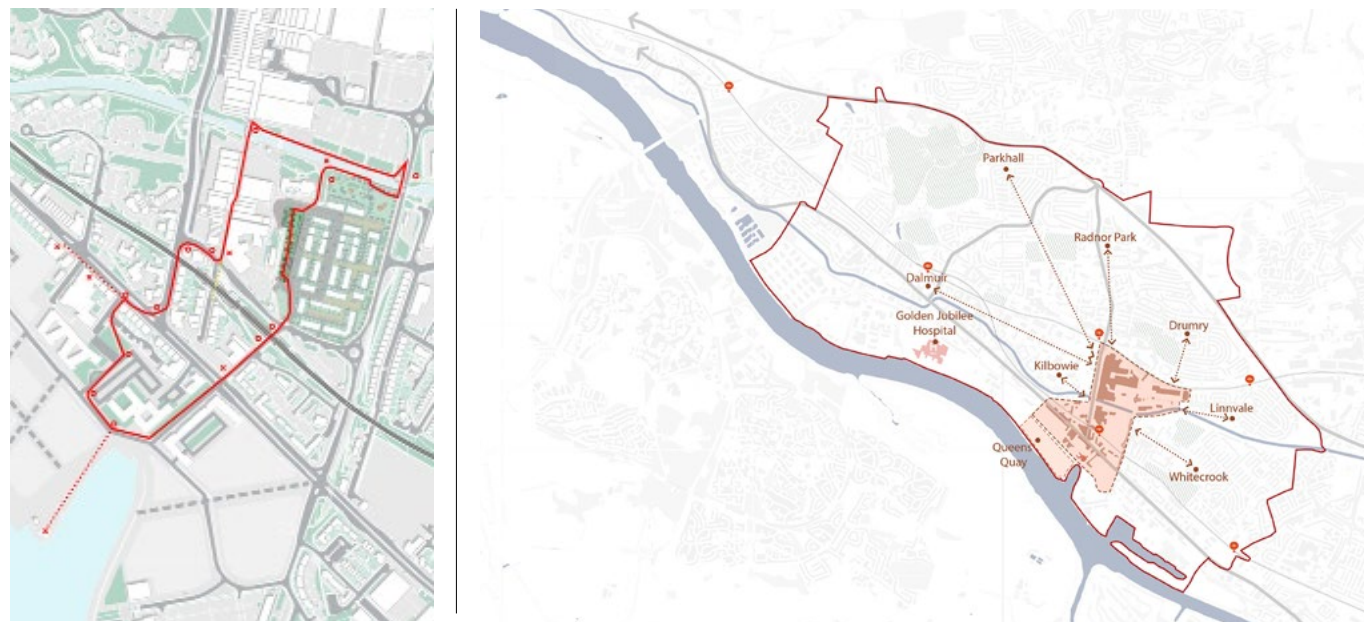
- See more of the people from council out & about not just sitting in offices, meet & greets, open days, let people in the community show the board the issues in person
- Maybe newsletters monthly
- Talk to people face to face, not just the old that show up to the town hall meeting
- Go to schools and talk to the kids about issues facing the younger generations, go to places of work and talk to the working class, talk to the elderly and find out what they need.
- Hell even open a youtube/ facebook/ tiktok account that documents the activities, projects and history of our great town that of Clydebank and get people to join in on the conversations as to what is effecting them in their daily lives. You have got to reach out to the people and be by the people for the people.
- Regular updates via an app or emailed
- Listen to all residents that stay in the town. And actually work on their behalf to see West Dunbartonshire prosper. Council contracts start a job don't always return to finish that job. You need people who are nodding dogs and don't do nothing as these people will be paid.
- Listen to the Community and take their views into consideration. The use of postal mail would ensure that all local residents could be kept informed of changes and improvements to their areas.



Clydebank LTP: Three Year Investment Plan

Prepared for the Clydebank Town Board

August 2024

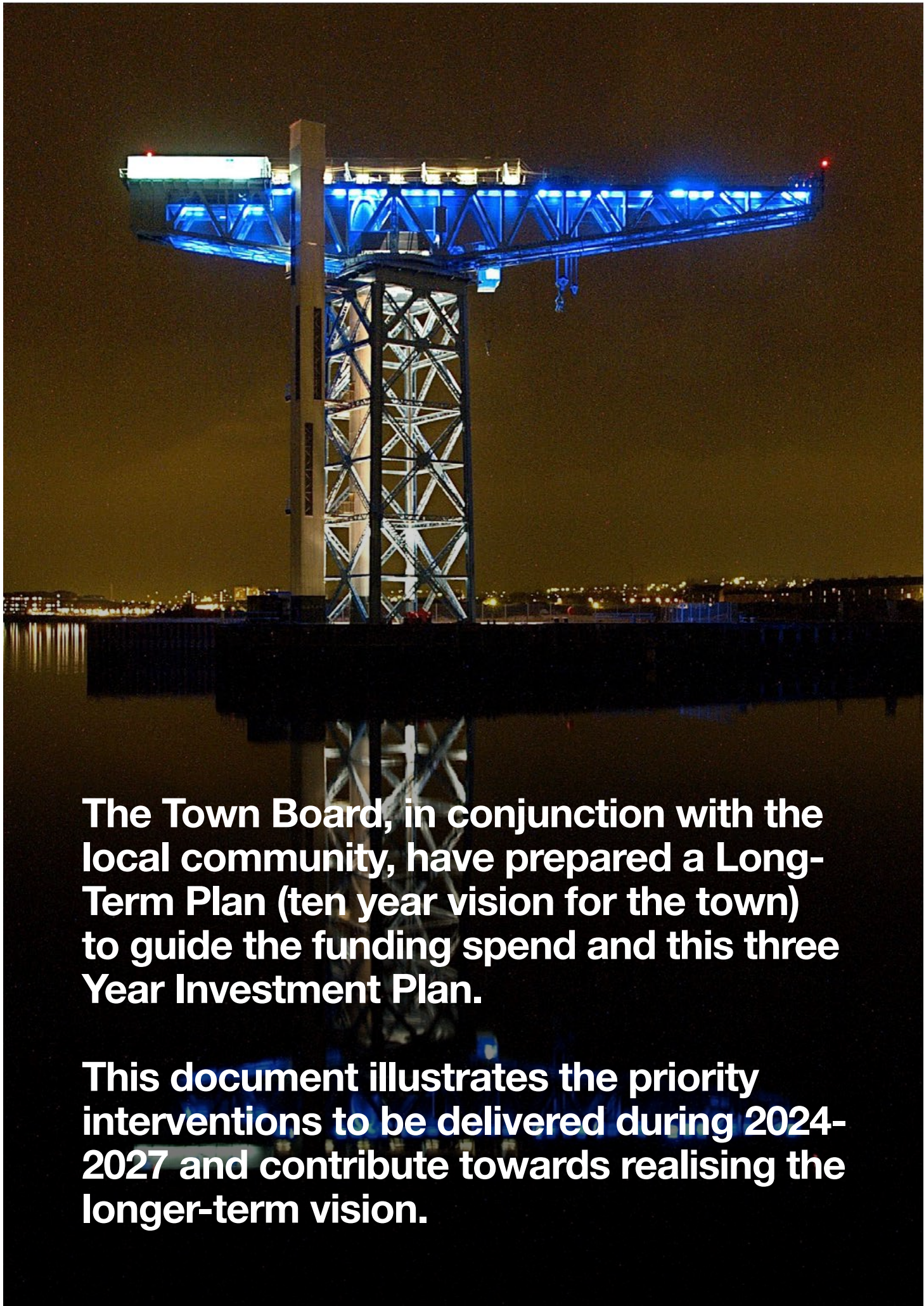


About This Document

This **Three Year Investment Plan** is the second element of the Clydebank Long Term Plan and has been developed from its first, the Ten Year Vision for the town. It identifies how the Town Board intend to utilise the first three years of available programme funding, underpinned by evidence of consultation with the local community and stakeholders.

It illustrates the specific interventions selected by the Town Board, supported by West Dunbartonshire Council that are being taken forward, which of the three investment headings they fall under, their 'on' or 'off' menu status and, where applicable, the powers as per the policy toolkit that the town will seek to use to deliver and/or supplement this activity.

The proposals have been developed to an RIBA Stage 1 level and are supported with preliminary high level cost, programme, risk and delivery considerations.



The Town Board, in conjunction with the local community, have prepared a Long-Term Plan (ten year vision for the town) to guide the funding spend and this three Year Investment Plan.

This document illustrates the priority interventions to be delivered during 2024-2027 and contribute towards realising the longer-term vision.

contents

Introduction

03



Long Term Plan for Towns	06
The Town Board	08
Community Engagement	10
Development of the Long List	12
The Long List	24
Selection of Three Year Investment Plan Interventions	26
	34

Client
Clydebank Town Board



Intervention 1	36
Intervention 2a	38
Intervention 2b	48
Intervention 3	58
Intervention 4	68
	78

Project Team
West Dunbartonshire Council
Turner & Townsend
Threesixty Architecture
Sweco

context

Long Term Plan for Towns

The UK Government have identified 55 towns to benefit from from the Levelling Up Programme via the Long-Term Plans, to drive ambitious proposals to regenerate local towns across the UK over the next decade.

Clydebank has been chosen as one of seven towns in Scotland to receive funding as part of this programme. Each town is expected to do the following:

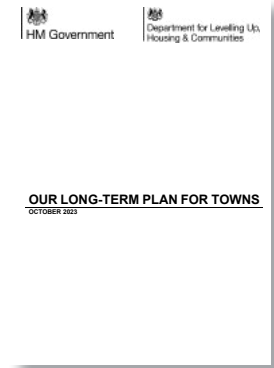
- Develop a Long-Term Plan to invest in and regenerate their town, based on the priorities of local people, and put to local people for consultation.
- Receive £20 million in endowment-style funding and support over ten years to support the Town Plan, to be spent on issues that matter to local people, including regenerating high streets and securing public safety. This plan will be put to local people.
- Establish a Town Board to bring together community leaders, employers, local authorities, and the local MP to oversee and deliver the Long-Term Plan.
- Use a toolkit of powers, from tackling anti-social behaviour to auctioning empty high street shops, reforming licensing rules on shops and restaurants and supporting more housing in town centres.

Established Priorities

Flexibility has been provided to make a range of improvements under three broad investment themes, and are open to being driven by the needs and wishes of local communities.

These themes are:

1. High Streets, Heritage and Regeneration
2. Transport and Connectivity
3. Safety and Security



Scope

The Government have set out two key requirements upon which their funding is dependent, namely:

A 10 Year Long-Term Plan comprising:

- High level Vision Statement
- Strategic case for change: evidence/ data/stories (definition of boundary / focus area)
- Outcomes / objectives and alignment with community
- Proposals / interventions across the 3 investment themes

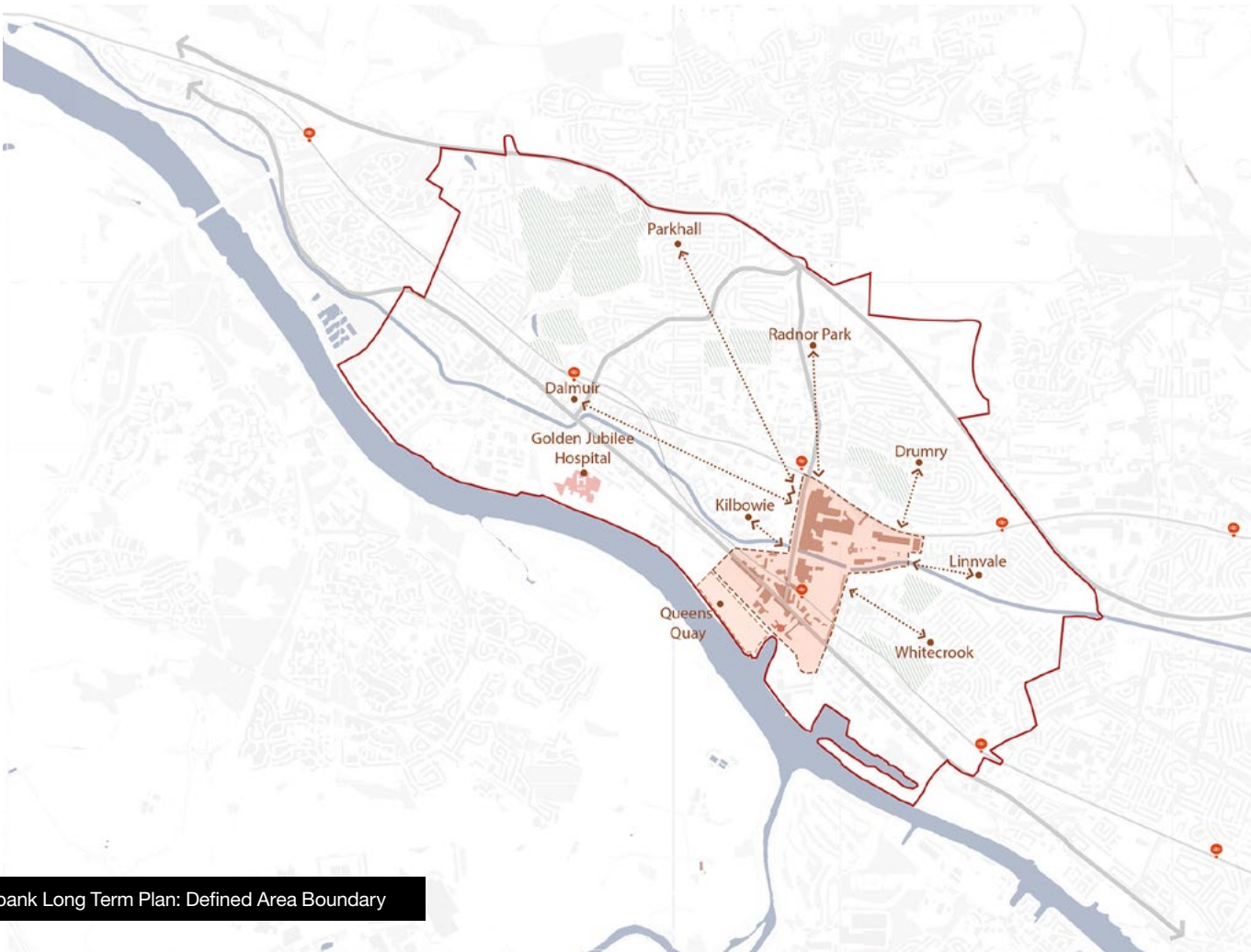
Evidence of community and stakeholder representation engagement & ongoing mechanism

- Delivery Milestones (phasing) over 10 years & use of powers across 3 investment themes

A 3 Year Investment Plan describing:

- Interventions and powers employed over the 3 years for each investment theme
- Commentary on whether interventions 'on or off menu' the latter requiring outline business case, insight from local stakeholders and agreement of local authority underwriting/support.

In accordance with the requirements within the scoping document we will ensure that the Urban Capacity Study will be capable of being read as both a stand-alone report and offer analysis and evidence to influence and shape the Long Term Plan.



The Town Board

The UK Government published guidance in December 2023 outlining the requirement for each of the towns identified to benefit from the £20 million investment to establish a ‘Town Board’ to draw up and drive ambitious proposals to regenerate their town over the 10 year period.



UK Government Guidance

The guidance stipulated both the responsibilities of the Town Board and who its members should be drawn from within the community. It stated:

‘While the local authority remains the accountable body for funding and executing plans, Town Boards are responsible for developing the Long-Term Plan, working closely with local people.

The independent chair of Long-Term Plan for Town Boards should be invited by the local authority, considering who is best placed to convene partners and is a respected figure in the community with an obvious passion for the place. The local MP should be engaged as part of the process.

Town Boards must be chaired by a local community leader or local businessperson. The chair should act as a champion for the town and provide leadership for the Town Board, ensuring it is community-led and embedded within the local area. They can be anyone who holds a prominent role such as:

- a local charitable organisation
- a philanthropist
- the head of a Further Education College
- a director for the NHS Board or Trust
- a director of a football club

Elected representatives, such as MPs, MSPs, MSs or local councillors, must not chair the Town Board.’

Ensuring the Town Board is a community-led institution

Town Boards should be community-led institutions that build civic capacity in the town, with the local authority, or an alternative organisation such as a community group, providing a secretariat function. The local authority will act as the accountable funding body.

We encourage local authorities to help empower the Town Board in realising this role and driving forward a community-led vision for change. This may include providing advice and support on legal duties like impact assessments, to help leaders with non-public sector backgrounds navigate those requirements they may be less familiar with.

The Town Board and the local authority should also consider existing community organisations that might want to undertake work on behalf of the Town Board. Capacity funding could be used support this, or the recruitment by a third-party of an individual to lead the development of the Long-Term Plan full-time.

Local Trust research shows that employing a single member of full-time staff from the community helps to build local capacity and resilience. If support is required to identify suitable community organisations, local authorities should speak to their respective area team leads in the first instance. Area teams will provide ongoing support for the duration of the programme, including helping local authorities and Town Boards to access the support they need, and acting as a focal point between them and central government, including the Towns Unit and the High Streets and Towns Taskforce.’

Clydebank Town Board

At a meeting of West Dunbartonshire Council’s Infrastructure, Regeneration and Economic Development committee in February 2024, approval was given for Liz Connolly, Principal of West College Scotland to be appointed as Chairperson of the Clydebank Town Board.

The Board, in accordance with the guidance is made up of a combination of local businesses and groups, essential service providers, politicians and local elected members, council officers and members of the community.



Liz Connolly, Principal, Chair of Clydebank Town Fund Board

Clydebank Town Board Members

West College Scotland

Liz Connolly, Principal, Chair of Clydebank Town Fund Board

WDC (Elected Members)

Lawrence O’Neill
Clare Steel

Dunbartonshire Chamber of Commerce
Police Scotland
Golden Jubilee National Hospital

Mary Ann Smith, President
Kirsten McLatchie, Area Commander
Sandie Scott, Director of Strategic Communications and Stakeholder Relations

Clyde Shopping Centre
Clydebank Co-Operative
Clydebank Housing Association

Andrew Forrester, Centre Manager
Fiona McInnes, Chief Executive
Lynette Lees, Chief Executive,
John Mooney, Board Member
June Todd

Community Representative
Member of Parliament
Member of Scottish Parliament
Youth Representative
West Dunbartonshire CVS
West Dunbartonshire Council (Officers)

Douglas McAllister MP
Marie McNair MSP
Calum (Supported by Lucy McGovern (Development Officer)
Selina Ross, Chief Officer
Peter Hessett, Chief Executive,
Alan Douglas, Chief Officer Regulatory & Regulation,
Gail Macfarlane, Chief Officer Roads & Neighbourhood,
Laurence Slavin, Chief Officer, Resources

Community Engagement

Key to the success of the Long Term Plan for Clydebank will be meaningful engagement with the local community that will influence the positive transformation of Clydebank in the coming years.

The local community have been asked to take part in a number of engagement events and charrettes in the last few years and the opinions collected informed the 2021 Vision

and Developmet Framework which this Long Term Plan takes as its starting point.

Beyond these events, the community have again been asked by the Town Board, as part of the creation of this Long Term Plan to give their thoughts and opinions on Clydebank, this time tailored to the three key investment headings.

This was undertaken in two ways, firstly, a questionnaire was sent out to a number of community groups and secondly, a public event was held in the Clyde Shopping Centre over two days in July.

A summary of the responses received from all events thus far, that have informed this Long Term Plan are outlined on the next pages.



Clydebank Town Centre Design Charette

West Dunbartonshire Council, supported by the Scottish Government as part of the Scottish Government's Charrette Mainstreaming Programme, sponsored a locally driven town centre design Charrette, an intensive consultation that engages local people in the design of their community in early 2015.

Conclusions

In response to the issues and observations emerging from the Brief and discussions in the Charrette a series of overarching transformational themes for inclusion in the Vision for Clydebank Town Centre 2025, were presented, including:

- Enrich the town centre
- Capitalise on its loyal local customer base

- Refresh Clydebank Regional Shopping Centre and Cinema
- Maximise existing strong transport links
- Improve open space, walking and cycling connections
- Develop Queens Quay to complement the Town Centre
- Focus on health well-being, social justice and community safety
- Clydebank as a vibrant social destination
- Support new employment opportunities

Clydebank Can

Clydebank Can was a series of placemaking workshops held between March and May of 2018, supported by the Scottish Government's Making Places programme and was an opportunity for the local community to collaborate with WDC and Scottish Canals and their design team, to undertake additional design and implementation work on the projects and actions from the Charrette.

Conclusions

Clydebank Placemaking Principles forming overall strategy for the town centre:

- An active canal - add to the activity on the banks, the towpath and on the water.
- Make more of what exists in the town centre – re-use empty buildings and spaces.

- Work to change the vehicle/pedestrian balance – create more space for people.
- Diversify the town centre – incorporate more than just retail.
- Encourage Jobs, employment and training.
- Biodiversity - help the areas that already have good biodiversity to flourish and introduce more.
- Placemaking - create spaces and routes that promote local peoples' happiness, health and enjoyment of the town centre.
- Town centre living – housing in the town centre that has a good mix of types and tenures
- Maximise Inclusion.

Clydebank Town Centre Vision & Development Framework

As part of the work undertaken to develop the Vision and Development Framework, a stakeholder event was held on the 19th August 2021

The stakeholder event was attended by a wide cross section of those with an interest in the town, including secondary school pupils from St. Peter the Apostle High School, members of community groups, representatives of the business community, private developers and West College Scotland, the further education establishment with an extensive campus at Queen's Quay.

It was explained that the event had been set up to help shape the brief for a visioning project for Clydebank town centre and to understand where the key stakeholders can contribute to the process.

The purpose of the afternoon was not to educate but to gather the ideas of those in attendance. It was hoped that everyone in attendance would approach the series of workshops with the best interests of Clydebank at heart and that they would become ambassadors for the visioning project within their respective organisations and communities.

The invaluable and extensive consultation previously undertaken (Design Charette and Clydebank Can) was acknowledged and attendants who had been involved in this process were asked to continue their enthusiasm for this new exercise.

Four workshops were run over the course of the afternoon with the following titles;

Workshop 1
SWOT Analysis
(Strengths, Weaknesses, Opportunities, Threats)

Workshop 2
What is Clydebank's Future Story?

Workshop 3
What do I Need from my Town Centre? & What would make me live in the Town Centre area?

For this workshop, attendees were asked to consider these questions from the standpoint of 5 key demographic groups:
Families with young children
Teenagers (13-17)
Young Adults (18-25)
Adults (26-60)
Seniors (60+)



to obtain responses from specific perspectives.

Workshop 4
How can my Organisation Invest More in Clydebank Town Centre and why Should we?

This exercise looked to create three groups, each focussed on a particular interest; Education, Commercial and Residential, with community-based attendees then distributed amongst them.

The outcomes of the workshop sessions were summarised and published in a report document that in turn informed the development of the detailed project brief for the visioning study.

Workshop 1 Outcomes: SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats)

Strengths

- The people of Clydebank's motivation
- Active communities keen to engage
- The canal and river
- Transport links
- The lived experience of recent history of the town
- Heritage
- Town reinventing itself and looking towards the water
- Free Parking

Weaknesses

- Lack of activities / facilities for young people
- Lack of connectivity/walk-ability/visibility
- Lack of 'dwell' points and shelter
- Competing with out of town retail

- Lack of attractors
- Lack of a clear purpose
- Too focused on Queens Quay
- Lack of heart to town centre
- Inward facing shopping centre closes at 5.30pm
- Lack of green space
- Shortage of spaces to hang out informally for free
- Lack of activation around Three Queens Square

Opportunities

- People want to live in the area
- Proximity to rest of Scotland (Kilpatrick hills and beyond)
- The Canal
- Clydebank as green sustainable town
- Lose parking, gain green space
- Open space and vacant sites

- Offer an authentic town centre, unlike Braehead etc.
- Cultural opportunities (west of Scotland's cultural centre)
- Digital connectivity and skills
- Renfrew bridge
- Open up shopping centre to canal for bars & restaurants
- More housing / more people

Threats

- Renfrew bridge
- Traffic (Kilbowie Road & bridge)
- Lack of funding
- Queens Quay successful but disconnected from town
- Policy limitations on pubs in areas of centre
- Town centre closes when shopping centre closes

Workshop 3 Outcomes: What do I need from my Town Centre? What would make me live in Clydebank town centre?

Families with Young Children

- Local activities for children of varying ages within close proximity, walkable
- Community hub to meet like-minded people and support for young families
- Good schools
- Green space / Central outdoor play space with play equipment
- Public toilets/accessible facilities
- Colour coded routes through town for different levels of ability
- Program of family events
- Nurseries

Teenagers

- Activities - Bowling, sport and leisure facilities, evening venues (for under 18s)
- Places to meet and gather informally

- Water activities on the canal
- Independent restaurants and kiosks with outdoor seating
- Retail variety; local, artisan
- Extended nighttime activity
- Super-fast Wi-Fi - digital town

Young Adults (18-25)

- Bars, restaurants, night time economy. Music venues
- Affordable housing
- Good transport links and updating the station
- Variety in job opportunities
- Connections to the college
- Walkable activities / destinations
- Add street food / food hall

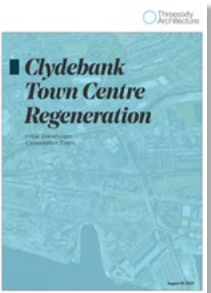
Adults (26-60)

- Safety in the town centre. Need passive surveillance
- Work hub area

- Program of cultural events
- Industry & workshops

Seniors (60+)

- Senior clubs to socialise
- Accessibility
- Market or foodhall with smaller food retailers
- Bowling green/allotments in town
- Rest points; shelter, seating, refreshments



Clydebank Town Board
Consultation Questionnaire

A questionnaire based around the three key investment themes was developed and issued by CVS to 37 registered groups with a potential membership reach of around 9000 people within the Clydebank area.

Returns were received from 19 groups and the findings collated and published in July 2024.

A summary of the key responses is shown on the next pages under each theme.



Responses:
High Streets, Heritage and Regeneration

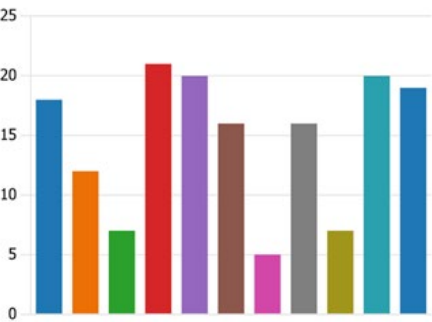
High Street

- Create a recognisable town centre, not just a decent shopping centre
- A greater focus on corner/ speciality shops rather than the ‘vanilla’ high street offerings in place within the current Clyde Centre
- There will probably be a drift of people to Braehead when the bridge is completed, so the offering in Clydebank will have to be diverse and appealing if trade is to be maintained
- Canal is significant factor in ‘high street’ – this needs to be better utilised.
- Current store locations / entrances don’t reflect the opportunities to maximise the canal as an extension of the high street
- Dog litter bins on all main streets
- Seating for older people/disabled



Better, more accessible meeting
spaces

- Better, more accessible use of existing, available community buildings for community activity.
- Developing any new community spaces should be on the basis that they can support diverse activities
- Disabled access and needs must be taken more seriously
- Local parks need more attention and equipment. Valuable to support the wellbeing outdoors brings, but must be kept open
- Ensure basic rights for children to have safe free areas for play
- Destinations and activities which allow families to socialise together free or at low cost
- Resources to help to keep local community centres open
- Exercise equipment in playparks/ parks
- Extend a Waterfront walkway to the Hospital / Beardmore... Bistros, cafes, a Saturday market.



Heritage and Culture

- New sustainable projects are needed to exploit the areas’ heritage and culture to attract people to the area, including local people
- Projects to get more local people involved in arts & culture, need to think about how these can be better used to support employability and provide employment opportunities
- The canal is a large part of Clydebank’s heritage however the lack of maintenance/innovation in its use is off-putting.
- Improved walking routes, linking in local walking groups and history society to ensure a sustainable collaborative approach
- Three Queens Square is vastly under-used. This civic community asset has huge potential yet is used only a handful of times per year
- There is a lack of evidence of Clydebank’s importance in the Industrial heritage of Scotland. A world-class museum evidencing John Brown’s Shipyard and the Singer Sewing Machine Factory would be highly desirable: also a living memorial to the Clydebank Blitz. The Kelpies have brought an estimated 80 million to their local area in the last 10 years. If done correctly, a purpose-built heritage centre/theatre could do the same here. Work with the Shipyard Trust to deliver?

Responses:
Transport and Connectivity

Road/Pavement Routes

- Potholes and broken pavements damage cars and people
- We'd like to see paths and cycle paths especially along the canal area
- Pedestrians hardly able to get halfway across the road before the lights change especially on Kilbowie Road
- Immediate issue with the pending relocation of the Carers Centre.
- More improvements to roads & pavements especially for the disabled as not enough lowered curbs & not enough disabled parking
- Shared space model in Dumbarton Road is not working as expected. A number of near misses, car-car and car-pedestrian. Also turning space for buses onto Kilbowie Road is now problematic
- Better street-lighting needed. LED lighting is very poor especially in winter
- The bus lane on Kilbowie Road between Hardgate and the Fire station isn't working. It is creating way more congestion than it is solving.
- Many utility providers have dug up pavements leaving them uneven which may lead to walkers being injured. The Council should ensure that the contractors leave the pavements in an acceptable condition.
- Need to cut green areas more often cut down over hanging trees.

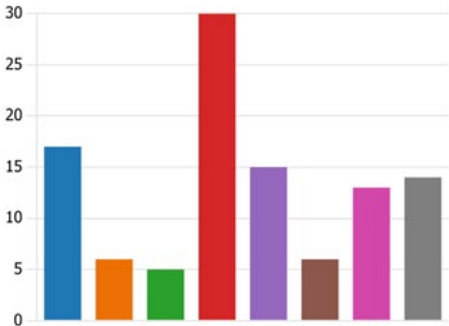
Infrastructure

- Better broadband - fibre broadband is not widely available
- Better lighting, better outdoor seating, better interactivity
- Lightning along the canal pathways
- Improve the environment by cleaning up the Canal / overgrown grass / trees.
- Upgrade / provide public toilets
- The improvement to canal path at Centre 81 was great - more activities and connections to improve the usage, safety and active travel activities



Public Transport

- New and extended bus routes needed – and running into the evening
- Bus / Train interchange needs to be fulfilled. Visually impaired / disabled persons have difficulty because of the number of bus shelters
- Lack of bus route to / lack of parking at the health centre is a significant issue



Responses:
Safety and Security

Community Policing – as deterrent and engagement tool

- Greater police presence on the ground to deter gathering in groups
- Anti-Social behaviour is increasing including gang challenges
- Feeling of being unsafe in certain key areas e.g. underpass between Shopping Centre and Business Park and areas of Canalside, especially after 5pm
- Do not use policing tactics that target the young and poor, alienating them from the policing community – increase engagement to reduce past perceptions
- Policing of increasingly visible e-bike/drug dealing issues.
- Does CCTV actually deter crime – people and communities deter crime
- Better policing needed to ensure outdoor meeting spaces are safe and available for all sections of the community

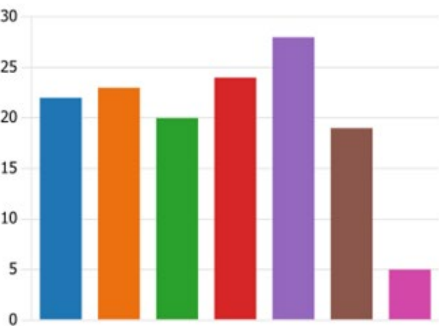
Community Engagement / Participation

- Increased and more diverse range of community opportunities for children and young people – revitalising community facilities
- General lack of dedicated places for young people. Commonly used spaces are badly lit and not well policed, raising issues of safety
- Increased focus on disabled access
- More regular outdoor activities and greater focus on maximising outdoor spaces and opportunities for wellbeing
- Support for neighbourhood-based initiatives such as gala days/events
- Make more use of the Riverside, in innovative way, not for additional housing
- Investment in community facilities should not be limited to larger organisations but should focus on neighbourhood services, increasing local buy-in and feelings of ownership



Amenities

- Better repairs for potholes on key roads - temporary repairs are a false economy and cause issues for disabled people and carers
- Traffic crossing timings do not reflect the actual time required for pedestrians to cross – causing anxiety in older residents and potentially restricting engagement
- Improving street lightning and extending this to cover areas such as cycle paths and canals would ensure these areas can be used all year round.
- Need for more lowered kerbs where disabled or elderly people live



Public Engagement Events:
Clyde Shopping Centre

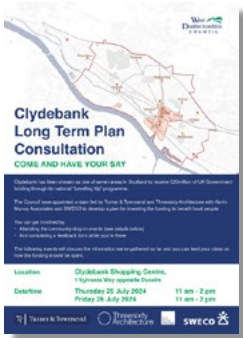
Public engagement events were held on the 25th and 26th July in the Clyde Shopping Centre to showcase the project and ascertain the opinions of the local community.

Over the two days there were 111 attendees to the event. The display boards remained on display in the Shopping Centre and were also hosted online. A deadline of 9th August was set for responses. In total 308 responses were received.

A detailed report can be found in the appendices section of this document, however a summary of the key responses received can be summarised as follows:

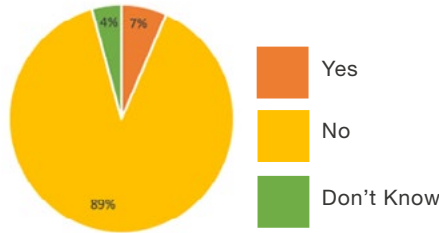


Public Engagement:
Feedback Summary

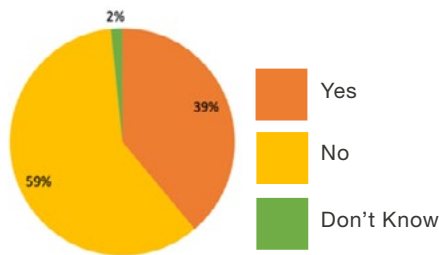


Part 1: About the Long Term Plan

Are you aware of or have you participated in any of the previous consultations in Clydebank?



Have you heard of the Long Term Plan before today?



Part 2: Prioritising Projects
Theme 1 -
High Streets, Heritage and Regeneration

Respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the thematic analysis of the respondents' suggestions.

The most recurrent theme was activities and amenities for families and young people - especially teenagers - to attract people to Clydebank, enhance health and wellbeing and to divert the youth from anti-social behaviour. There was an emphasis that these should be affordable.

The other suggestions were:

- Maintenance and cleanliness of the whole area
-
- The creation of a multi-group centre
-
- Amenities and activities for all ages including families and young people that are affordable
-
- Parks and green areas
-
- Better use of the river and canal for activities
-
- Regeneration of the Clydebank Shopping Centre
-
- Improved Night economy

Theme 2 -
Transport and Connectivity

The respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the analysis of the respondents' comments and suggestions.

The comments and suggestions received were:

Develop walking routes with history markers, sustainable lighting, central clock, and canal integration

Create better connections to enhance green link movement and overall town walkability.

- Develop and extend bus routes, including a dedicated route to the health centre, Queens Quay and Golden Jubilee for better accessibility.
- Address the need for a bus station, improve local main routes, and enhance bus stops
- Repair potholes and broken pavements
-

Create a scheme for green bicycles and scooters for short term hire.

- Enhance connectivity with the south side of the city, specifically Renfrew & Braehead.
- Introduce bus boats going along Clyde both to Greenock and to Glasgow.
- Better broadband connection, introduce fibre broadband.

Theme 3 -
Safety and Security

The respondents were given the opportunity to highlight specific activities and suggest additional ideas that can be looked at in the first three years of the fund. Below is the analysis of the respondents' comments and suggestions.

The comments and suggestions received were:

Diversionary activity for young people: engage youth and prevent antisocial behaviour.

- More facilities and opportunities in Clydebank: music venues, an arcade

centre which stays open till at least 10pm

- Regular outdoor events to build positive police-youth relationships
- Create graffiti walls around Clydebank
- Improve street lighting around new housing and canal paths to boost safety and encourage use
- Improve the Railway viaduct
- Town-wide safety measures by implementing CCTV, improved lighting
-

Increase police presence and community care to tackle anti-social behaviour and drug dealing including more social workers

- Engagement with young people and educate the youth on hate crimes against disabled people
- Enhance security to deter group gatherings and ASB
- Increase town centre living

Long Term Plan Community Engagement:
Summary of Findings

The combined feedback based on responses from both the questionnaire and the public engagement events has produced lists of desired projects / interventions from the community. They are presented here under their relevant investment theme heading.

There has been a consistency of responses across all community engagement undertaken, including the earlier events that influenced the recent Clydebank Town Centre Vision and Development Framework.

Focusing on the town centre was a strong message received through the engagement process, as people felt it was where the funding could have the biggest long term impact and would be the most visible.

The vast majority of the interventions suggested by the public are included within the long list but two currently are not, as they do not have a physical building / landscape component, namely:

- Better broadband and digital access
- Increased hot-spot policing

High Streets, Heritage
and Regeneration

In order of Preference:

1. New Parks / Green Spaces
2. Better Use of Community Spaces
3. Funding for Sports Facilities and Bringing People Together
4. Funding for Volunteering and Social Action Projects
5. Improving the Shopping Area

Transport and
Connectivity

In order of Preference:

1. Better Maintenance of Roads / Pavements
2. Upgrade or Create New Footpaths / Cycle paths
3. Better Connectivity of Train / Bus Travel Options
4. Better Broadband & Digital Access
5. New Greenspace at the Canal

Safety and Security

In order of Preference:

1. Diversionary Activities for Young People
2. Increased Hot-spot Policing
3. Better Streetlighting
4. Ensure Daytime & Evening Activity
5. Activate the Canalside for All

Development of the ‘Long List’

The long list of potential interventions outlined in the following pages was developed using both the recently completed Clydebank Town Centre Vision and Development Framework and the responses to the Community Engagement

In accordance with the UK Government guidance, each intervention was judged as to its status as either ‘on menu’ or ‘off menu’.

The pre-determined list of ‘on menu’ interventions from the guidance for each of the three investment themes is shown below.

All potential interventions were determined to be ‘on menu’ and, in accordance with the guidance, where it spanned more than one theme, it was wholly allocated to the theme that it best meets.

High Streets, Heritage and Regeneration Pre-determined ‘On Menu’ Interventions

H1: Funding for place-based regeneration and town centre and high street improvements.

H2: Funding for new or improvements to existing, community and neighbourhood infrastructure projects and assets including those that increase communities’ resilience to natural hazards, such as flooding, and support for decarbonisation of facilities, energy efficiency audits, and installation of energy efficiency and renewable measures in community buildings.

H3: Creation of, and improvement to, local green spaces, community gardens, watercourses and embankments.

H4: Enhanced support for arts, cultural, heritage and creative activities,

projects and facilities and historic institutions that make up the local cultural heritage offer.

H5: Support for local arts, cultural, heritage and creative activities.

H6: Funding for the development and promotion of wider campaigns which encourage people to visit and explore the local area.

H7: Funding for impactful volunteering and social action projects.

H8: Funding for local sports facilities, tournaments, teams and leagues.

H9: Investment in capacity building, resilience (which could include climate change resilience) and infrastructure support for local civil society and community groups.

H10: Investment and support for digital infrastructure for local community facilities.

H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.

H12: Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally.

H13: Grants to help places bid for and host international business events and conferences that support wider local growth sectors.

Transport and Connectivity Pre-determined ‘On Menu’ Interventions

T1: Support for active travel enhancements in the local area.

T2: Funding for bus infrastructure and connections to speed up journeys.

T3: England and Scotland Only: Additional revenue funding added

to the Bus Service Improvement Programme Plus (BSIP+) funding model from June 2024.

T4: Funding for new, or improvements to road networks to improve access within and to the town.

T5: Funding to improve rail connectivity and access.

T6: Reducing vehicle emissions.

T7: Investment and support for digital infrastructure for local community facilities.

Safety and Security Pre-determined ‘On Menu’ Interventions

S1: Design and management of the built and landscaped environment to ‘design out crime’.

S2: Engage with Police Force and together consider interventions to focus on visible crime prevention in defined areas places.

S3: Measures to prevent anti-social behaviour, crime and reduce reoffending.





S4: Measures to reduce repeat burglary.




'Long List' of Potential Interventions

The potential interventions below were organised, as requested by the Town Board in terms of ease of deliverability based on a number of considerations:

- Potential programme to delivery
- Projected cost
- Land / asset ownership

	Description	'Menu' Compliance	Visibility / Impact	Delivery Considerations	Projected High Level Cost (where possible to determine)
1 	Introduce a series of 'meanwhile' uses to vacant / underlet buildings and spaces throughout the town centre	<p>H1: Funding for place-based regeneration and town centre and high street improvements.</p> <p>H5: Support for local arts, cultural, heritage and creative activities.</p> <p>H7: Funding for impactful volunteering and social action projects.</p>	Instant positive transformation of both vacant buildings / retail units and gap sites or underused external spaces, increasing activity and vibrancy throughout the town centre.	<p>Opportunity for localised short term improvements</p> <p>Potential Programme: 3 - 12 months</p> <p>Potential to host events, revenue funding would be required</p>	<p>£100K - £500K (dependent on scale / type of intervention(s) proposed)</p>
2 	Improvements and activation to Three Queens Square	<p>H1: Funding for place-based regeneration and town centre and high street improvements.</p> <p>H12: Funding for the development and promotion of the visitor economy, such as local attractions, trails, tours and tourism products more generally.</p>	Transforms existing inactive, underused area into a leisure (hospitality) focused active community space.	<p>Potential to introduce greenery, better seating, childrens play or temporary pavilion</p> <p>Potential Programme: 52 - 76 weeks</p> <p>Potential to host events, revenue funding would be required</p>	<p>£0.5 million (dependent on scale / type of intervention proposed)</p> <p>T&T High Level Cost £1,824,273 Increase to scope & to include additional area and improvements to existing surfaces</p>
3 	Transform the existing railway viaducts with lighting and public art and develop a lighting / public art strategy for town centre and key connecting routes	<p>S1: Design and management of the built and landscaped environment to 'design out crime'.</p> <p>S3: Measures to prevent anti-social behaviour, crime and reduce reoffending.</p>	More attractive, colourful and vibrant urban realm that feels safer for those passing through.	<p>Potential Programme: 9 - 12 months</p>	<p>£0.6 million</p>
4 	Introduce a new Canalside Activity Centre	<p>H1: Funding for place-based regeneration and town centre and high street improvements.</p> <p>H7: Funding for impactful volunteering and social action projects.</p> <p>H8: Funding for local sports facilities, tournaments, teams and leagues.</p>	Brings new activity and life to the canal, reinvigorating Three Queens Square in the process. (Current published location does not reflect published town centre framework and may frustrate future development)	<p>New-build option already has funding, potential programme: 12 months</p> <p>Alternative location in repurposed unit within Clyde Shopping Centre adjacent to Canal Potential Programme: 48 weeks</p>	<p>£1.3 million (majority secured from RCFG, revenue funding required)</p> <p>£0.5 million T&T High Level Cost £756,300 Increase to scope & to include external works</p>

		Description	'Menu' Compliance	Visibility / Impact	Delivery Considerations	Projected High Level Cost (where possible to determine)
5		Develop of a series of new walking / cycling trails (Heritage / Active / Dog Walking / Safe Walking etc.)	H12: Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally.	Visible improvements to a number of routes with the introduction of new surface finishes, seating, wayfinding / information signage and lighting.	Potential Programme: 40 weeks	£0.3 - £2 million (dependent on extent and number of routes / trails proposed) T&T High Level Cost £993,600 (Based on provision of three new trails)
6		Undertake public realm improvements within town centre	T1: Support for active travel enhancements in the local area. T6: Reducing vehicle emissions.	Transforms the urban streets and spaces throughout the town centre, increasing accessibility and promoting more walking / wheeled journeys.	Potential Programme: 9 - 18 months	£0.5 - £2 million (dependent on scale / type of intervention proposed)
7		Strengthen connectivity and accessibility to and from town centre for surrounding communities, Queens Quay and the Golden Jubilee Hospital	T1: Support for active travel enhancements in the local area. T6: Reducing vehicle emissions.	Visible improvements to routes with the introduction of new surface finishes, seating, wayfinding / information signage and lighting. Fewer journeys being made by car, decreasing road congestion and improving air quality.	Potential Programme: 38 weeks	£0.5 - £2 million (dependent on scale / type of intervention proposed) T&T High Level Cost £1,238,000 (Queens Quay, GJH & 5 Neighbourhood routes)
8		Develop a new all ages greenspace at the heart of the town centre	H3: Creation of, and improvement to, local green spaces, community gardens, watercourses and embankments.	Brings much needed multi-use greenspace to the heart of the town centre for the benefit of the local population and visitors. Positively transformational and provides greater resilience in terms of surface water attenuation etc.	Proposed greenspace at Playdrome site will be in private ownership. Potential to improve existing green 'pockets' on canalside instead Potential Programme: 42 -62 weeks	£0.5 - £0.75 million (no location identified, dependent on extent of intervention) T&T High Level Cost £1.23 - 2.34 million (Based on 'small' and 'large' options)

9



Description

Encourage new workplace (flexible co-work / maker spaces) at the heart of the town centre

‘Menu’ Compliance

H5: Support for local arts, cultural, heritage and creative activities.
H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.

Visibility / Impact

Increases activity, footfall and employment opportunities at the heart of the town centre

Delivery Considerations

Potential use for vacant retail units or former council ‘one stop shop’ on Sylvania Way or within upper levels of Co-operative building

Potential Programme:
6 Months

Projected High Level Cost (where possible to determine)

£TBC

10



Work with West College Scotland to bring elements of their public facing services (hair and beauty / catering etc. to the town centre

H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.

Could restore activity to existing underused / vacant street level spaces within the town centre combined with an increase in footfall.

Potential Programme:
6 - 9 Months

£100K - £250K
(dependent on scale / type of intervention proposed)

11



Improve accessibility by providing new public welfare facilities including a changing places toilet, improved seating and sheltered areas within the town centre

H1: Funding for place-based regeneration and town centre and high street improvements.

Improves accessibility, welcoming all members of the community to enjoy their town centre, regardless of age or ability. Creates a more attractive urban realm and encourages greater dwell time within the town centre.

Could be located within existing vacant unit or as part of new canalside activity centre or market hall community building (should these be taken forward)

Potential Programme:
12 -18 Months

£0.75 - £1 million
(If stand alone new build element)

12



Make Improvements to public transport provision

T1: Support for active travel enhancements in the local area.
T2: Funding for bus infrastructure and connections to speed up journeys.
T5: Funding to improve rail connectivity and access.

Enhanced environment around train station and bus stance areas. Fewer journeys being made by car, decreasing road congestion and improving air quality.

Transport Interchange proposals may take 3+ years to deliver

Opportunity for localised short term improvements

Potential Programme:
9 - 18 Months

£6 million +

£0.5 - £1.5 million
(dependent on scale / type of intervention proposed)

13



Description

Introduce more diverse uses to Co-operative Building and other heritage assets to safeguard their future

‘Menu’ Compliance

H1: Funding for place-based regeneration and town centre and high street improvements.

H4: Enhanced support for arts, cultural, heritage and creative activities, projects and facilities and historic institutions that make up the local

Visibility / Impact

Improves the building fabric and provides greater footfall around and within a key heritage asset of the town centre. More visible impact from street level intervention.

Delivery Considerations

Would require agreement with owners / operators of building(s)

Potential Programme:
9 - 12 Months

Projected High Level Cost (where possible to determine)

£0.5 - £1 million
(dependent on extent of intervention)

14



Introduce a new town square / events space adjacent to Co-operative building on Sylvania Way

H1: Funding for place-based regeneration and town centre and high street improvements.

H5: Support for local arts, cultural, heritage and creative activities.

Positively transforms town centre through the introduction of an active space of civic quality at a key location, visible upon approach from distance and upon arrival by bus or train. Creates a visible heart to the town and community.

Requires as a minimum purchase of part of southern end of shopping centre (Current lease lengths TBC)

Potential Programme:
24 Months

Potential to host events, revenue funding would be required

£4 million (includes allowance of £1 million for purchase of relevant section of asset)

15



Develop a new market hall / community building at heart of the town centre framing proposed town square

H5: Support for local arts, cultural, heritage and creative activities.

H11: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wraparound support for small businesses.

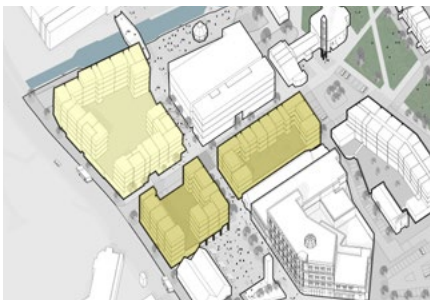
Highly visible new element at the heart of the town centre with active frontages energising the adjacent square and streets in stark contrast with existing inward looking shopping ‘parade’ that currently occupies the site.

Contingent on progressing with new town square works to create cleared site

Potential Programme:
18 Months

£2 million

16



Create new serviced development platforms with associated streetscape and public realm, to facilitate the Introduction of new mixed-use residential blocks south of the canal at the heart of the town centre

H1: Funding for place-based regeneration and town centre and high street improvements.

Positively transforms key town centre routes, introducing scale, enclosure, active street facing uses and passive surveillance

Requires purchase of southern end of shopping centre (Current lease lengths TBC)

Potential Programme:
36 - 48 Months

£5 million (includes allowance of £2 million for purchase of asset)

Selection of Three Year Investment Plan Priorities

The Long List of potential interventions outlined on pages 26-33 was presented to the Town Board at their meeting on 2nd August 2024.

Following the meeting, it was reorganised in terms of ease of deliverability and issued for consideration.

Board members were requested to respond with their comments and to select their top four potential interventions. These were then compiled into a preference chart based on their collective popularity.

The Chair of the Town Board then met with representatives of West Dunbartonshire Council and the final list of chosen interventions was decided upon and issued to the design team.

The next chapter of this report illustrates the RIBA Stage 1 initial design concepts for each of the shortlisted interventions.

Moving Forward

As stated, the next chapter illustrates an RIBA Stage 1 response from the design team that has developed a detailed brief and initial concept design proposals, together with a high level view of costs, preliminary programme and associated project risks.

Beyond this work, it is recommended that the Town Board select the detailed intervention(s) they wish to take forward first and appoint a design team to assist them in developing designs through the necessary RIBA Stages, that would involve:

- Design development
- Obtaining all necessary statutory consents,
- Providing regular updates and checks on costs,
- Preparation of production information
- Tendering the works
- Working with a Contractor to deliver on site.

Requirement for Revenue Funding

In order to maximise the opportunities that the selected interventions will bring to Clydebank and to ensure their ongoing positive impact for the community, there may require to be an allowance for revenue funding for the following purposes:

- Event organisation and management
- Ongoing maintenance costs for capital projects

Chosen Interventions



1.

Long List Project 5:

Develop of a series of new walking and cycling trails (Heritage / Active / Dog Walking / Safe Walking etc.) which could link with existing squares and spaces within the town.



3.

Long List Project 8:

Develop new all ages greenspace at the heart of the town centre.



2.

A combination of Long List Projects 2 and 4:

Introduce a series of Improvements and activation to Three Queens Square; and Introduction of new Canalside Activity Centre.



4.

Long List Project 7:

Strengthen connectivity and accessibility to and from town centre for surrounding communities, Queens Quay and the Golden Jubilee Hospital. This would include exploring better public transport provision with SPT so links with project 12.



chosen interventions



Priority Intervention 1: Town Centre Walking and Cycling Trails

Clydebank town centre is currently dominated by seas of surface car parking with limited legible pedestrian connectivity.

Creating a safer and more attractive walking and cycling environment for all within the town centre will ensure that Clydebank evolves into a welcoming and sustainable town, ready to meet the challenges of the climate emergency.

Three new trails are proposed, that will appeal to a wide cross section of the local community and, in the case of the Heritage Trail, encourage an increase in visitor numbers. Those proposed are as follows:

- 1. Clydebank Heritage Trail
- 2. Active 2.5Km Trail
- 3. Safe Walking / Dog walking Trail

The creation of a series of new walking / cycling routes and trails will not only meet the ambition stated above but willll also celebrate the town's unique history and heritage buildings, take advantage of its key civic spaces (Three Queens Square / Solidarity



Plaza / International Asbestos Memorial), provide opportunities for the community to 'get active' and allow those with limited mobility a safe defined route that links the key facilities of the town centre together with many pause points along the way.

All proposed trails take advantage of existing streets and paths and do not require the creation of extensive areas of new hard surface finishes. There may however be requirements for localised strategic improvements to surfaces to widen areas etc. to ensure safe use by wheelchair users, cyclists and prams. Identifying the extent of these works is beyond the scope of this study but will be determined as part of the next stages of design development.

Compliance with UK Government Guidance

The creation of a series of new town centre trails is 'on menu', as outlined by criteria H12:

'Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally.'

Identifying Markers

The new routes are identified by a series of physical interventions within the existing urban realm. At each heritage trail point of interest an interpretation totem will provide mapping and the history of the location.

On all routes, at changes in direction or at key points a combination of new colour coded paving, directional signage and a bench / planter would clearly identify the trails. Precedent examples of each component are shown on the adjacent page.

Community Feedback:
'Upgrade or Create New Footpaths / Cycle paths'

Community Feedback:
'Activate the Canalside for All '



Precedent Imagery

Harbour Promenade, Oslo

Only a few years ago to be able to walk along the Oslo harbour for almost 10 kilometres, with no interruptions was unimaginable.

The route reconnects old and new parts of the city with a variety of experiences, big and small, to be enjoyed along the way.

Orange towers show the way
Information markers with a shipping container

aesthetic are set up at regular intervals along the whole promenade, to make sure you find your way.

These are decorated with art and house boards with information on nearby attractions and the historic significance of the area.

Other interventions such as coffee kiosks and bench seating creating pause points are also branded to provide a consistent language to aid navigation along the length of the route.



1. Clydebank Heritage Trail

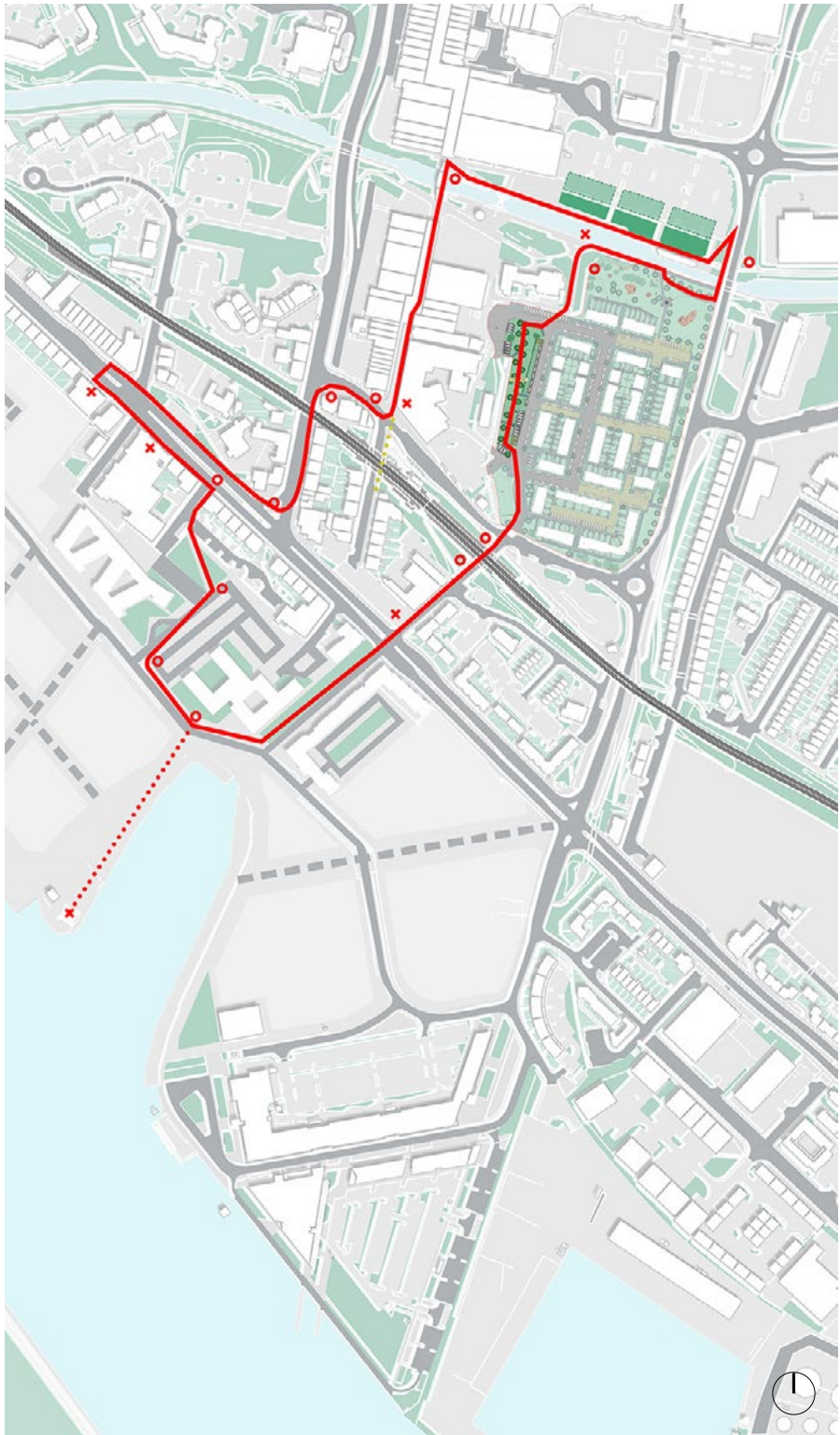
The suggested heritage trail begins and ends with the Co-operative building, a key building of note at the heart of the town centre.

The route continues to incorporate Solidarity Plaza and the Town Hall / Library Complex on Dumbarton Road before venturing down through Queens Quay to experience the grade 'A' listed Titan Crane.

It then travels, via the International Asbestos Memorial north through the redeveloped Playdrome site to the Forth and Clyde Canal before returning via Sylvania Way to its starting point.

This route passes through all key elements of the town centre, encouraging increased footfall for shops, cafes and businesses, hopefully leading to longer dwell times.

- x Denotes building / point of interest
A new interpretation signage totem to be introduced at each location
- o Denotes location for wayfinding point. A 2m x 2m bonded resin pavement insert, directional totem and coordinated bench / planter at each location (may be shared with other routes where possible)
- Proposed Route



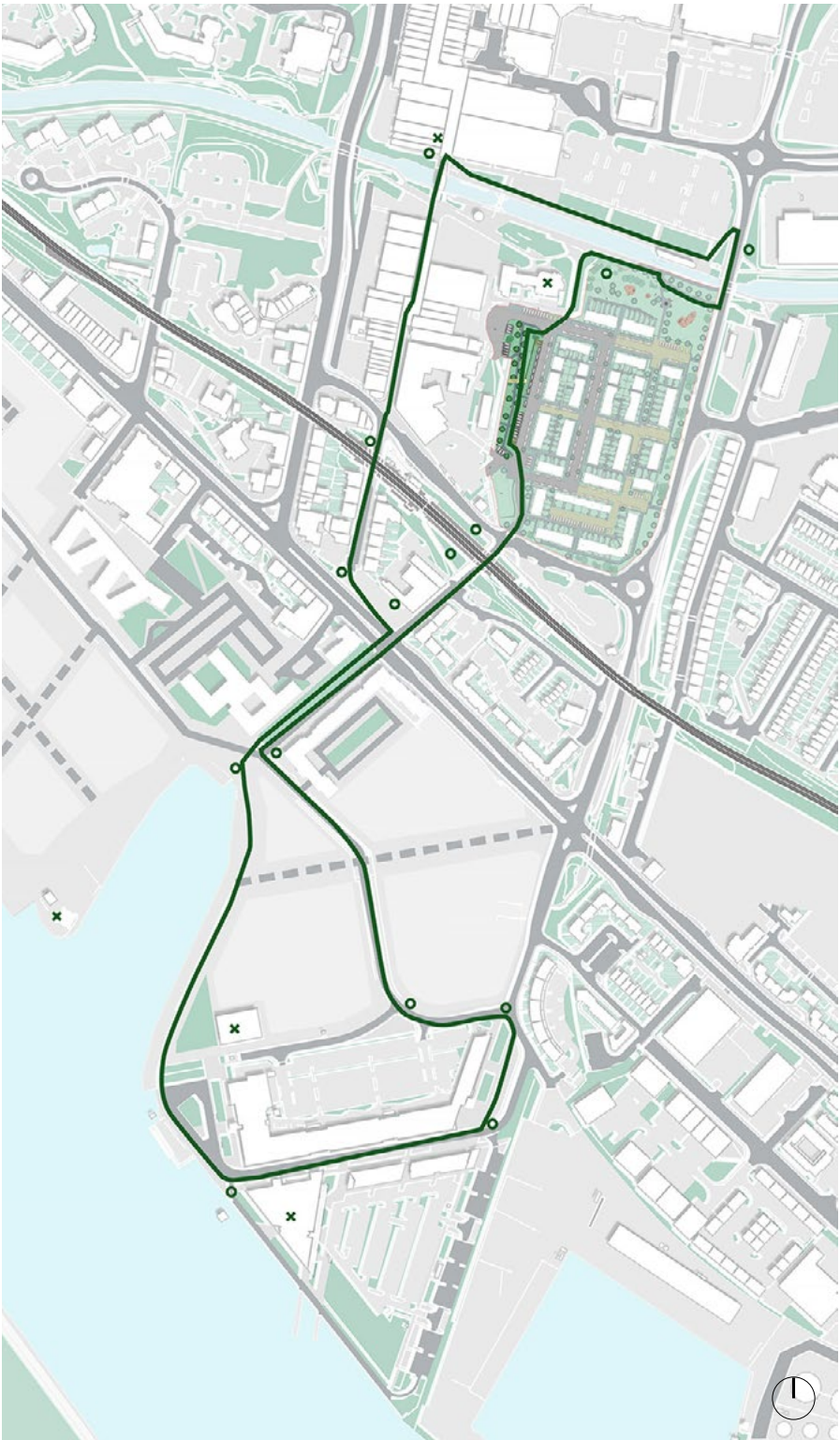
2. Active Running / Cycling ‘The Tower Route’

This circular route can be embarked upon at any point and is 2.5 Km in length to allow it to be used either once or in a series of multiples to travel the popular distances of 5 and 10 Km.

It has has been conceived to minimise interaction with vehicular transport wherever possible whilst using the distinctive ‘towers’ of the town centre as markers and a connecting narrative.

It connects both the existing Leisure Centre, West College Scotland, the free bike hire facilities at Queen’s Quay and the proposed Canalside Activity Centre, the latter perhaps being the ideal start / end point for cycling on the route.

- ✕ Denotes building / point of interest
- Denotes location for wayfinding point. A 2m x 2m bonded resin pavement insert, directional totem and coordinated bench / planter at
- Proposed Route



3. Safe Walking / Dog Walking Route

This route has been conceived to provide a safe walking route that takes in the key elements of the town centre, from the shopping and cafes to the canalside and new greenspace.

A compact looping route, it runs along predominantly pedestrianised streets and pathways, provides shelter within Sylvania Way and the opportunity to diverge off into the Clyde Shopping Centre and Retail Park, Three Queens Square and to take advantage of public transport options on Chalmers Street for those wishing to venture further afield.

It is also suitable as a dog walking route and passes through a number of proposed greenspaces, one of which could incorporate an enclosed area to allow dogs to run free under their owners supervision.

It passes the majority of shops and cafes in the heart of the town centre. If these businesses were pet friendly it would maximise their opportunity to take advantage of the recent increase in dog ownership.

- Denotes location for wayfinding point. A 2m x 2m bonded resin pavement insert, directional totem and coordinated bench / planter at each location (may be shared with other routes where possible)
- Proposed Route

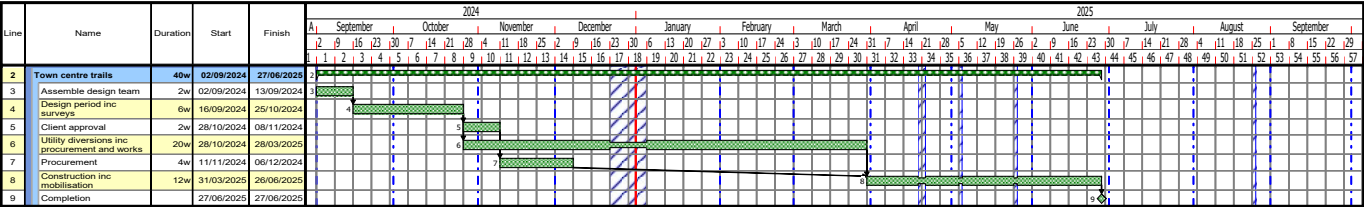


High Level Cost Estimate

Item	Unit	Qty	Total
Historic / Heritage totems at points of interest, illuminated	Nr	10	£75,000
Wayfinding locations - 2x2m paving intervention with coloured bonded gravel / resin	m2	80	£28,000
Wayfinding locations - totem style signpost	Nr	20	£30,000
Wayfinding locations - Bench / planter	Nr	20	£60,000
Downtakings / repairs / making good	Item	1	£400,000
			£593,000
Add			
Prelims @ 17.5%			£103,775
Contingency @ 15%			£104,516
Sub-total			£801,291
Design fees @ 20%			£160,258
Inflation to assumed project midpoint of 3Q 2025			£32,051
Total			£993,600

Basis of High Level Costs	Exclusions From High Level Costs
1. Costs are high level estimates based on limited information currently available.	1. General drainage or street lighting works.
2. Threesixty Architecture sketch drawing reference 24013-SK-103 Town Centre Trails.	2. Any work in connection with utility services or diversion of same.
3. Discussion on scope with Threesixty Architecture.	3. Any work not stated or implied on drawings.
4. It is assumed the works at the various locations can be carried out in a single continuous phase.	4. VAT on works or fees.
5. It is assumed that power would be readily available at each location.	
6. Assume no issues in relation to ownership / wayleaves etc.	
7. Inflation is based on high level programme indicated by TTPM.	

Preliminary Programme, Risk and Approval Considerations



The programme above demonstrates that the three trails described in this report could be developed from this initial concept and delivered in a **40 week** period (subject to extent of making good established in detail design stages).

Lifecycle costs for ongoing maintenance of totems in particular to be established in following development stages and added to budget.

This is based on the following key stages:

Assemble Design Team:	2 weeks
Design Development (incl. surveys):	6 weeks
Utilities Diversions (4 week Procurement period runs concurrently):	20 weeks
Construction (incl. mobilisation period)	12 weeks

Potential Risks

Risk	Mitigation
1. Power supplies not easily accessible for illuminated totems throughout trails and that extensive diversions/ new supplies are required.	Utilities surveys of intervention locations to be undertaken at earliest opportunity and proposals amended accordingly to minimise cost / requirement for diversions.
2. Interventions in remote locations could be subject to vandalism and plastered with stickers, etc. if not designed robustly with security and ongoing maintenance in mind.	Ensure robust design of any elements to minimise damage from vandalism, ensure allowance for ongoing maintenance and develop detailed design in collaboration with planned CCTV roll-out. The combined strategies of the Vision will lead to more activity and passive surveillance.
3. Proposed interventions may not be located within an area of local authority ownership and either need to be changed, or permission sought to install.	Identify ownerships as a priority moving forward and adjust locations / begin dialogue with owners where necessary.
4. Conflict / injury from overlapping of walking, wheeled and running routes.	Delineation where practical and signage reinforcing pedestrian priority.
5. Extent of existing repairs to make surfaces consistently safe and viable is underestimated.	Enhanced allowance for making good surfaces and detailed survey in subsequent stages of design and scoping.

Approval / Utility Considerations

Approval / Utility	Required (Yes / No)
Planning	N
Warrant	Y
RCC	N
Utility Diversion / Supply	Y (Power for signage)
Landlord Approval	N
Other Approvals	N

Expected Outcomes and Benefits

- Encourages active travel – Health and Well Being
- Greater physical and emotional connection to town centre and heritage – Shared Identity and Pride
- Encourages Visitors and footfall strengthens economic activity – Welcoming and Economic Resilience



Priority Intervention 2a: Improving Three Queens Square

The location of Three Queens Square onto the Forth and Clyde Canal would, in other circumstances warrant a vibrant town centre location.

However, and notwithstanding it's recent refurbishment in high quality materials – it lacks activity and 'civiness' for the following reasons:

Lack of enclosure due to a reduced scale of built form

Lack of 'overlooking' and the passive surveillance of a safe environment

- Inactive facades to most of the southern part of the Square
- Dead façade to the Shopping Centre on the north side creating an unwelcoming environment
- Lack of curated activity around the refurbished bandstand
- Lack of curated activity along the Canal

Compliance with UK Government Guidance

The creation of a series of new town centre trails is 'on menu', as outlined by criteria **H1**:

'Funding for place-based regeneration and town centre and high street improvements.'

and **H12**:

'Funding for the development and promotion of the visitor economy, such as local attractions, trails, tours and tourism products more generally.'

Proposals

A number of interventions are proposed to breathe life back in to Three Queens Square and attract more people to the heart of the town centre. The adjacent precedent imagery shows the potential look and feel of a number of these and their combined effect is illustrated on pages 50-51. The interventions consist of the following:

New mural to wall of existing centre to southern edge of square

New shopfront glazing to existing units that face onto square

Removal of glazed screens between Sylvania Way 'mall' and the Square and the replacement of existing paving

within newly exposed northern area of Sylvania way 'mall'

New fixed seating around the Bandstand to facilitate performances

Pop-up services bollards to provide power for markets and events

Urban Activity Park with designated small children's play, sports area and dog exercise zone (option 2 only) surrounded by new paths, benches and lighting

Significant allowance to be made for reinforcing hard landscaping of 3QS to accommodate flexible use by heavier vehicles.

Community Feedback:
'Funding for Sports Facilities and Bringing People Together'

Community Feedback:
'Better Use of Community Spaces'

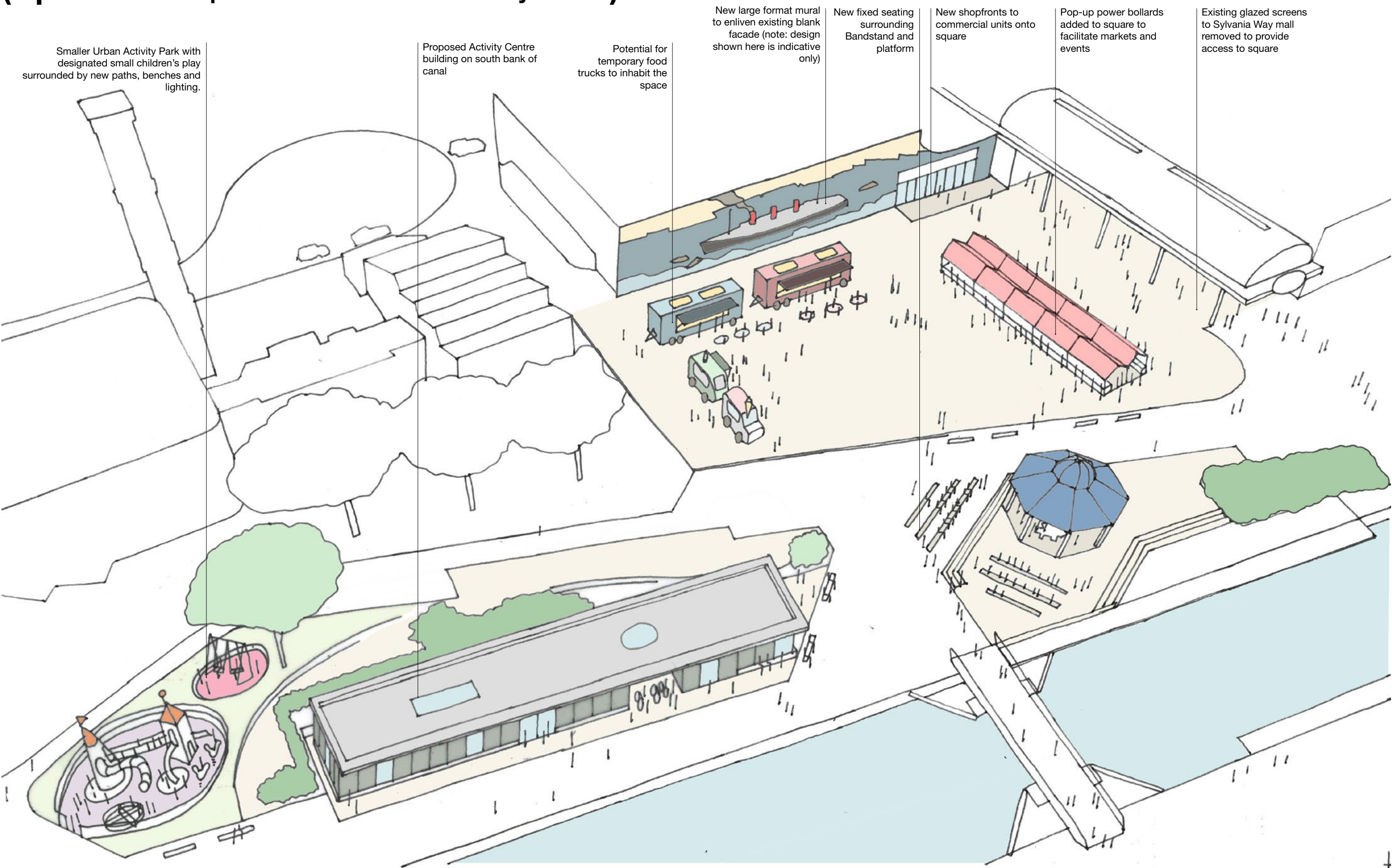
Community Feedback:
'Activate the Canalside for All'



Precedent Imagery

Three Queens Square Transformed

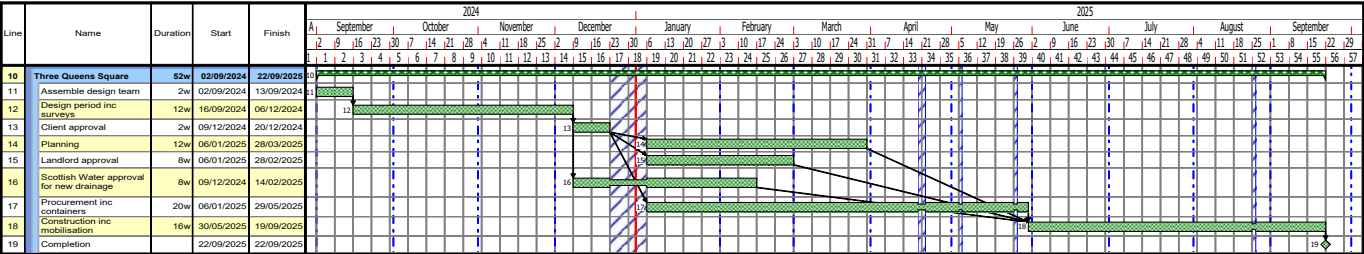
(Option 1: Incorporation of Canalside Activity Centre)



Item	Unit	Qty	Total
Existing glazed screen to be removed and structure retained, assumed 4.5m high	m2	153	£22,950
Allow for making good	Item	1	£10,000
Allowance for reinforcement of existing hard landscaping to Three Queens Square for heavy vehicle usage	Item	1	£500,000
New external paving / surfacing to zone of Sylvania Way revealed when mall screens are removed	m2	350	£157,500
Enlargement of existing openings to market hall	Item	1	£40,000
New Decorative Wall Mural	m2	240	£36,000
Formation of small children's play area (70% of overall area)	m2	187	£32,708
Perimeter fencing to small children's play area	m	43	£3,240
Gates to small children's play area	Nr	2	£2,500
Allowance for play equipment	Item	1	£15,000
General downtakings / making good	Item	1	£40,000
Allowance for drainage / street lighting modifications	Item	1	£50,000
			£909,898
Add			
Prelims @ 17.5%			£159,232
Contingency @ 15%			£160,369
			£1,229,499
Design fees @ 20%			£245,900
Inflation to assumed project midpoint of 3Q 2025			£49,201
Total			£1,524,600

Basis of High Level Costs	Exclusions From High Level Costs
1. Costs are high level estimates based on limited information currently available. 2. Threesixty Architecture sketch drawing reference 24013-SK-101 Three Queens Square Improvement and email dated 20/09/24. 3. Discussion on scope with Threesixty Architecture. 4. It is assumed the works can be carried out in a single continuous phase.	1. Any work in connection with utility services or diversion of same. 2. Any work not stated or implied on drawings. 3. VAT on works or fees.
6. Small children's play area - assumed new surfacing to 70% area and budget for play equipment. 7. Inflation is based on high level programme indicated by TTPM.	

Preliminary Programme, Risk & Approval Considerations



The costs and programme would require adjustment if ‘stand alone’ activity centre option progressed.

Revenue funding for ongoing maintenance and a recurring events programme to be established in subsequent development stages.

The programme on page 52 demonstrates that the improvements to Three Queens Square described in this report could be developed from this initial concept and delivered in a **52 - 76 week** period.

This is based on the following key stages:

Assemble Design Team:	2 weeks
Design Development (incl. surveys):	12 weeks
Planning, Scottish Water Approval, Landlord Approval, Procurement (mainly concurrent)	22 weeks
Construction (incl. mobilisation period) (dependent on reinforcement works to 3QS surface)	16 - 40 weeks

Potential Risks

Risk	Mitigation
1. Protracted negotiations or failure to reach agreement with landlord for alterations to existing mall façade.	Engage with landlord at earliest opportunity and highlight benefits of better access to transformed square.
2. New surface water drainage required for playpark may result in need to seek Scottish Water approval and carry out diversion works.	Undertake utilities survey of location and begin preliminary dialogue with Scottish water at earliest opportunity.
3. CCTV and lighting may need augmented to contribute to safe usage of 3QS.	In later design stages, co-ordinate with Police and WDC on planned CCTV roll-out and existing lighting and maintenance, identify any shortfall, establish responsibility and adjust capital and revenue budget accordingly.

Approval / Utility Considerations

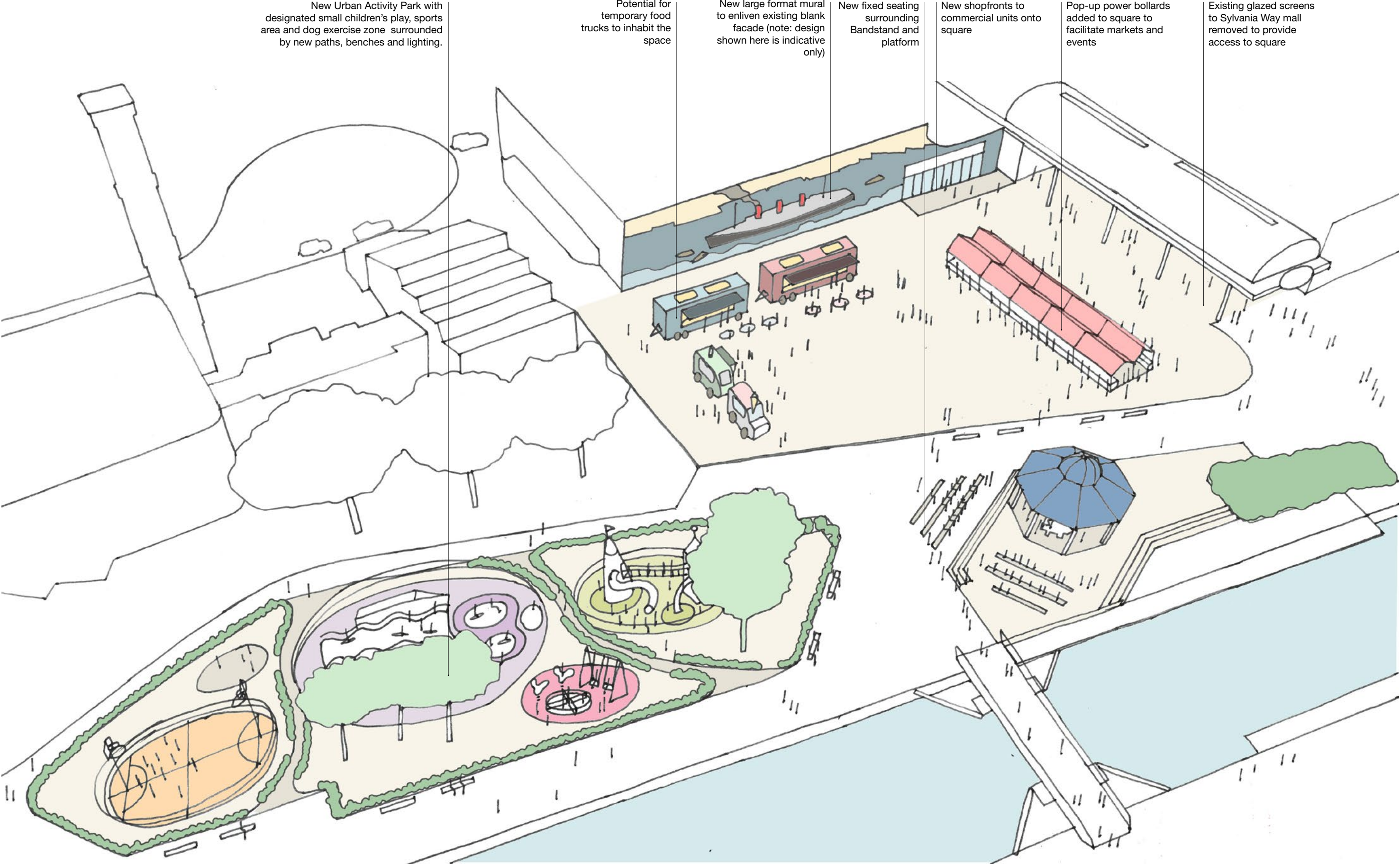
Approval / Utility	Required (Yes / No)
Planning	Y
Warrant	Y
RCC	Y (Public Realm)
Utility Diversion / Supply	N (Assume existing mall services can be used)
Landlord Approval	Y (Mall facade alterations)
Other Approvals	Scottish Water for new drainage?

Expected Outcomes and Benefits

Overlapping uses with multi-generational appeal – Inclusion

Greater community pride in town centre, greater feeling of safety and right to inhabit

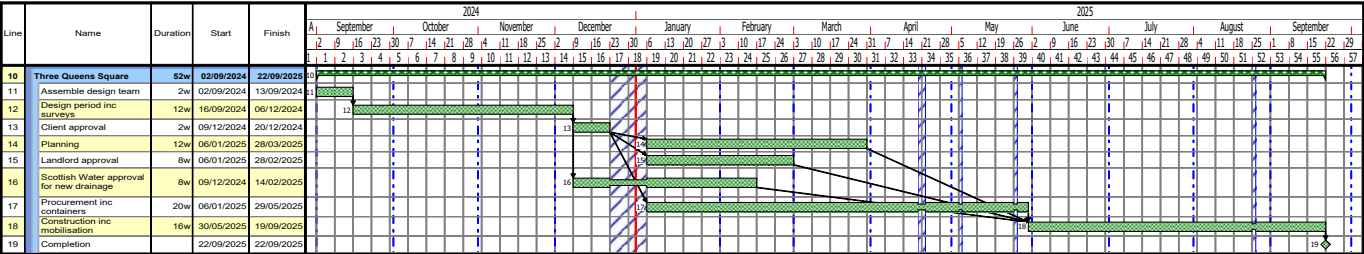
Three Queens Square Transformed (Option 2)



Item	Unit	Qty	Total
Existing glazed screen to be removed and structure retained, assumed 4.5m high	m2	153	£22,950
Allow for making good	Item	1	£10,000
Allowance for reinforcement of existing hard landscaping to Three Queens Square for heavy vehicle usage	Item	1	£500,000
New external paving / surfacing to zone of Sylvania Way revealed when mall screens are removed	m2	350	£157,500
Enlargement of existing openings to market hall	Item	1	£40,000
New Decorative Wall Mural	m2	240	£36,000
Formation of small children's play area (70% of overall area)	m2	623	£109,025
Perimeter fencing to small children's play area	m	144	£10,800
Gates to small children's play area	Nr	2	£2,500
Allowance for play equipment	Item	1	£50,000
General downtakings / making good	Item	1	£100,000
Allowance for drainage / street lighting modifications	Item	1	£50,000
			£1,088,775
Add			
Prelims @ 17.5%			£190,536
Contingency @ 15%			£191,897
			£1,471,207
Design fees @ 20%			£294,241
Inflation to assumed project midpoint of 3Q 2025			£58,824
Total			£1,824,273

Basis of High Level Costs	Exclusions From High Level Costs
1. Costs are high level estimates based on limited information currently available. 2. Threesixty Architecture sketch drawing reference 24013-SK-101 Three Queens Square Improvement and email dated 20/09/24. 3. Discussion on scope with Threesixty Architecture. 4. It is assumed the works can be carried out in a single continuous phase.	1. Any work in connection with utility services or diversion of same. 2. Any work not stated or implied on drawings. 3. VAT on works or fees.
6. Small children's play area - assumed new surfacing to 70% area and budget for play equipment. 7. Inflation is based on high level programme indicated by TTPM.	

Preliminary Programme, Risk & Approval Considerations



The costs and programme would require adjustment if ‘stand alone’ activity centre option progressed.

Revenue funding for ongoing maintenance and a recurring events programme to be established in subsequent development stages.

The programme on page 56 demonstrates that the improvements to Three Queens Square described in this report could be developed from this initial concept and delivered in a **52 - 76 week** period.

This is based on the following key stages:

Assemble Design Team:	2 weeks
Design Development (incl. surveys):	12 weeks
Planning, Scottish Water Approval, Landlord Approval, Procurement (mainly concurrent)	22 weeks
Construction (incl. mobilisation period) (dependent on reinforcement works to 3QS surface)	16 - 40 weeks

Potential Risks

Risk	Mitigation
1. Protracted negotiations or failure to reach agreement with landlord for alterations to existing mall façade.	Engage with landlord at earliest opportunity and highlight benefits of better access to transformed square.
2. New surface water drainage required for playpark may result in need to seek Scottish Water approval and carry out diversion works.	Undertake utilities survey of location and begin preliminary dialogue with Scottish water at earliest opportunity.
3. CCTV and lighting may need augmented to contribute to safe usage of 3QS.	In later design stages, co-ordinate with Police and WDC on planned CCTV roll-out and existing lighting and maintenance, identify any shortfall, establish responsibility and adjust capital and revenue budget accordingly.

Approval / Utility Considerations

Approval / Utility	Required (Yes / No)
Planning	Y
Warrant	Y
RCC	Y (Public Realm)
Utility Diversion / Supply	N (Assume existing mall services can be used)
Landlord Approval	Y (Mall facade alterations)
Other Approvals	Scottish Water for new drainage?

Expected Outcomes and Benefits

Overlapping uses with multi-generational appeal – Inclusion

Greater community pride in town centre, greater feeling of safety and right to inhabit



Priority Intervention 2b: Canalside Activity Centre

A new Canalside Activity Centre was proposed by West Dunbartonshire Council and £1.3 million funding was secured mainly from the Scottish Government’s Regeneration Capital Grant Fund. This is envisaged as a new build pavilion on the southern bank of the Canal, adjacent to Sylvania way (illustrated as option 1 in this document).

The Long Term plan also explores an alternative option (option 2), a commensurate facility in a repurposed prominent vacant retail unit that faces directly onto the canal within the Clyde Shopping Centre.

Compliance with UK Government Guidance

The creation of a series of new canalside activity centre is ‘on menu’, as outlined by criteria **H1**:

‘Funding for place-based regeneration and town centre and high street improvements.’

H7:
‘Funding for impactful volunteering and social action projects.’

and **H8:**
‘Funding for local sports facilities, tournaments, teams and leagues.’

Community Feedback:
‘Funding for Sports Facilities and Bringing People Together’

Community Feedback:
‘Diversionary Activities for Young People’

Community Feedback:
‘Activate the Canalside for All’



Option 1: A New Stand-Alone Activity Centre

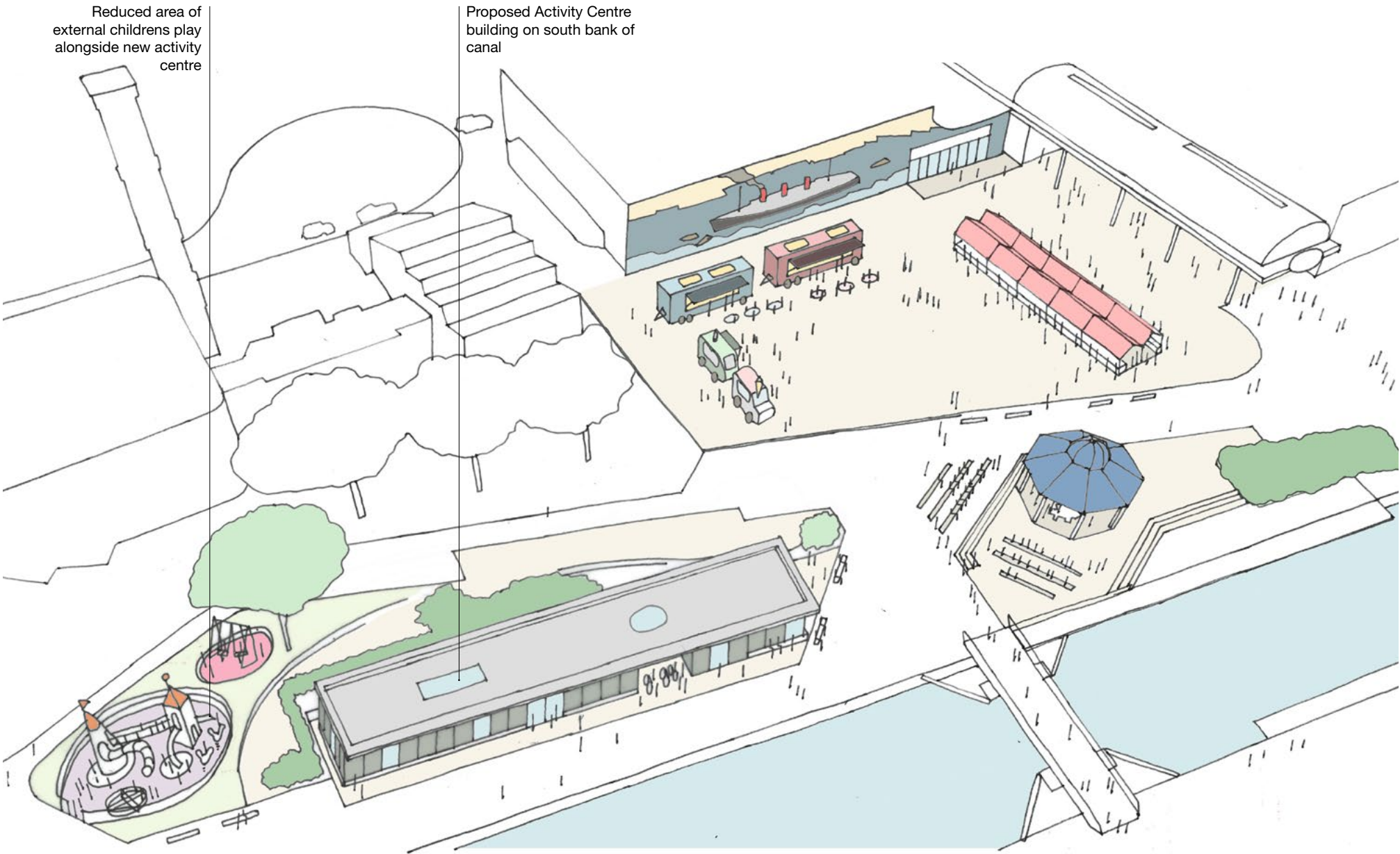
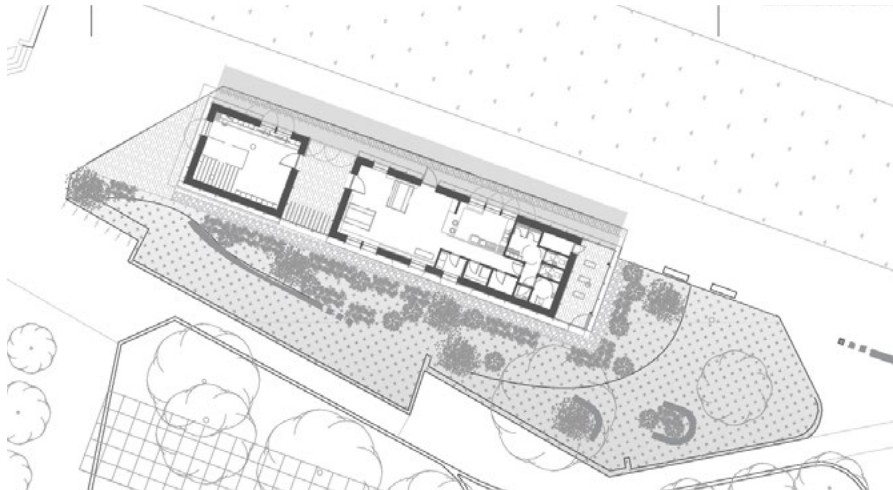
The layout (shown below) has been developed to support a wide range of activities.

A bike workshop stands alone as a single element to the east of the site addressing both Queen Square and the canal and will provide bicycle repairs and workshops for youth and community groups and local cyclists.

The community space sited within the main linear form will be used by community and youth groups for a whole manner of recreation and educational activities including Yoga classes and Cooking classes.

The centre also incorporates a covered exterior space allowing activities to be conducted undercover outdoors.

The activity centre has previously been allocated Scottish Government funding towards the capital cost. Revenue funding for operational costs will require to be established in next stages and allowed for.



Drawings & Images of proposed Activity Centre (JM Architects)



Impact on Urban Activity Park proposals
The sketch above shows the proposed stand alone activity centre building in its wider context and its impact on the proposed Urban Activity Park, reducing this to two small 'islands' to the left of the building (refer to pages 48-51 for more details).

High Level Cost Estimate (option 1)

The Cost Plan below and programme information has been provided by West Dunbartonshire Council.

The design of the building has been developed by another design team on behalf of WDC and the programme information on the next page demonstrates the time required

to progress the delivery of the centre from its current position of having achieved Detailed Planning Consent.

West Dunbartonshire Council - Activity Centre		
Cost Plan		
Prelims	£	91,373.40
Equipment	£	19,152.44
Abnormals	£	21,450.00
Design Fees	£	80,407.74
Scope of Works		
Groundworks	£	235,342.32
Substructure	£	52,900.00
Superstructure	£	721,813.05
F,F & E - Removed pending agreement of scope	£	0.00
Contingency		50,502.77
Kier Fee		33,351.07
Scape Fee		12,409.78
Total	£	1,318,702.57

Preliminary Programme, Risk and Approval Considerations

The stand alone Canalside Activity Centre described in this report could be developed from its current status of having achieved planning consent and delivered in a **36 week** period.

This is based on the following key stages:

Design Development beyond Planning:

9 weeks

Construction (incl. mobilisation period)

27 weeks

Potential Risks

Risk	Mitigation
1. Tenant / Operator vacates the premises leaving WDC liable for ongoing maintenance / security costs and requirement to find alternative operator or use.	Manage risk of vacancy / surrender through leasing arrangement with tenants to mitigate liabilities. Consider opportunities for future reduction of space / subdivision to ensure flexibility.
2. New activity centre is unsustainable due to difficulties in generating sufficient ongoing revenue.	Allow for element of revenue funding and develop a detailed business case involving all potential stakeholder groups.
3. Potential overlap / displacement of activities from other local facilities e.g. Clydebank Housing Associations' Centre 81 in the Whitecrook area.	In subsequent stages, progress programme of uses / activities in collaboration with existing providers outside the town centre to identify complementary uses and uses that reinforce wider activity by being visible in and accessible from the heart of the town centre.

Approval / Utility Considerations

Approval / Utility	Required (Yes / No)
Planning	Granted
Warrant	Y
RCC	N
Utility Diversion / Supply	N
Landlord Approval	N

Expected Outcomes and Benefits

Promotes Activity – Health and Well Being

Increased activity / vibrancy in heart of town – Greater Safety

Diversiory and positive activity for young people in particular

Option 2:

Activity Centre in a repurposed retail unit

This alternative option locates the new activity centre within a prominent unit of the Clyde Shopping Centre that, at the time of writing, lies vacant.

The proposals create a series of flexible spaces for the community with direct access from the canalside via a new public entrance. The inclusion of new toilet facilities, a new kitchen and passenger lift serving the first floor will make the centre fully accessible.

The adjacent visual demonstrates a number of the key moves that will transform the vacant unit into a vibrant community hub, including the introduction of windows to the upper floor and the potential for a large scale decorative mural / graphic to the facade facing the canal.

A new decked area complete with seating and steps leading down to the canal are also proposed to make the most of this canalside location.

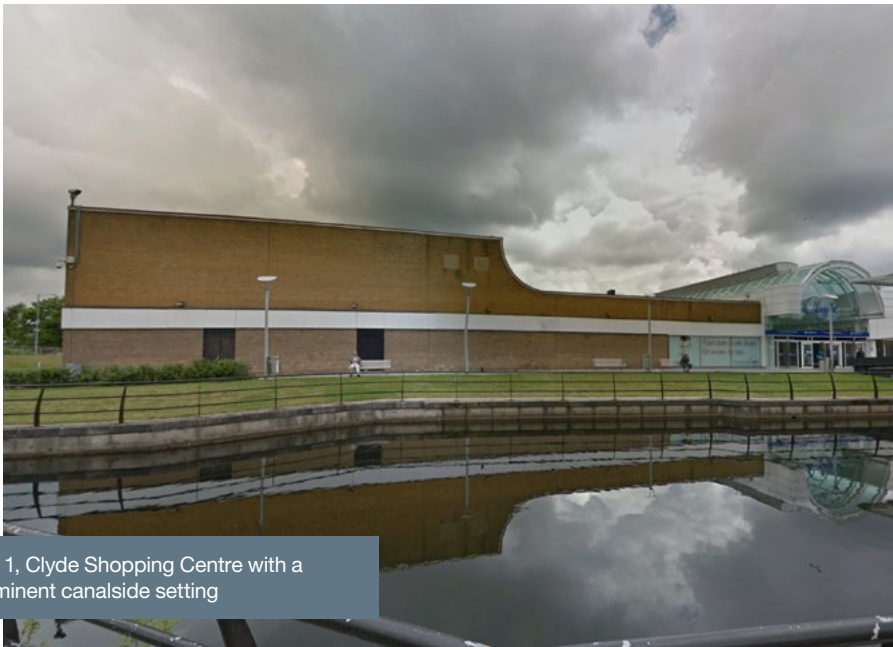
The benefit of this location is the increased size provides the ability to introduce more flexible spaces for community groups to use and to expand the 'active' offer to include watersports in the future. It could also be where the potential MUGA and Skate Park included in the larger option for the new adjacent greenspace could be managed from.

Proposed activities include guided bike rides & skills training, bike repair/ maintenance training and bike hire, mainly targeted at the local young people and families who may lack opportunities to try and participate in outdoor sports.

It will also work with the local schools and other community groups, such as Community Links Scotland, who are keen to use the new facility to host a number of their classes and clubs, a drop in energy advice clinic and to host both exhibitions and community consultation events.

The repurposing of a vacant retail space is in lock-step with current Scottish Government Policy, particularly NPF4, which places a greater emphasis on the reuse of brownfield, vacant and derelict land and empty buildings. It states:

'Proposals for the reuse of existing buildings, including listed buildings and other historic assets, will be supported - taking into account their suitability for conversion to other uses.'



Unit 1, Clyde Shopping Centre with a prominent canalside setting



New windows to upper floor community meeting / activity rooms

New Roller Shutter Opening for equipment access

New timber decked area and seating platforms

New decorative paint finish to facade

New entrance doors adjacent to retained shopfront

New signage to facade

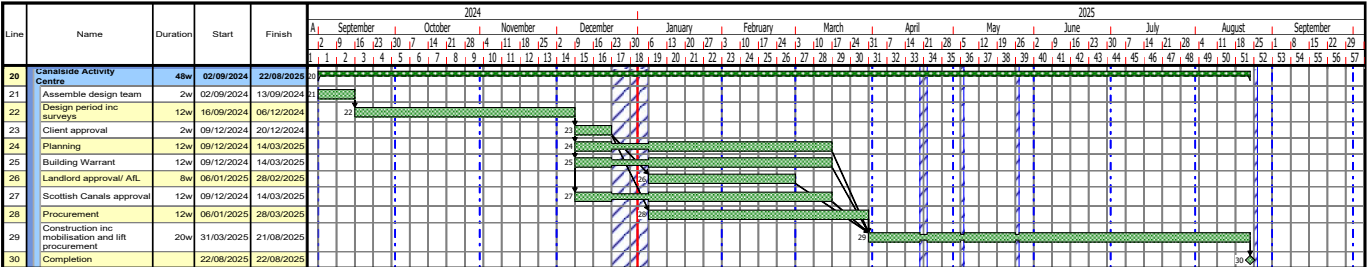
Potential New Canalside Activity Centre, Unit 1, Clyde Shopping Centre

High Level Cost Estimate (option 2)

Item	Unit	Qty	Total
Allowance for general downtakings / site preparation	Item	1	£20,000
New external door, quayside elevation	Nr	1	£2,500
New roller shutter, quayside elevation	Nr	1	£2,000
New windows generally	Nr	4	£15,000
Minor modifications to existing stair	Item	1	£2,000
New lift between ground and upper floor	Nr	1	£70,000
Basic fit-out of activity centre and upper floor space	m2	421	£294,700
New room divider, 9500mm long	Nr	1	£20,000
Deck area extended from footpath	m2	126	£25,200
			£451,400
Add			
Prelims @ 17.5%			£78,995
Contingency @ 15%			£79,559
			£609,954
Design fees @ 20%			£121,991
Inflation to assumed project midpoint of 3Q 2025			£24,355
Total			£756,300

Basis of High Level Costs	Exclusions From High Level Costs
1. Costs are high level estimates based on limited information currently available.	1. External drainage, external works / external services.
2. Threesixty Architecture sketch drawing reference 24013-SK-102 Canalside Activity Centre	2. Any work in connection with utility services or diversion of same.
3. Discussion on scope with Threesixty Architecture.	3. Any work not stated or implied on drawings.
4. It is assumed the works can be carried out in a single continuous phase.	4. VAT on works or fees.
5. It is assumed the existing building shell is capable of refurbishment without significant structural changes.	
6. Inflation is based on high level programme indicated by TTPM.	

Preliminary Programme, Risk and Approval Considerations



The programme on page 66 demonstrates that the Canalside Activity Centre described in this report could be developed from this initial concept and delivered in a **48 week** period.

This is based on the following key stages:

Assemble Design Team:	2 weeks
Design Development (incl. surveys):	12 weeks
Planning, Scottish Water Approval, Landlord Approval, Procurement (mainly concurrent)	14 weeks
Construction (incl. mobilisation period)	20 weeks

Potential Risks

Risk	Mitigation
1. Agreement for lease cannot be agreed or results in protracted negotiations in regards to plans to redevelop unit. Rent and service charge costs prove prohibitive.	Begin negotiations with landlord at earliest opportunity to demonstrate positive footfall benefits for remainder of their asset that the Activity Centre would bring. Seek standard landlord’s contribution to fit-out / rent free period to reduce rental burden.
2. External space results in the need to engage with and seek approval from Scottish Canals to develop, potentially limiting future expansion of activities.	Initiate discussions with Scottish Canals at earliest opportunity and demonstrate positive benefits of proposals for the town and the canalside.
3. New activity centre is unsustainable due to difficulties in generating sufficient ongoing revenue.	Allow for element of revenue funding and develop a detailed business case involving all potential stakeholder groups.
4. Complications with building warrant due to upper floor fire strategy/ escape strategy.	Design team to develop proposals in compliance with current regulations or highlight where ‘views’ or a fire engineering solution may be required.
5. Potential overlap / displacement of activities from other local facilities e.g. Clydebank Housing Associations’ Centre 81 in the Whitecrook area.	In subsequent stages, progress programme of uses / activities in collaboration with existing providers outside the town centre to identify complementary uses and uses that reinforce wider activity by being visible in and accessible from the heart of the town centre.

Approval / Utility Considerations

Approval / Utility	Required (Yes / No)
Planning	Y
Warrant	Y
RCC	N
Utility Diversion / Supply	N
Landlord Approval	Y (Unit Lease)
Other Approvals	Scottish Canals for external decking

Expected Outcomes and Benefits

- Promotes Activity – Health and Well Being
- Increased activity / vibrancy in heart of town – Greater Safety
- Diversiory and positive activity for young people in particular



Priority Intervention 3: A New Town Centre Greenspace

The greening of Clydebank town centre and the promotion of greater biodiversity was a key aim of the recently published Vision and the provision of a new town centre greenspace was one of the most popular responses received from the community through the engagement process.

The proposals introduce a new greenspace at the heart of the town centre for the benefit of the entire community regardless of age or ability.

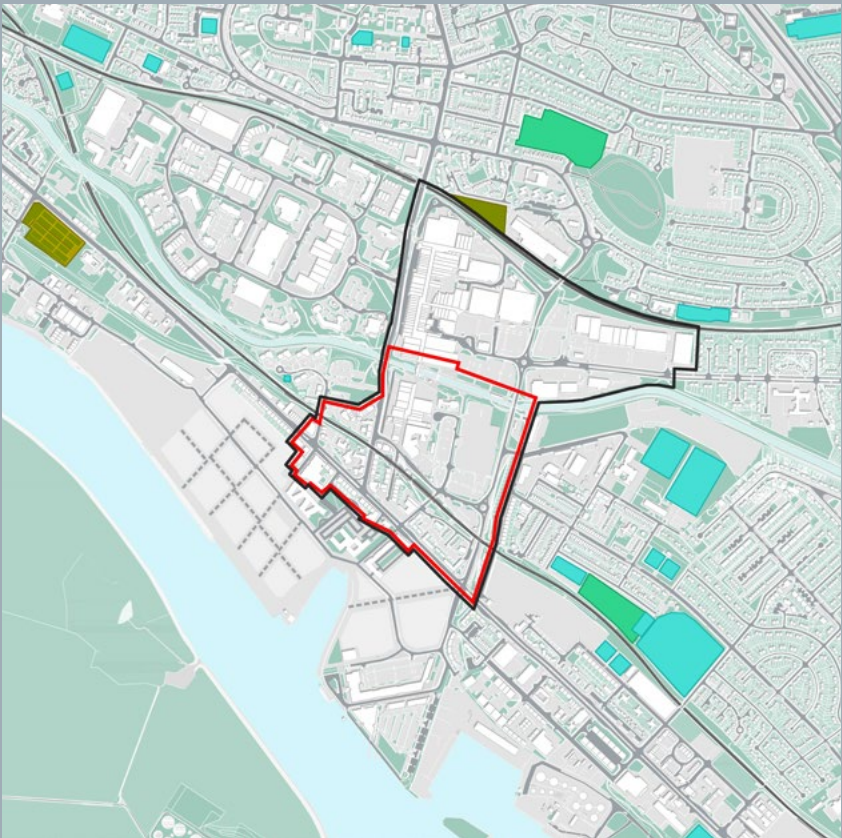
Compliance with UK Government Guidance
The creation of a new all ages Greenspace is 'on menu', as outlined by criteria H3:

'Creation of, and improvement to, local green spaces, community gardens, watercourses and embankments.'

Context: Lack of Town Centre Greenspace

There is a lack of greenspace generally within the town centre.

The largest greenspaces are outwith the town centre area and so the potential to introduce some new greenspace that could incorporate seating and play areas would be a welcome addition.



Park / Greenspace
Active Greenspace (Sport etc)
Allotments



Community Feedback:
'New Parks / Green Spaces'

Community Feedback:
'New Greenspace at the Canal'

Community Feedback:
'Activate the Canalside for All'

Pound's Park, Sheffield

Pound's Park, a new urban greenspace at the heart of Sheffield city centre is accessible, inclusive and multi-generational, including spaces for play, relaxation and socialising.

With families in mind, Pound's Park features a three-by-eight-metre climbing boulder, reminiscent of a Peak District rockface, a significant new children's playground and a number of water play features. Seating and new accessible public toilets are located within the park and extensive evening lighting and CCTV ensures it remains a safe environment that can be enjoyed into the evening.

"The Council is investing in truly unique and high-quality public spaces across the city centre, bringing 'The Outdoor City' ethos right into the heart of Sheffield.

Creating these spaces is not only about giving people free and attractive places to enjoy and relax in, it helps reduce vehicle congestion and emissions in the city centre, as well as creating an attractive

environment that will see us attract new residents, businesses and retail and leisure brands into the city centre – driving more footfall and helping the city centre thrive for decades to come."

Councillor Mazher Iqbal, Co-Chair Transport, Regeneration and Climate Policy Committee



Proposals

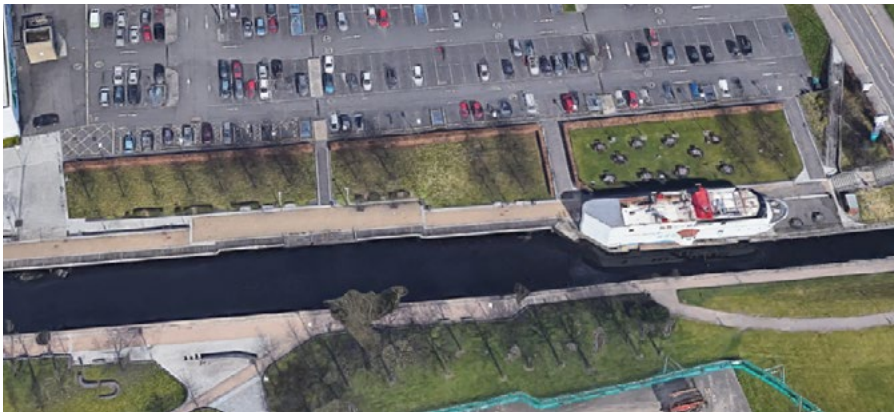
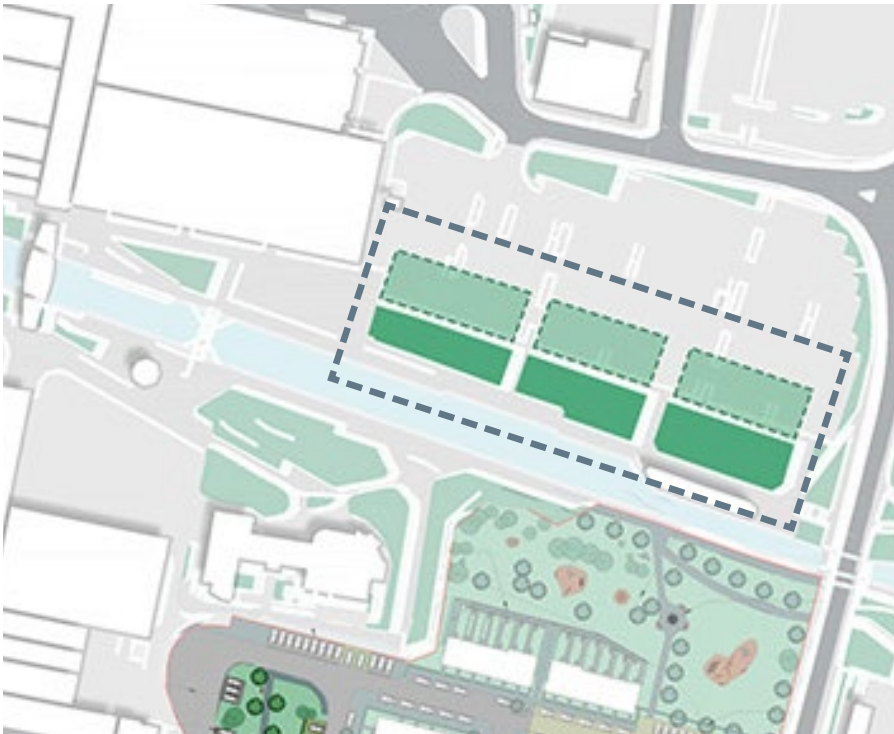
The chosen space is located on the north bank of the canal, directly adjacent to the Clyde Shopping Centre. The selection of this location also responds to the engagement feedback where the community called for proposals that ‘activate the canalside for all’.

Conceived as a multi-functional greenspace, it provides water management, biodiversity, access and recreation, benefitting both the local population and visitors.

It is envisaged that it would incorporate new areas of seating and shelter, a sensory garden and raised community planters. The opportunity to expand the space into a section of the adjacent car park would effectively double its size and allow the incorporation of more facilities including a MUGA pitch and small skate park. For the purposes of high level costing / programme etc. the basic proposals have been referred to as Option A , with the expanded greenspace Option B.

Note:
The delivery of the Option A proposals would result in **no loss of parking** within the adjacent surface parking area.

The expansion of the Greenspace as described in option B would result in the loss of **approximately 80 parking spaces**.



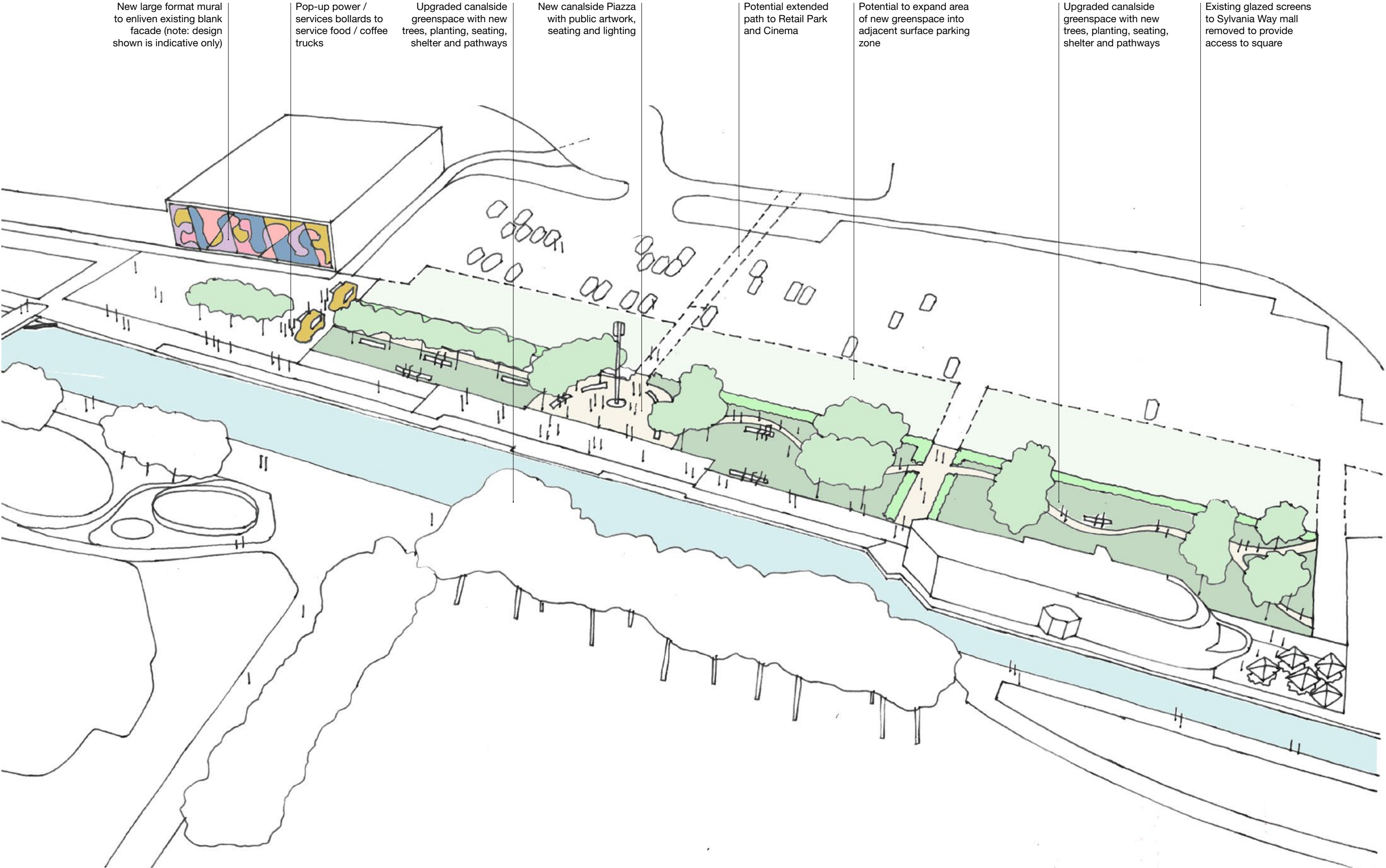
Proposed Greenspace
Potential additional area



- Included Elements**
- Resin bound gravel pathways
 - 2 x 50sqm areas of high quality paving forming seating areas
 - New Planting: Trees, shrubs, border planting
 - Raised planters for community growing
 - Benches (precast concrete base with slatted timber seat top)
 - Timber Pergola shelters (2no. 20sqm each)
 - New illuminated bollards to pathways
 - Refuse / dog waste bins
 - Signage / wayfinding totems at entry points (3 no.)



A New Town Centre Greenspace



New large format mural to enliven existing blank facade (note: design shown is indicative only)

Pop-up power / services bollards to service food / coffee trucks

Upgraded canalside greenspace with new trees, planting, seating, shelter and pathways

New canalside Piazza with public artwork, seating and lighting

Potential extended path to Retail Park and Cinema

Potential to expand area of new greenspace into adjacent surface parking zone

Upgraded canalside greenspace with new trees, planting, seating, shelter and pathways

Existing glazed screens to Sylvania Way mall removed to provide access to square

High Level Cost Estimate: Option A

Item	Unit	Qty	Total
Option A			
General duntakings / Site preparation	Item	1	£50,000
New Greenspace area primarily soft landscaping (adapting existing surfaces)	m2	1,695	£169,500
Existing beech hedging to boundary of greenspaces to car park to be retained	Item	1	£20,000
Resin bound gravel pathways	m2	350	£43,750
High quality paving formed in seating areas	m2	100	£45,000
New Planting, trees, shrubs border planting - budget allowance	Item	1	£80,000
Raised Planters - budget allowance	Item	1	£45,000
Benches (precast concrete base with slatted timber seat Broxap or similar) - assumed quantity	Nr	12	£36,000
Timber Pergola shelters	Nr	2	£70,000
New illuminated bollards to pathways - assumed quantity	Nr	15	£22,500
Refuse / dog waste bins / general site furniture	Item	1	£20,000
Signage / wayfinding totems at entry points	Nr	3	£9,000
General modifications - street lighting	Item	1	£50,000
General modifications - drainage	Item	1	£75,000
			£735,750
Add			
Prelims @ 17.5%			£128,756
Contingency @ 15%			£129,676
			£994,182
Design fees @ 20%			£198,836
Inflation to assumed project midpoint of 3Q 2025			£39,681
Total			£1,232,700

Basis of High Level Costs	Exclusions From High Level Costs
1. Costs are high level estimates based on limited information currently available.	1. Any work in connection with utility services or diversion of same.
2. Threesixty Architecture sketch drawing reference 24013-SK-100 New Greenspace	2. Any work not stated or implied on drawings.
3. Discussion on scope with Threesixty Architecture.	3. VAT on works or fees.
4. We have incorporated budget allowances (based on benchmarking of similar projects) for the majority of the work scope as detailed.	
5. It is assumed the works can be carried out in a single continuous phase.	
6. Inflation is based on high level programme indicated by TTPM.	

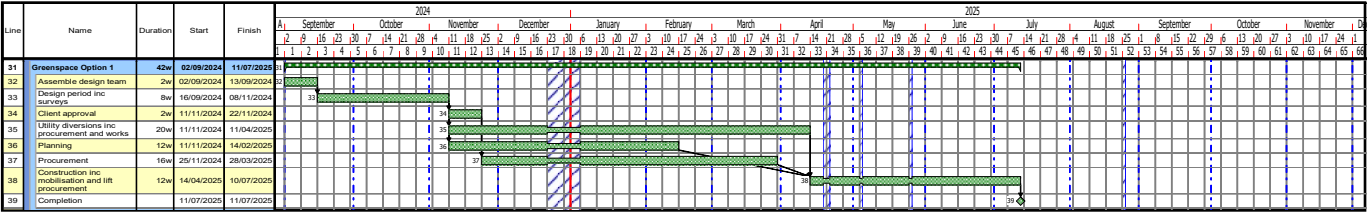
Preliminary Programme, Risk and Approval Considerations

Revenue funding for ongoing maintenance and management to be established in following development stages and added to budget.

The programme below demonstrates that the Option A Greenspace described in this report could be developed from this initial concept and delivered in a **42 week** period.

This is based on the following key stages:

Assemble Design Team:	2 weeks
Design Development (incl. surveys):	8 weeks
Planning, Utility Diversions, Scottish Water Approval and Procurement (mainly concurrent)	20 weeks
Construction (incl. mobilisation period)	12 weeks



Potential Risks

Risk	Mitigation
1. Interventions are limited in area and result in less than anticipated impact / usage.	Ensure proposals maximise potential of site and provide a number of varied uses attractive to all in the community.
2. New interventions attract anti-social behaviour.	Ensure robust design of any elements to minimise damage from vandalism. The combined strategies of the Vision (with a particular focuas on the canalside) will lead to more activity and passive surveillance.
3. Part of the Land may not be in council ownership.	Carry out land ownership check and liaise with shopping centre owners / Scottish Canals.
4. Any required power supplies not easily accessible and diversions/ new supplies may be required.	Utilities surveys of intervention locations to be undertaken at earliest opportunity and proposals amended to minimise cost / requirement for diversions.

Approval / Utility Considerations

Approval / Utility	Required (Yes / No)
Planning	Y
Warrant	Y (Canopy structures)
RCC	N
Utility Diversion / Supply	Y (Power for signage & bollards)
Landlord Approval	N
Other Approvals	N

Expected Outcomes and Benefits

Increased activity and vibrancy in heart of town – greater safety

Promotes shared, multi-generational activity and interactions – Inclusion and Health

High Level Cost Estimate: Option B

Item	Unit	Qty	Total
Option B			
General duntakings / Site preparation	Item	1	£90,000
New Greenspace area primarily soft landscaping (adapting existing surfaces)	m2	1,695	£169,500
Existing beech hedging to boundary of greenspaces to car park to be retained	Item	1	£20,000
Resin bound gravel pathways	m2	350	£43,750
High quality paving formed in seating areas	m2	100	£45,000
New Planting, trees, shrubs border planting - budget allowance	Item	1	£90,000
Raised Planters - budget allowance	Item	1	£55,000
Benches (precast concrete base with slatted timber seat Broxap or similar) - assumed quantity	Nr	14	£42,000
Timber Pergola shelters	Nr	2	£70,000
New illuminated bollards to pathways - assumed quantity	Nr	15	£22,500
Refuse / dog waste bins / general site furniture	Item	1	£20,000
Signage / wayfinding totems at entry points	Nr	3	£9,000
General modifications - street lighting	Item	1	£75,000
General modifications - drainage	Item	1	£100,000
Provision of new 35x18m Muga pitch, complete - budget allowance	m2	630	£126,000
Provision of new skate park - budget allowance of £350/m2	m2	595	£208,250
Potential expansion into car park area; comprising soft landscaping / paths	m2	1,410	£211,500
			£1,397,500
Add			
Prelims @ 17.5%			£244,563
Contingency @ 15%			£246,309
			£1,888,372
Design fees @ 20%			£377,674
Inflation to assumed project midpoint of 3Q 2025			£75,554
Total			£2,341,600

Basis of High Level Costs

- 1. Costs are high level estimates based on limited information currently available.
- 2. Threesixty Architecture sketch drawing reference 24013-SK-100 New Greenspace
- 3. Discussion on scope with Threesixty Architecture.
- 4. We have incorporated budget allowances (based on benchmarking of similar projects) for majority of the work scope as detailed.
- 5. It is assumed the works can be carried out in a single continuous phase.
- 6. Inflation is based on high level programme indicated by TTPM.

Exclusions From High Level Costs

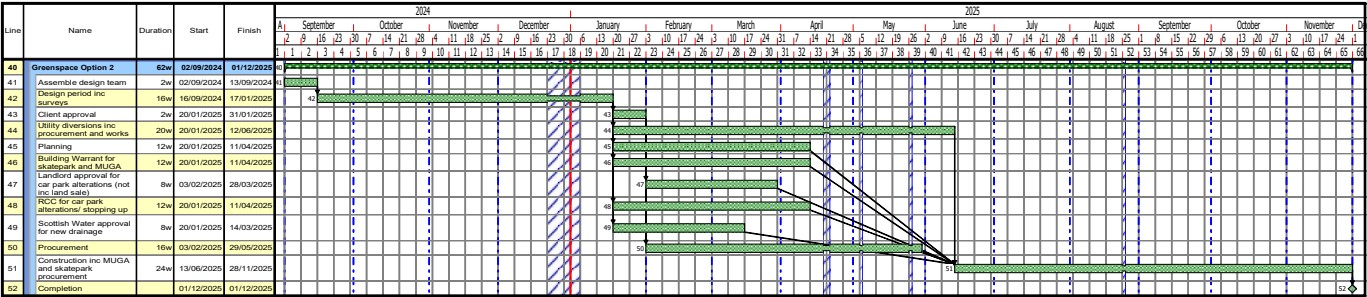
- 1. Any work in connection with utility services or diversion of same.
- 2. Any work not stated or implied on drawings.
- 3. VAT on works or fees.

Preliminary Programme, Risk and Approval Considerations

The programme below demonstrates that the Option B Greenspace described in this report could be developed from this initial concept and delivered in a **62 week** period.

This is based on the following key stages:

Assemble Design Team:	2 weeks
Design Development (incl. surveys):	16 weeks
Planning, Warrant, Landlord Approval, Scottish Water Approval, RCC for car park alterations and Procurement (mainly concurrent):	20 weeks
Construction (incl. mobilisation period and procurement of MUGA and Skatepark):	24 weeks



Potential Risks

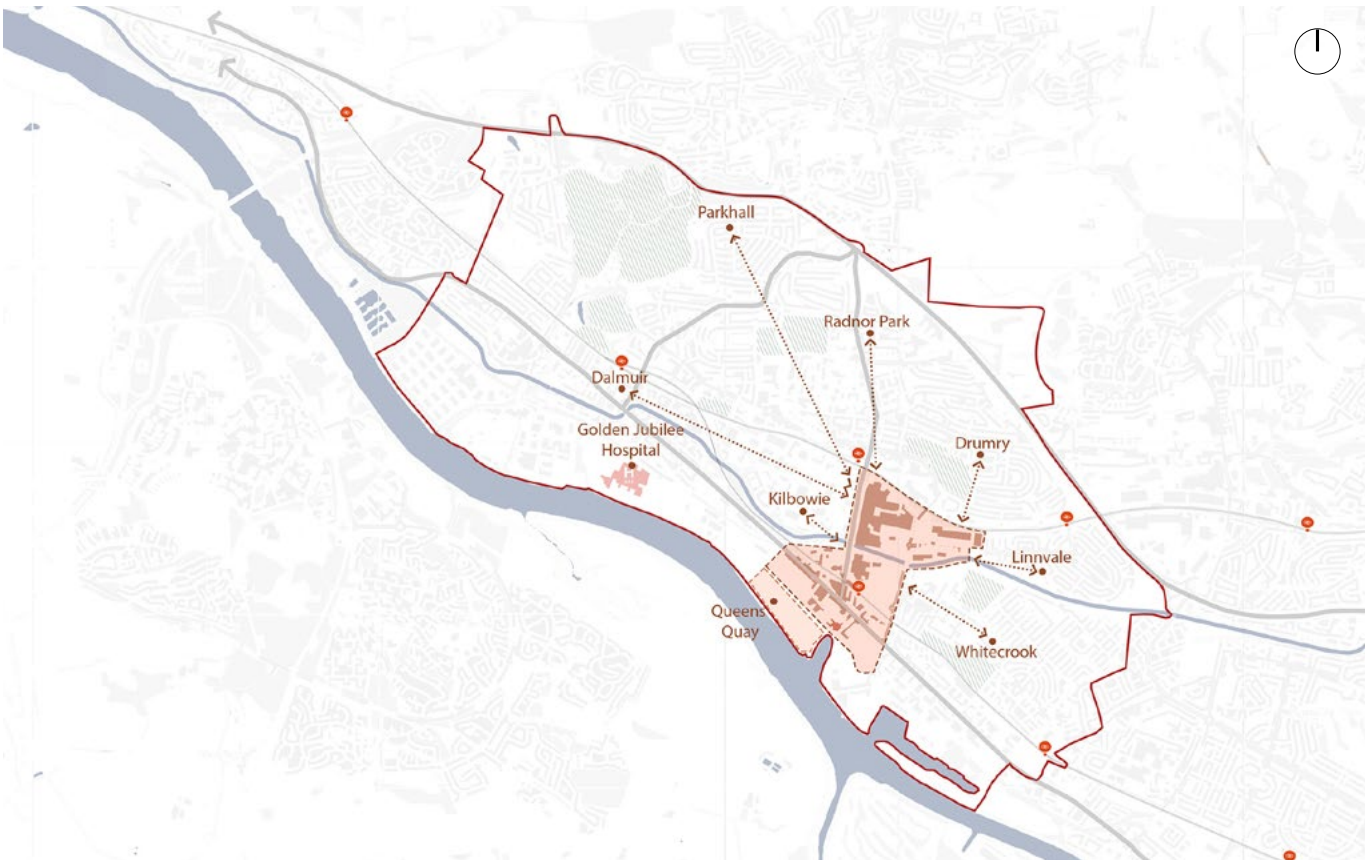
Risk	Mitigation
1. Car park owner is reluctant to sell or lease area of car park to enable additional interventions to be developed. Resistance to loss of any parking in town centre.	Initiate dialogue with car park owners at earliest opportunity to discuss. Wider assessment of parking provision and consultation on impact of localised loss to be undertaken.
2. Future maintenance of new activity spaces cannot be funded.	Allow for revenue funding to permit maintenance / management of space for duration of Ten Year Vision.
3. New surface water drainage required for MUGA and skate park resulting in need to seek Scottish Water approval and carry out diversion works.	Undertake utilities survey of location and begin preliminary dialogue with Scottish water at earliest opportunity.

Approval / Utility Considerations

Approval / Utility	Required (Yes / No)		
Planning	Y	Landlord Approval	Y (Assume Mall owns car park)
Warrant	Y (Canopy structures / MUGA / Skatepark)	Other Approvals	Scottish Water approval for additonal drainage
RCC	Y (Car park alterations)		
Utility Diversion / Supply	Y (Power for signage, bollards, MUGA & Skatepark)		



Priority Intervention 4: Connecting Communities & Facilities



Strengthening connectivity between surrounding communities and their town centre is a key ambition of the Long Term Plan for Clydebank. Coupled with this is the desire to better connect both the emerging community and essential services (health, education, leisure) located at Queens Quay and the Golden Jubilee Hospital.

Routes have been identified connecting the following surrounding neighbourhoods / facilities to the heart

of the town centre, all of which fall within the designated LTP boundary:

1. Queens Quay
2. Golden Jubilee Hospital
3. Surrounding Communities
 - Parkhall & Kilbowie
 - Dalmuir
 - Radnor Park
 - Drumry & Linnvale
 - Whitecrook

These routes have been illustrated on a series of maps included later on page xx of this report.

Compliance with UK Government Guidance

Improvements to wider connectivity within Clydebank for active travel is 'on menu', as outlined by criteria **T1**:

'Support for active travel enhancements in the local area.'

and **T6**:

'Reducing vehicle emissions.'

Community Feedback:
'Better Maintenance of Roads / Pavements'

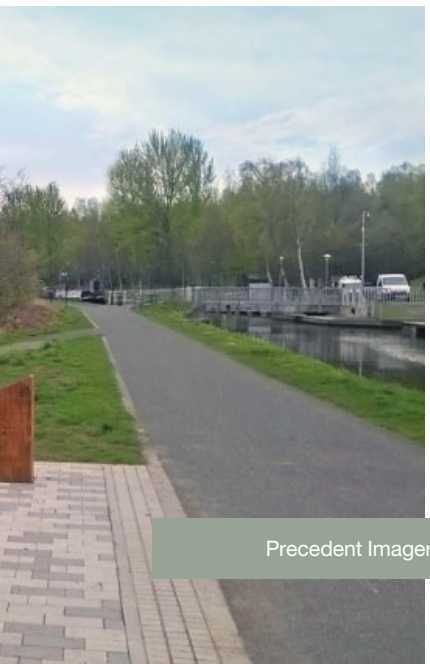
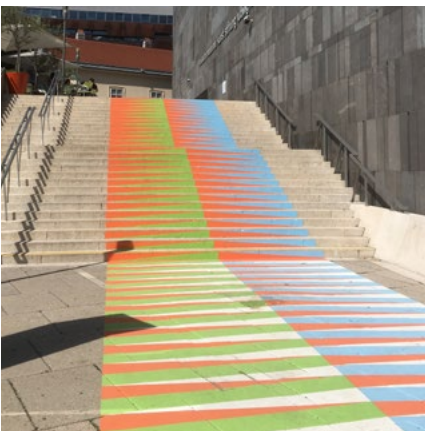


Leicester 'Hospital Hopper' electric bus service connecting the city's hospitals

Community Feedback:
'Upgrade or Create New Footpaths / Cycle paths'



Community Feedback:
'Better Connectivity of Train / Bus Travel Options'



Precedent Imagery

A number of physical interventions are proposed to all routes, including the periodic employment of new double sided banners, wayfinding signage, new pavement / pathway finishes and bench seating. Precedent images of relevant examples are shown above..

There may also be requirements for localised strategic improvements to surfaces to widen areas etc. to ensure safe use by wheelchair users, cyclists and prams. Identifying the extent of these works is beyond the scope

of this study but will be determined as part of the next stages of design development.

Beyond the physical, the Town Board, in response to the feedback received from the community engagement are exploring, with SPT, how public transport provision could be improved to further strengthen connections to and from the heart of Clydebank.

1. Connecting Queens Quay



Context: Queens Quay

Queens Quay is one of the most significant regeneration projects in Scotland. It is transforming the former John Brown shipyard into a vibrant waterside community providing access and activity to the Clyde from Clydebank for the first time.

The 23 Hectare site is focused around the Titan Crane, a powerful symbol of Clydebank’s proud shipbuilding past now repurposed as a tourist attraction and viewing platform.

Queens Quay is home to a number of key facilities set within a new high quality public realm including the Clydebank Campus of West College Scotland, Clydebank Leisure

Centre, Queens Quay Energy Centre, Clydebank NHS Health Centre, Queens Quay House 84 Bed Care Home and the Titan Business Centre

The first elements of residential have recently been completed. These new blocks have provided commercial units at ground floor with 146 homes for social rent above.

The ultimate ambition is to provide around 1500 new residential units with supporting commercial, leisure and retail uses.

A key ambition of the Long Term Plan is to better connect Queens Quay to the heart of the town centre.

Proposals

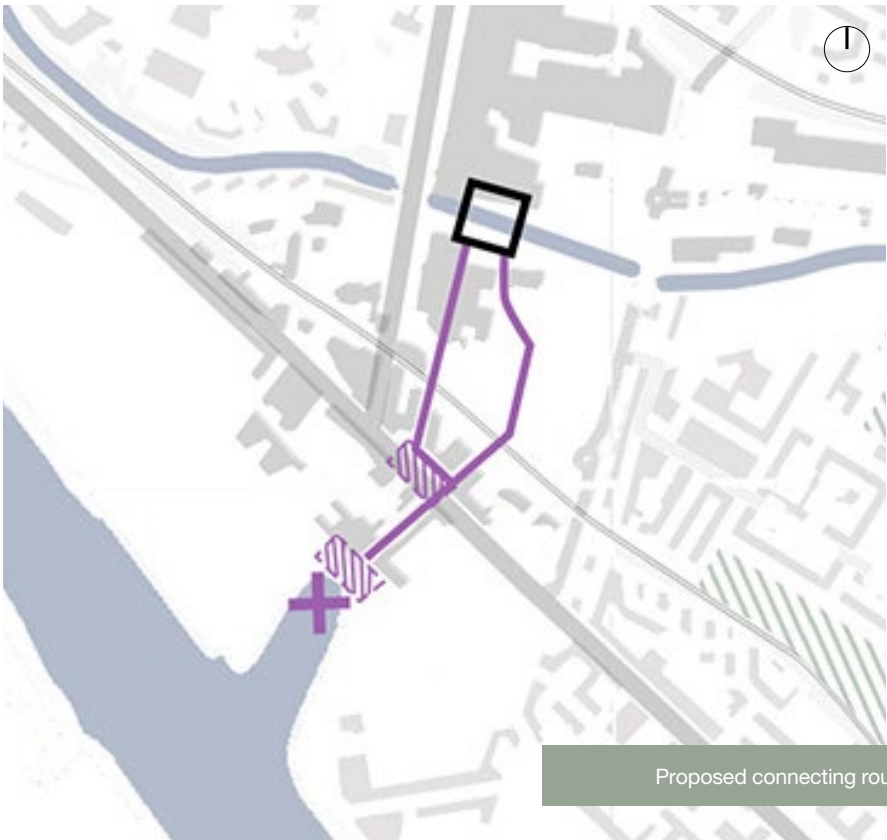
The proposals take advantage of the recently completed Titan Boulevard as the principle first stage in the link from the Queens Quay Neighbourhood.

The recent positive changes to the environment on Dumbarton Road, with the introduction of high quality paving, lighting and safe crossing points also form a key component.

Beyond this, the first interventions seek to use the existing International Asbestos memorial space as a node leading to the town centre via Alexander Street and Hume Street, both of which extend toward Chalmers Street. Improvements are proposed to all of these aforementioned areas as noted on the next page.

The biggest physical challenge to better connecting Queens Quay more effectively to the town centre is the challenge to visibility posed by the existing elevated railway line. The proposals suggest improvements to the environment beneath this line on both Alexander and Hume Streets through the introduction of new artwork / signage and lighting. The integration of these improvements would allow the Town Board to include another item that was previously considered on the ‘Long List’ and had garnered strong support.

These combined interventions are illustrated on pages 76-77 of this report.



Asbestos Memorial Improvements

- New Raised Planters (30 sqm area each approx.) with semi mature trees to enclose and define space, complete with wayfinding information
- New Decorative Mural to existing wall (150 sqm approx)
- New Metal Fencing complete with decorative mesh panels (40 sqm approx)

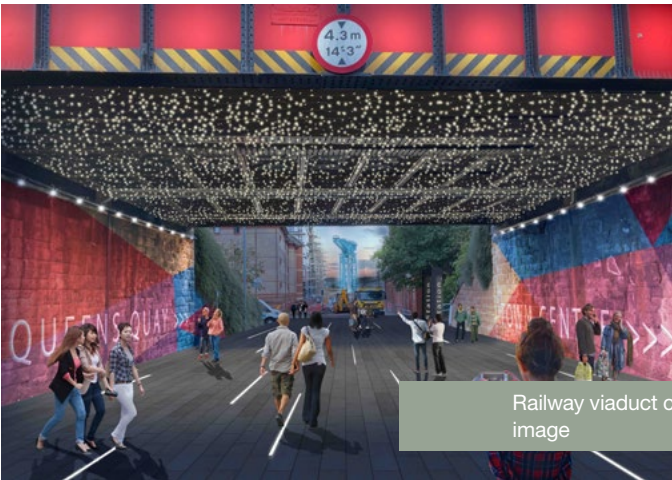
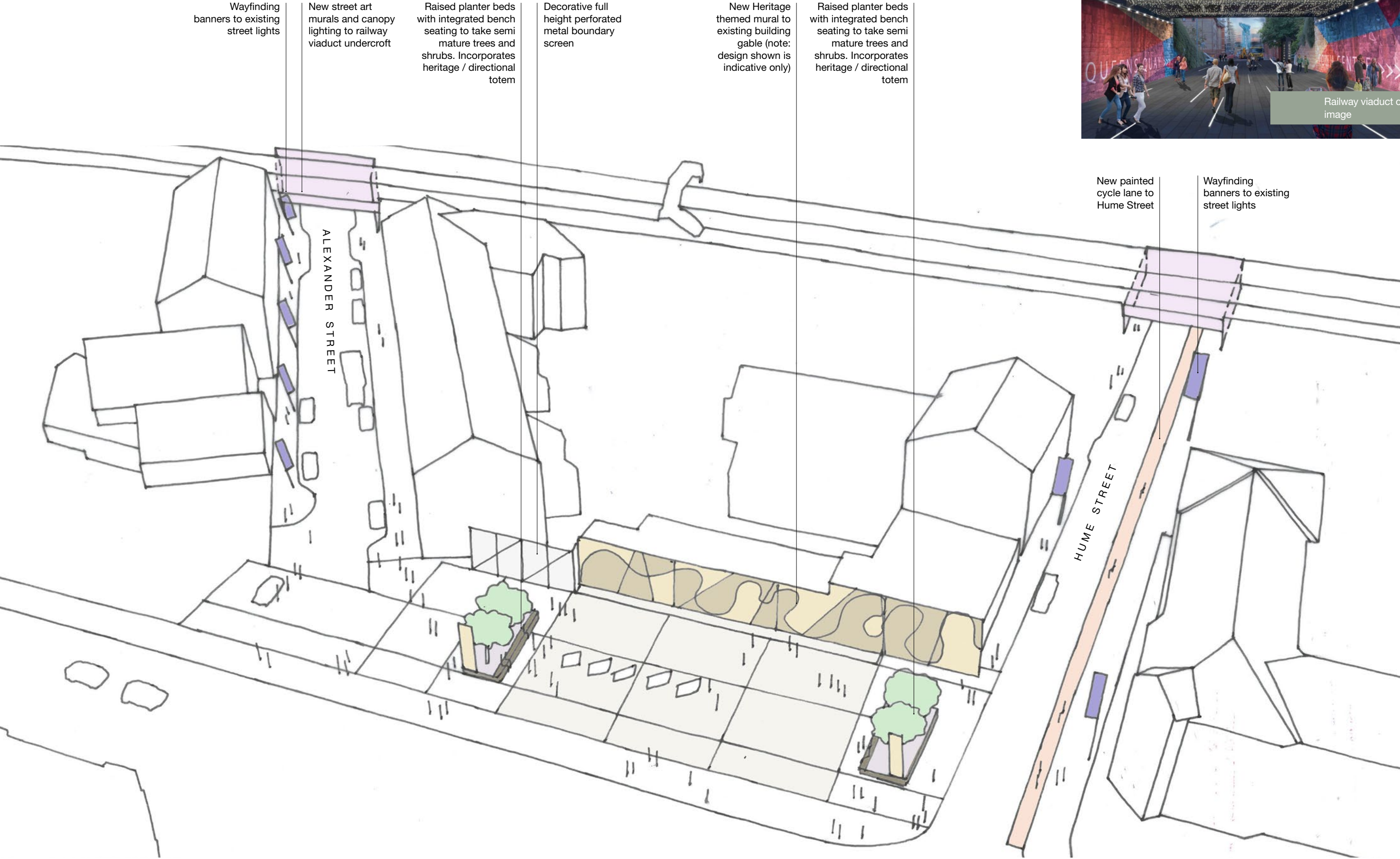
Alexander Street Improvements

- New vinyl signage banners to existing lampposts (5no.)
- New wayfinding graphics and lighting to underside of railway bridge (120sqm wall / 160sqm ceiling)

Hume Street Improvements

- New vinyl signage banners to existing lampposts (3no.)
- New painted cycle lane (150 linear metres approx.)
- New wayfinding graphics and lighting to underside of railway bridge (120sqm wall / 160sqm ceiling)

1. Connecting Queens Quay



2. Connecting the Golden Jubilee Hospital



Context: Golden Jubilee Hospital

NHS Golden Jubilee Campus is the family of facilities which includes the Golden Jubilee National Hospital, Research Institute and Conference Hotel.

The facility combines a top quality hospital with hotel, and conference facilities and centres for research, clinical skills and innovation. This integrated approach, with a focus on continuous learning and strong links to academia and industry, creates a crucible for innovation and a vibrant network for the spread of learning and best practice.

A leading centre for heart procedures, the facility has been expanded to form Scotland's first 'National Treatment Centre'. Phase one, the new Eye Centre opened in 2020.

The second phase of the National Treatment Centre was completed in June 2023. Patient and visitor numbers have increased significantly as a consequence of the expansion, as have staff numbers.

A key ambition of the Long Term Plan is to better connect the Golden Jubilee National Hospital to the heart of the town centre.

Proposals

The proposals identify both an active travel route along the tow path of the canal and a clearly signposted route along Dumbarton Road as shown in the map above. In both cases, as with the proposed town centre 'trails' existing streets and paths make up the entirety of the routes, with no requirement (apart from at key wayfinding locations) to change surface finishes or introduce new sections)

Agamemnon Street Improvements

- New vinyl signage banners to existing lampposts (3no.)
- New wayfinding Totem signs (2no.)
- New painted cycle lane (220 linear metres approx.)

Boquhanran Road Improvements

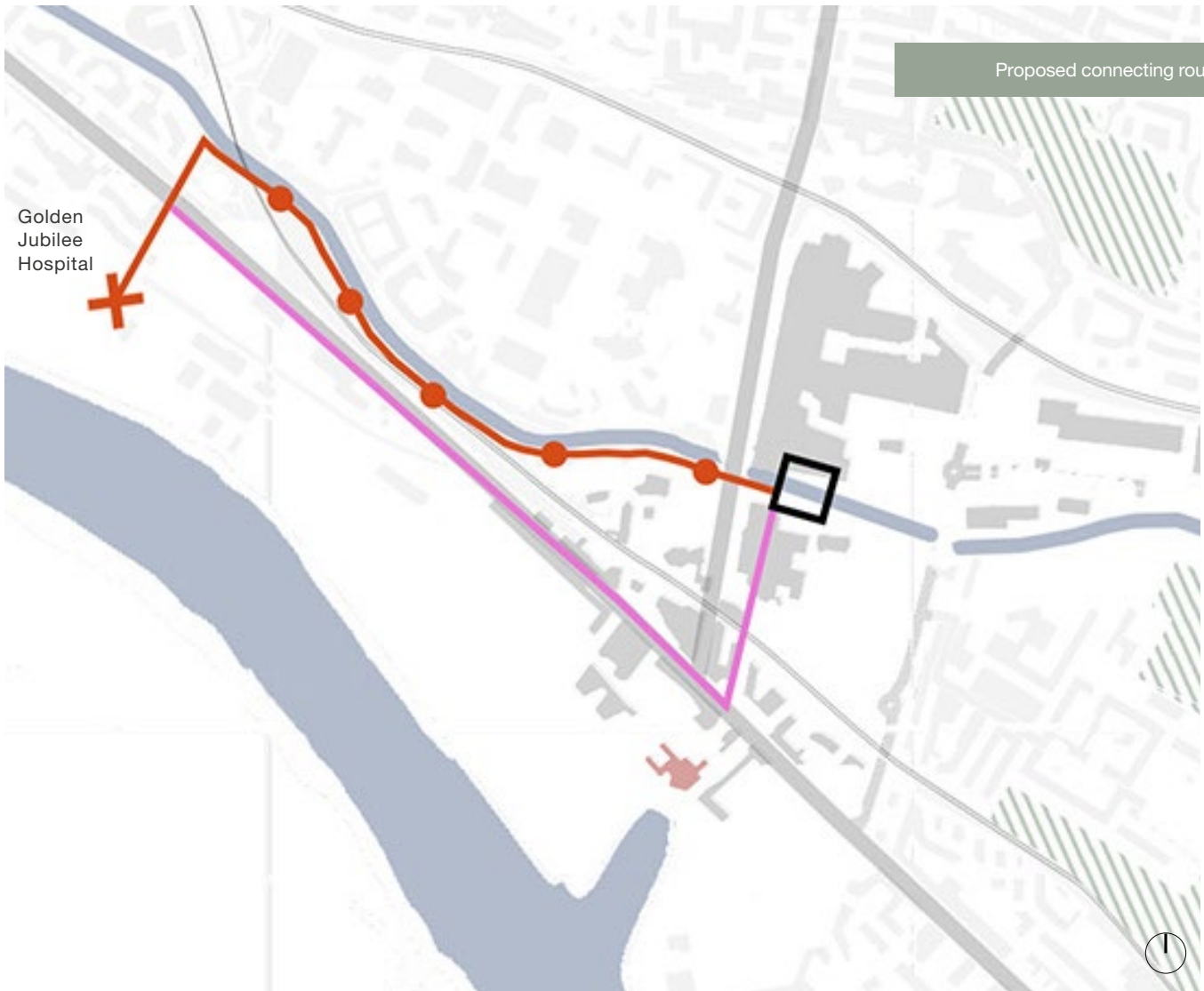
New thermoplastic decorative paint finish to be applied to surface of access route, ramp and risers of stairs leading to canal towpath (approx. 400 sqm area)

Canal Towpath Interventions

New wayfinding points. Allow for bonded resin path insert (2m x 2m) directional totem, coordinated bench and cycle stand at each location (5no, ie. 1 per 200m)

Dumbarton Road Interventions

New vinyl signage banners to every other existing lamppost on one side of the road only (10no.)



- Canal towpath route
- Canal towpath intervention
- Dumbarton Road route
- Three Queens Square
- Directional signage and information totem
- Vinyl banner to existing lamppost
- Painted cycle lane

3. Connecting Surrounding Communities

A number of routes that connect the communities of Clydebank within the defined Long Term Plan boundary with the heart of the town centre have been identified and are illustrated in the adjacent map.

Each route begins at a significant location within each community, (train station, Library etc.) and lead to Three Queens Square and the Forth and Clyde Canal.

Again, as with the proposed trails and routes from Queens Quay and the Golden Jubilee Hospital, the proposed

routes take advantage of established roads, streets and paths, minimising the need for the creation of new areas of hard landscaping.

A number of physical interventions are proposed to all routes, including the periodic employment of new double sided banners, wayfinding signage, new pavement / pathway finishes and bench seating. Precedent images of relevant examples are shown on page 73 of this report.

West Dunbartonshire Council are in the process of developing an Active Travel Strategy for Clydebank and the opportunity exists for this to influence the final routes of these connections to surrounding communities and may permit the introduction of safe cycling routes and improved public transport links.

Route Starting Points



Dalmuir: Dalmuir Train Station



Parkhall & Kilbowie: Parkhall Library



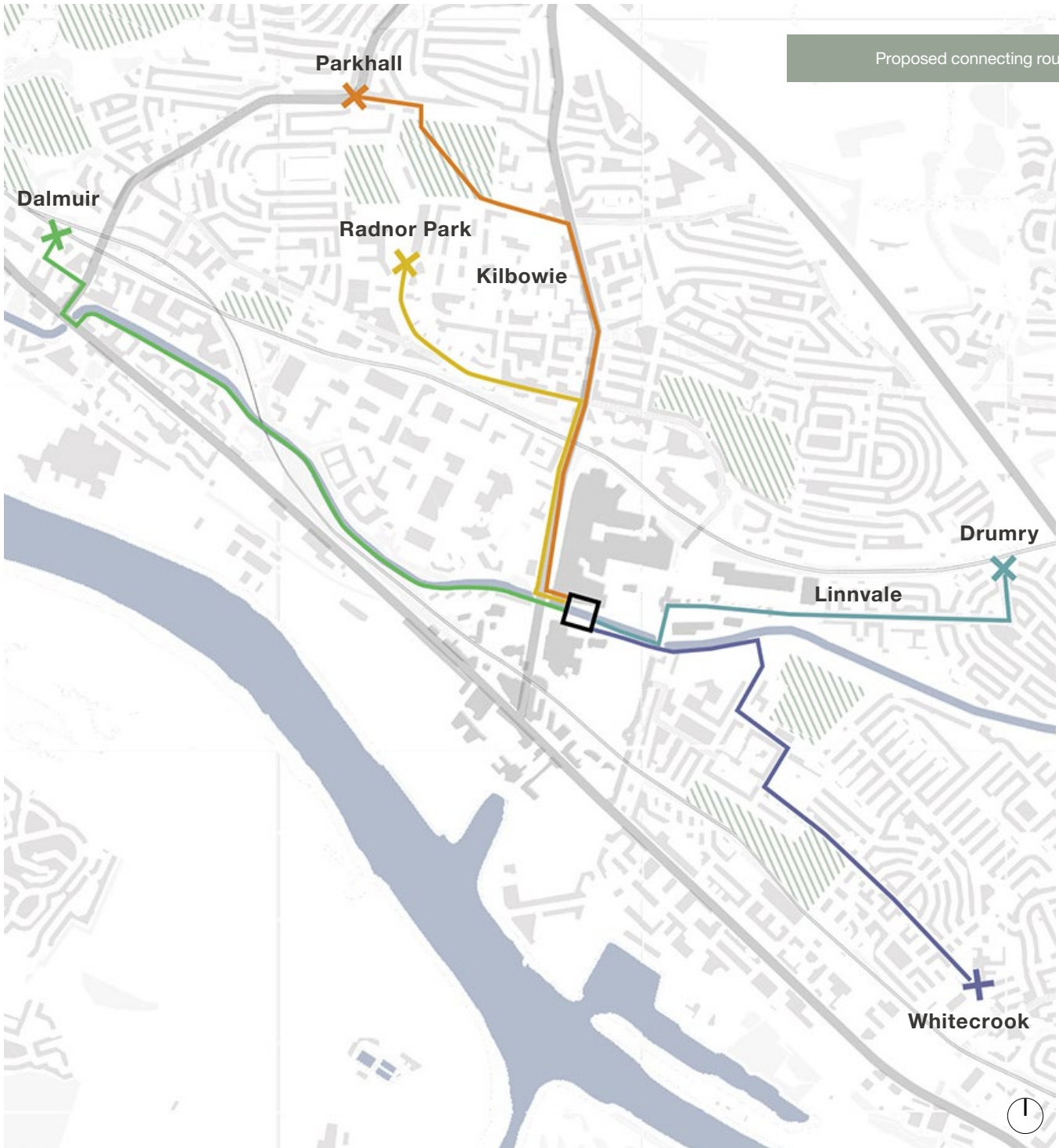
Radnor Park: Clydebank High School



Drumry & Linnvale: Drumry Train Station



Whitecrook: St. Margaret of Scotland Hospice



Three Queens Square



- Dalmuir route
- Parkhall & Kilbowie route
- Radnor Park route
- Drumry & Linnvale route
- Whitecrook route



High Level Cost Estimate

Item	Unit	Qty	Total
Alexander Street Improvements			
New vinyl signage banners to existing lampposts	Nr	5	£7,500
Allowance for paint treatment to existing walls - railway bridge area	m2	120	£9,000
Extra over above for wayfinding graphics	Item	1	£2,000
New lighting canopy to underside of railway bridge	m2	160	£32,000
Hume Street Improvements			
New vinyl signage banners to existing lampposts	Nr	3	£4,500
New painted cycle lane	m2	300	£30,000
Allowance for paint treatment to existing walls - railway bridge area	m2	120	£9,000
Extra over above for wayfinding graphics	Item	1	£2,000
New lighting to underside of railway bridge	m2	160	£32,000
Asbestos Memorial Improvements			
New Raised Planters with semi mature trees to enclose and define space, complete with wayfinding information	Nr	2	£110,000
New Decorative Mural to existing wall	m2	150	£15,000
New Metal Fencing complete with decorative mesh panels	m2	40	£8,000
Agamemnon Street Improvements			
New vinyl signage banners to existing lampposts	Nr	3	£4,500
New wayfinding totem signs	Nr	4	£30,000
New painted cycle lane	m2	440	£44,000
Canal Path Connector			
New thermoplastic decorative paint finish to be applied to surface of access route, ramp and risers of stairs leading to canal towpath	m2	400	£40,000
Canal Towpath Interventions			
New wayfinding points - Allow for bonded resin path insert (2mx2m)	m2	20	£7,000
New wayfinding points - Allow for directional totem	Nr	5	£7,500
New wayfinding points - Allow for coordinated bench	Nr	5	£10,000
New wayfinding points - Allow for cycle stand at each location	Nr	5	£6,250

Dumbarton Road Interventions			
New vinyl signage banners to existing lampposts	Nr	10	£15,000
New wayfinding totem signs every 250m	Nr	5	£37,500
Parkhall			
Allow for bonded resin pavement insert, directional totem, coordinated bench / planter	Nr	6	£45,000
Dalmuir			
Allow for bonded resin pavement insert, directional totem, coordinated bench / planter	Nr	10	£75,000
Radnor Park			
Allow for bonded resin pavement insert, directional totem, coordinated bench / planter	Nr	4	£30,000
Drumry			
Allow for bonded resin pavement insert, directional totem, coordinated bench / planter	Nr	5	£37,500
Whitecrook			
Allow for bonded resin pavement insert, directional totem, coordinated bench / planter	Nr	8	£60,000
			£710,250
Add			
Prelims @ 17.5%			£124,294
Contingency @ 15%			£125,182
			£959,725
Design fees @ 20%			£191,945
Consultancy costs to support discussions with SPT @ 5%			£47,986
Inflation to assumed project midpoint of 3Q 2025			£38,343
Total			£1,238,000

Note:
Additional budget may be required for the local making good of existing surface finishes as a consequence of the proposed installation works

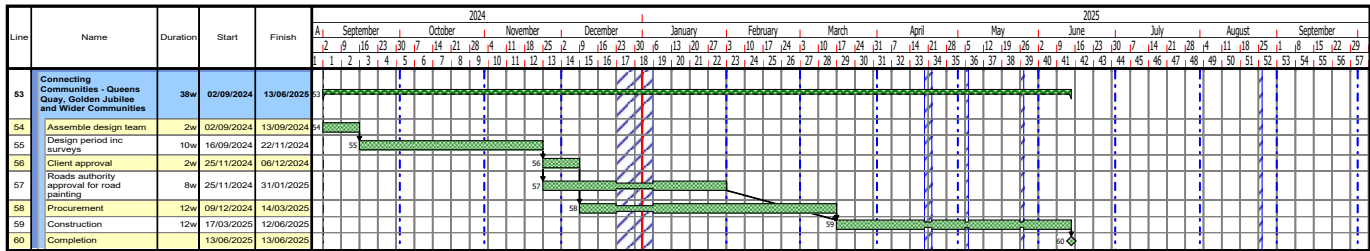
Basis of High Level Costs	Exclusions From High Level Costs
1. Costs are high level estimates based on limited information currently available. 2. Threesixty Architecture Three Year Investment Plan Information sketches 1 to 4 3. Discussion on scope with Threesixty Architecture. 4. It is assumed the works at the various locations can be carried out in a single continuous phase. 5. It is assumed that power would be readily available at each location. 6. Assume no issues in relation to ownership / wayleaves etc. 7. Inflation is based on high level programme indicated by TTPM.	1. General drainage or street lighting works. 2. Any work in connection with utility services or diversion of same. 3. Any work not stated or implied on drawings. 4. VAT on works or fees.

Preliminary Programme, Risk and Approval Considerations

The programme below demonstrates that the interventions to key routes described in this report could be developed from this initial concept and delivered in a **38 week** period.

This is based on the following key stages:

Assemble Design Team:	2 weeks
Design Development (incl. surveys):	10 weeks
Planning, RCC for cycle lane components and Procurement (mainly concurrent):	14 weeks
Construction (incl. mobilisation period):	12 weeks



Potential Risks

Risk	Mitigation
1. Interventions in remote/ poorly surveilled locations could be subject to vandalism if not designed robustly and with security in mind.	Ensure robust design of any elements to minimise damage from vandalism. The combined strategies of the Vision will lead to more activity and passive surveillance.
2. Adaptions to roads / active travel routes clash with ongoing council activity.	Road service to be a member of the project group for any elements that are footpath/road related.
3. Future maintenance of new interventions cannot be funded.	Allow for revenue funding to permit maintenance for duration of Ten Year Vision.
4. Power supplies not easily accessible for illuminated totems or feature lighting and extensive diversions/ new supplies may be required.	Utilities surveys of intervention locations to be undertaken at earliest opportunity and proposals amended accordingly to minimise cost / requirement for diversions.
5. Extensive repairs / making good required to existing route surfaces to achieve consistent acceptable standard.	Subsequent design stages to include detailed survey once exact routes agreed and update budget / programme.

Approval / Utility Considerations

Approval / Utility	Required (Yes / No)
Planning	N
Warrant	N
RCC	Y (New cycle lanes)
Utility Diversion / Supply	N
Landlord Approval	N
Other Approvals	N

Expected Outcomes and Benefits

Encourages active travel – Health and Well Being

Greater physical and emotional connection to town centre and heritage – Shared Identity and Pride



Summary of Priority Interventions

Intervention		Investment Theme	Programme	Capital Funding High Level Cost Estimate	Revenue Funding Indicative Costs (Provided by WDC)	Other
1 Town Centre Walking and Cycling Trails			40 weeks Subject to establishing scope of making good works at each intervention	£993,600	£75,000 (£25,000 per annum) Programmes and interventions to support healthy habits, walking and cycling. £TBC (£tbc per annum) Maintenance costs for the new infrastructure, to be established in subsequent development stages.	Develop detailed design in collaboration with proposed CCTV roll-out
2a Improving Three Queens Square			52-76 weeks Subject to establishing extent of strengthening works to council owned hard-landscaped areas	Option 1: £1,524,600 Option 2: £1,824,273	£150,000 (£50,000 per annum) Events and other interventions to bring activity to 3 Queens Square £TBC (£tbc per annum) Maintenance costs for the new infrastructure, to be established in subsequent development stages.	In later design stages, co-ordinate with proposed CCTV roll-out and existing lighting and maintenance, identify any shortfall, establish responsibility and adjust capital and revenue budget accordingly
2b Canalside Activity Centre			48 weeks For alterations / fit-out of unit in Clyde Shopping Centre option	Option 1: £0 Option 2: £0 Capital funding secured from other sources, subject to approval by Scottish Government.	£420,000 (£140,000 per annum) Indicative budget to support running of the Activity Centre for up to 3 years. It is expected that the Centre would become self sufficient in Year 4 and/ or secure external funding.	£1.3 million (majority secured from RCFG, for stand alone option)
3 A New Town Centre Greenspace			42-62 weeks Dependent on option chosen Core Option A: 42 weeks Expanded Option B: 62 weeks	Core Option A: £1,232,700 Expanded Option B: £2,341,600	£TBC (£tbc per annum) Maintenance costs for the new infrastructure, to be established in subsequent development stages. Maintenance costs to be secured for the duration of the fund (10 years)	Option B dependent on collaboration with existing shopping centre owners and wider agreement to commute identified area of parking to community facilities
4 Connecting Communities & Facilities			38 weeks	£1,238,000	£TBC (£tbc per annum) Maintenance costs for the new infrastructure, to be established in subsequent development stages. Maintenance costs to be secured for the duration of the fund (10 years)	Subsequent design stages to include detailed survey once exact routes agreed and update budget / programme

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WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer (Regulatory & Regeneration)

Infrastructure, Regeneration & Economic Development Committee

6 November 2024

Subject: Place Based Investment Programme Fund & Alexandria Masterplan

1 Purpose

- 1.1** This report asks Members to note the update on the Place Based Improvement Programme and to progress with delivery of the Alexandria masterplan projects.

2 Recommendations

- 2.1** It is recommended that Committee:
- (i) notes the update regarding availability of the Place Based Investment Programme funding for Year 4 and Year 5
 - (ii) notes the progress on development and delivery of the projects arising from the Alexandria Masterplan for which Place Based Investment Programme funding was allocated
 - (iii) notes the progress on development of the Mitchell Way improvement project
 - (iv) authorises the Chief Officer (Regulatory and Regeneration) to conclude on behalf of West Dunbartonshire Council, the award of the contract(s) to deliver the Alexandria projects in line with Contract Standing Orders and the Financial Regulations.

3 Background

- 3.1** In 2021 the Scottish Government announced a capital “Place Based Investment Programme”. It was designed as a five-year non-competitive Programme (2021/22 to 2025/26) to with the requirement that each year’s allocation of funding is committed within that financial year. The Programme was considered to be a successor to the Town Centre Fund, and conceived to be used to develop projects that meet Government’s regeneration priorities including :
- Investments shaped by the needs and aspirations of the local communities.

- Supporting ambitions such as town centre revitalisation, community-led regeneration, community wealth building and 20-minute neighbourhoods.
- Accelerating ambitions for net zero, wellbeing and inclusive economic development and tackling inequality.

3.2 In Summer 2024 we received correspondence from the Scottish Government advising that due to uncertainties around the Scottish Government's financial position and an ongoing review of their capital commitments, the confirmation of the PBIP allocation for 2024/25 had been delayed.

3.3 On 11 October 2024 we have received a confirmation from the Scottish Government that they are unable to release the 2024/25 allocation of PBIP funding as the projects did not meet the criteria in terms of urgency and criticality. No information was providing regarding future 2025/26 PBIP funding allocation. The Government advised that their financial position remains extremely precarious and emergency spending controls have been introduced to support wider pressures.

3.4 The following PBIP funding has been received in previous years:

Year 1 2021/22	£0.780m
Year 2 2022/23	£0.676m
Year 3 2023/24	£0.471m

Originally an estimated likely allocation for Year 4 and Year 5 to the Council were as follows:

Year 4 2024/25	£0.471m
Year 5 2025/26	£0.471m

3.5 A report to IRED in September 2021 committed to delivery of projects arising from the Alexandria Masterplan and allocated circa £1.147m of PBIP to those projects. The 12 projects Alexandria Masterplan were assessed against the PBIP criteria in order to make recommendations to members on which projects should be prioritised.

3.6 A report to IRED in November 2023 provided an update on allocations of the Place Based investment Programme funding and on progress with delivery of the Alexandria Masterplan projects.

Year	Allocation	Project	Status (Nov 24)
Year 2 2022/23	£0.366m	Alexandria Masterplan	Received & Spent
	£0.310m	Clydebank Activity Centre	Received & Allocated
Year 3 2023/24	£0.471m	Community Grants	Received & Spent

Year 4 2024/25	£0.471m	Alexandria Masterplan	Not released
Year 5 2025/26	£0.310m	Alexandria Masterplan	tbc
	£0.161m	Allocation tbc	tbc

4 Main Issues

4.1 The Council remains committed to delivering a raft of town centre improvements in Alexandria in line with the approved Alexandria Masterplan and priorities identified by the assessment process in November 2021. Notwithstanding the disappointing updates from the Scottish Government, the Regeneration Team have continued to progress development of projects using existing funding.

4.2 As Place Based Investment Programme funding in Year 4 will not be released there will be a funding gap of up to £0.781m in the Alexandria Masterplan budget. To ensure funding is available for delivery of the Alexandria Masterplan projects, Regeneration Team have considered ways to reprioritise other long-term commitments and notional contributions towards future projects across the Council area over 2025/26 and 2026/27

Alexander Street

4.3 £0.471m of Year 4 2024/25 Place Based Investment Programme funding was allocated to Alexander Street Improvement project, which will deliver the aims and objectives of Green Heritage Corridors and Cycling and Walking Network from the Alexandria Masterplan. To ensure that the project can go ahead, £0.471m will be reallocated from other long-term commitments and notional contributions towards future projects.

4.4 In February 2024 a design team were appointed to develop the Alexander Street project. Over the past few months, they have been working with the local community, stakeholders and Council officers to develop designs for a number of improvements along Alexander Street between the River Leven and Main Street. The local community have had an opportunity to engage with the project at the inception stage during a family fun day in April (hosted in CATRA premises on Alexander Street). Once the concept designs were developed, the community were able to provide comments and indicate their priority interventions during an Alexandria market event in June, where the design team had a stall.

4.5 Feedback received from the community as well as from the Council's Roads and Greenspace teams have been incorporated into the final proposal. Technical design and tender documentation will be completed in November. It

is expected that a contractor will be appointed in early 2025 and the project completed by the end of 2025.

4.6 Alexandria Masterplan – further project(s)

£0.310m of Year 5 2025/26 Place Based Investment Programme funding was allocated to further Alexandria Masterplan projects, which are yet to be defined. If no PBIP funding is released by the Scottish Government in 2025/26, £0.310m could be reallocated from other long-term commitments and notional contributions towards future projects.

Alexandria Masterplan – Town Centre improvements

- 4.7** Property improvements at the shopping centre for which £0.141m was allocated have been completed. Town Centre car park improvements for which £0.100m was allocated have been delayed due to access and coordination issues. The new Bank Street housing development managed by the Council's Housing team is currently out to tender and their programme may affect when and how the resurfacing work can be delivered.

Mitchell Way Public Realm Improvement

- 4.8** Funding for Mitchell Way improvements (£0.800m) was allocated from the Council's capital budget in 2017 however due to uncertainties around the LIDL development it was not possible to progress this project before now. The funding has been carried forward each year.

- 4.9** A design team has been appointed for the Mitchell Way improvement project. The team have already been working on the Alexander Street project, and have a good understanding of Alexandria. They have established strong working relationships with a number of key stakeholders in Alexandria, including the Vale of Leven Trust (VoLT), Central Alexandria Tenants and Residents Association (CATRA), the Traders Association and the Community Council.

- 4.10** Public engagement is planned for early 2025. It was concluded that it would be difficult to organise meaningful engagement in late 2024 due to competing priorities including BID Ballot and Christmas lights switch-on event planned by the local community. The aim of the engagement will be to establish priorities for the Mitchell Way project and to find out what further improvements could be delivered in the town centre in the future as and when funding becomes available. It is expected that the engagement and design process would continue until late 2025 with works starting on site in early 2026.

4.11 Shop Front Improvement Grants

The grant scheme funded by Shared Prosperity Fund which offers grants of up to £10,000 per property helped 15 business in Alexandria to improve the frontage of their premises, with more 9 businesses planning to deliver improvements before the funding deadline of 31 March 2025. Collectively these improvements contribute to making the Alexandria town centre a more attractive and welcoming place. The grant scheme is now closed for new

applications however similar schemes will be considered in the future if funding becomes available.

Business Improvement District

- 4.12** Alexandria Traders Association have been working for over a year to develop a Business Improvement District (BID) in Alexandria town centre. The final BID Proposal was approved by the Council and the Scottish Government on 4th September. The Chief Officer for Regulatory and Regeneration confirmed in a letter to the BID Proposer that the BID Proposal is approved and that the Council will not exercise their right to veto the proposal. The Ballot date has been set for 14 November and the ballot papers have already been distributed to all persons eligible to vote. If the businesses vote in favour of the BID, it will become operational from 1 April 2025.

5 People Implications

- 5.1** Existing staff within Regeneration will develop and implement the projects in Alexandria in cooperation with key stakeholders. Support will be required at key stages from other Services, including Procurement and Legal.

6 Financial & Procurement Implications

- 6.1** Place Based Investment Programme funding allocation for Year 4 2024/25 will not be released by Scottish Government. To ensure that the Alexander Street project can go ahead, £0.471m will be reallocated from other long-term commitments and notional contributions towards future projects. If Year 5 2025/26 allocation is not released, the Council can consider re-prioritising other longer term regeneration commitments to ensure that funding for the Alexandria Masterplan projects is available. All projects to be funded will be subject to the usual procurement procedures.

7 Risk Analysis

- 7.1** All projects are subject to a range of risks that may impact on them being delivered on time and on budget. The Alexandria projects will be developed taking a project management approach to design and delivery. Risk will be mitigated by availability of a suitable level of resource to progress the projects.

8 Environmental Sustainability

- 8.1** It will be a priority to take a zero carbon approach to project selection and to reflect the aims of the Council's Climate Change Strategy.

9 Equalities Impact Assessment

- 9.1** An Equality Impact Assessment has been carried out for the Alexander Street project. Equality Impact Assessment will be completed for the Mitchell Way project.

10 Consultation

- 10.1** Extensive engagement with the local community and stakeholders was undertaken for the Alexander Street project. Engagement for the Mitchell Way projects is planned for early 2025.

11 Strategic Assessment

- 11.1** The Council has agreed its five main strategic priorities for 2022 – 2027. The Place Based Investment Programme is consistent with the following objectives:
- Our neighbourhoods are sustainable and attractive.
 - Our area has the infrastructure for sustainable and inclusive growth where businesses can flourish.
 - Our residents are engaged and empowered.

Alan Douglas

Chief Officer - Regulatory &Regeneration

6 November 2024

Person to Contact: Gillian McNamara

Appendices: None

Background Papers: Place Based Investment Fund, IRED Report, September 2021
Place Based Investment Programme Fund & Alexandria Masterplan, IRED Report, November 2023

Equalities Impact Screening

Wards Affected: All

WEST DUNBARTONSHIRE COUNCIL**Report by Chief Officer: Resources****Infrastructure Regeneration and Economic Development Committee:****6 November 2024**

Subject: Sale of Former Balloch Library, Carrochan Road, Balloch G83 8BW**1. Purpose**

- 1.1** The purpose of this report is to seek Committee approval for West Dunbartonshire Council (the Council) to dispose of the former Balloch Library (the property) to McVey and Burns Property Investment Limited.

2. Recommendations

- 2.1** It is recommended that the Committee:
- (i) Approves the disposal of the Site to McVey and Burns Property Investment Limited for a figure of £150,000 plus VAT.
 - (ii) Authorises the Chief Officer Resources to conclude negotiations.
 - (iii) Authorises the Chief Officer Regulatory and Regeneration to conclude the transaction on such conditions as considered appropriate.

3. Background

- 3.1** The property is wholly owned by West Dunbartonshire Council and was declared surplus to operational requirements
- 3.2** The property is not required by any other Council Department.

4. Main Issues

- 4.1** The property is not required by the Council for any operational purpose.
- 4.2** The property was extensively marketed For Sale during July and August 2024. Marketing Details were prepared (Appendix 1).
- 4.3** The availability of the property was listed on the Council's website and social media and listed on the main commercial property marketing websites. Details were also circulated to commercial property agents, local solicitors, business development bodies.
- 4.4** A closing date was set for receipt of informal offers on 4 September 2024. Five offers were received ranging from £70,000 to £150,000 with the proposal

from McVey and Burns Property Investment Limited being considered to be the most attractive following an officer assessment.

- 4.5 The offer from McVey and Burns Property Investment Limited is subject only to standard commercial conditions. The prospective purchaser intends to renovate the property for residential uses.

5. People Implications

- 5.1 There are no significant people implications other than the resources required by legal services and asset management to negotiate missives and conclude the transaction.

6. Financial and Procurement Implications

- 6.1 The Council will benefit from a capital receipt of £150,000.
- 6.2 The Council will no longer have to incur resources in managing and maintaining the property including utility costs.
- 6.3 There are no procurement implications arising from this report..

7. Risk Analysis

- 7.1 The disposal is subject to legal due diligence. There is a risk of the sale not proceeding due to any issues emerging during the due diligence process.

8. Environmental Sustainability

- 8.1 The development of the Property will require to be in line with current building and environmental standards.

9. Equalities Impact Assessment (EIA)

- 9.1 An Equality Impact Assessment is not applicable for the purpose of this report.

10. Consultation

- 10.1 Consultations have been undertaken with Regulatory Services and Planning.

11. Strategic Assessment

- 11.1 By agreeing to this proposal the Council will benefit in terms of receiving a capital receipt and removing a revenue liability from the Council's asset portfolio.

11.2 By agreeing to this proposal this will be contributing to the Council's strategic priority for a strong local economy and improved job opportunities.

Laurence Slavin
Chief Officer: Resources
Date: 27 September 2024

Person to Contact: Michelle Lynn, Asset Manager
Email: michelle.lynn@west-dunbarton.gov.uk

J David Johnston, Estates Surveyor.
Email: david.johnston2@west-dunbarton.gov.uk

Appendices: Appendix 1 – Marketing Details.

Background Papers: None

Wards Affected: Ward 2



FOR SALE : DEVELOPMENT OPPORTUNITY



CARROCHAN ROAD, BALLOCH, G83 8BW



LOCATION

The town of Balloch is situated approximately 25 miles north west of Glasgow City Centre, within the 'Vale of Leven'.

The subject property is located on the east side of Carrochan Road (A813), the main road between Balloch and Jamestown. The surrounding area is predominantly residential in character with Balloch Campus nearby.



DESCRIPTION

The subjects comprise a single storey former library building of brick construction with a flat roof on a level regular shaped site.

The building has an electricity, gas and mains water supply.

Internally the building comprises a main open plan hall and various ancillary smaller rooms.

There is a surfaced car park to the south of the building, accessed from Craiglynn Gardens.

ACCOMODATION

Net Internal Area is as follows:

Ground Floor: 280 sqm (3,014 sq ft) or thereby.

The surfaced car park extends to 585 sqm or thereby.

SITE AREA

The site area extends to 0.33 acres or thereby.

RATEABLE VALUE

The property is entered in the Valuation Roll at NAV/RV (2023) at £14,000 per annum. Further information can be obtained by contacting the Assessor's Office, Clydebank on telephone number 0141-562-1272 or visit their website at: www.saa.gov.uk

PLANNING

We are advised that the property is within a residential area/existing neighbourhood as defined by the adopted local plan and proposed local development plan. Residential or community use would be the most compatible uses in this area.

If the re-use of the building is not viable, then redevelopment of the site for residential purposes would be acceptable subject to design and technical considerations.

Interested parties are advised to contact Planning and Building Standards at West Dunbartonshire Council. TEL 0141 951 7930 to discuss any proposals they might have for the property.

Email: development.management@west-dunbarton.gov.uk

ENTRY

Immediate entry is available.

VAT

The property is elected for vat and accordingly vat will be payable on the purchase price.

OFFERS

We are seeking offers for the benefit of the Councils interest in the property.

It is likely that a Closing date will be set for receipt of offers and it is strongly recommended that parties' register their interest in writing.



FURTHER INFORMATION and VIEWING

Parties are asked to register their interest in writing with:

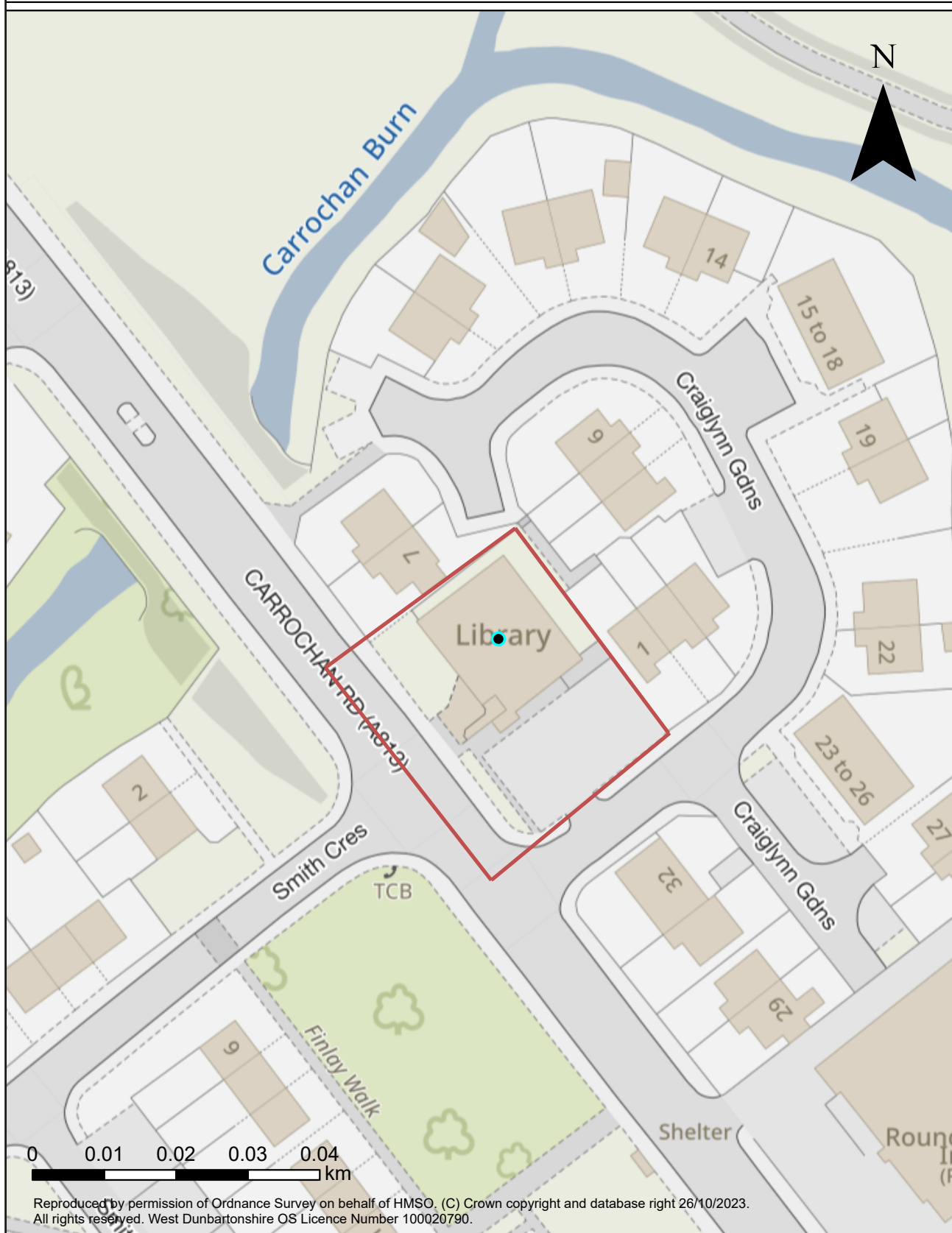
J David Johnston, Asset Management
West Dunbartonshire Council
Council Offices
16 Church Street
Dumbarton
G82 1QL
Tel: 07785632859
Email : david.johnston2@west-dunbarton.gov.uk

IMPORTANT NOTICE

1. These particulars are set out as a general outline only for the guidance of intended purchasers or lessees, and do not constitute, nor constitute part of an offer or Contract.
2. All descriptions, dimensions, reference to condition and necessary permissions for use and occupation, and other details are given without responsibility and any intending purchasers or tenants should not rely on them as statements or representations of fact but must satisfy themselves by inspection or otherwise as to the accuracy of all matters upon which they intend to rely.
3. No person in the employment of West Dunbartonshire Council has any authority to make or give any representation or warranty whatever in relation to this property.
4. This brief does not constitute approval under the Planning Act. The purchaser will require to submit applications for planning permission etc. in the usual manner. Advice in this respect is available from the Council's Development Management Team.
5. West Dunbartonshire Council reserve the right to impose title conditions/ securities to take into account the particular circumstances of the transaction including, for example, the proposed use of the subjects and any price restrictions."

Date prepared: July 2024





WEST DUNBARTONSHIRE COUNCIL**Report by Chief Officer: Resources****Infrastructure Regeneration and Economic Development Committee:****6 November 2024**

Subject: Sale of 2a Manse Drive, Balloch G82 8HQ**1. Purpose**

- 1.1** The purpose of this report is to seek Committee approval for West Dunbartonshire Council (the Council) to dispose of 2a Manse Drive, Balloch G82 8HQ (the Property) to Sava Estates Limited.

2. Recommendations

- 2.1** It is recommended that the Committee:
- (i) Approves the disposal of the property to Sava Estates Limited for £41,101.
 - (ii) Authorises the Chief Officer Resources to conclude negotiations.
 - (iii) Authorises the Chief Officer Regulatory and Regeneration to conclude the transaction on such conditions as considered appropriate.

3. Background

- 3.1** The property is wholly owned by West Dunbartonshire Council and previously let to Haldane United Football Club since 30 August 2006 who used the property as changing rooms and more latterly as a small training facility.
- 3.2** Haldane United surrendered their lease of the property effective from 31 July 2024.

4. Main Issues

- 4.1** The property is not required by the Council for any operational purpose.
- 4.2** The property was extensively marketed For Sale during August and September 2024. Marketing Details were prepared (Appendix 1).
- 4.3** The availability of the property was listed on the Council's website and social media and listed on the main commercial property marketing websites. Details were also circulated to commercial property agents, local solicitors, business development bodies.

4.4 A closing date was set for receipt of informal offers on 25 September 2024. Two offers were received ranging from £28,811 to £41,101 with the proposal from Sava Estates Limited being considered to be the most attractive following an officer assessment.

4.5 The offer from Sava Estates Limited is subject only to standard commercial conditions and is not subject to planning consent. The prospective purchaser have advised that they intend to use the property for a dance/yoga studio.

5. People Implications

5.1 There are no significant people implications other than the resources required by legal services and asset management to negotiate missives and conclude the transaction.

6. Financial and Procurement Implications

6.1 The Council will benefit from a capital receipt of £41,101.

6.2 The Council will no longer have to incur resources in managing and maintaining the property including utility costs.

6.3 There are no procurement implications arising from this report.

7. Risk Analysis

7.1 The disposal is subject to legal due diligence. There is a risk of the sale not proceeding due to any issues emerging during the due diligence process.

8. Environmental Sustainability

8.1 Any renovation of the Property will require to be in line with current building and environmental standards.

9. Equalities Impact Assessment (EIA)

9.1 An Equality Impact Assessment is not applicable for the purpose of this report.

10. Consultation

10.1 Consultations have been undertaken with Regulatory Services and Planning.

11. Strategic Assessment

11.1 By agreeing to this proposal the Council will benefit in terms of receiving a capital receipt and removing a revenue liability from the Council's asset portfolio.

- 11.2** By agreeing to this proposal this will be contributing to the Council's strategic priority for a strong local economy and improved job opportunities.

Laurence Slavin
Chief Officer: Resources
Date: 25 September 2024

Person to Contact: Michelle Lynn, Asset Manager
Email: michelle.lynn@west-dunbarton.gov.uk

J David Johnston, Estates Surveyor
Email: david.johnston2@west-dunbarton.gov.uk

Appendices: Appendix 1 – Marketing Details.

Background Papers: None

Wards Affected: Ward 2



FOR SALE: DEVELOPMENT OPPORTUNITY



2a MANSE DRIVE, BALLOCH, G83 8HQ

LOCATION

The town of Balloch is situated approximately 25 miles north west of Glasgow City Centre, within the 'Vale of Leven'. The subject property is located on the north side of Miller Road close to the junction with Manse Drive. The surrounding area is predominantly residential in character.

DESCRIPTION

The subjects comprise a single storey building of brick construction with a pitched slated roof. The building is on a level regular shaped site.

The building has an electricity and a mains water supply.

The building was last used as changing rooms and comprises a main room, showers and toilet facilities.

ACCOMODATION

Net Internal Area is as follows:

Ground Floor: 50.13m² (540 sq ft) or thereby.



SITE AREA

The site area extends to 0.96 acres (388sqm) or thereby.

RATEABLE VALUE

The property is entered in the Valuation Roll at NAV/RV (2023) at £700 per annum. Further information can be obtained by contacting the Assessor's Office, Clydebank on telephone number 0141-562-1272 or visit their website at: www.saa.gov.uk

PLANNING

We are advised that the property is within a residential area/existing neighbourhood as defined by the adopted local plan and proposed local development plan. Residential or community use would be the most compatible uses in this area.

Interested parties are advised to contact Planning and Building Standards at West Dunbartonshire Council to discuss any proposals they might have for the property.

TEL: 0141 951 7930

Email: development.management@west-dunbarton.gov.uk

ENTRY

Immediate entry is available.

VAT

The property is not elected for vat.

OFFERS

We are seeking offers for the benefit of the Council's heritable interest in the property.

It is likely that a Closing date will be set for receipt of offers and it is strongly recommended that parties' register their interest in writing

FURTHER INFORMATION and VIEWING

Parties are asked to register their interest in writing with:

J David Johnston
Asset Management
West Dunbartonshire Council
Council Offices
16 Church Street
Dumbarton
G82 1QL

Tel: 07785632859

Email : david.johnston2@west-dunbarton.gov.uk



IMPORTANT NOTICE

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2. All descriptions, dimensions, reference to condition and necessary permissions for use and occupation, and other details are given without responsibility and any intending purchasers or tenants should not rely on them as statements or representations of fact but must satisfy themselves by inspection or otherwise as to the accuracy of all matters upon which they intend to rely.
3. No person in the employment of West Dunbartonshire Council has any authority to make or give any representation or warranty whatever in relation to this property.
4. This brief does not constitute approval under the Planning Act. The purchaser will require to submit applications for planning permission etc. in the usual manner. Advice in this respect is available from the Council's Development Management Team.
5. West Dunbartonshire Council reserve the right to impose title conditions/securities to take into account the particular circumstances of the transaction."

Date prepared: August 2024



West Dunbartonshire Council

Title : 2a Manse Drive, Haldane

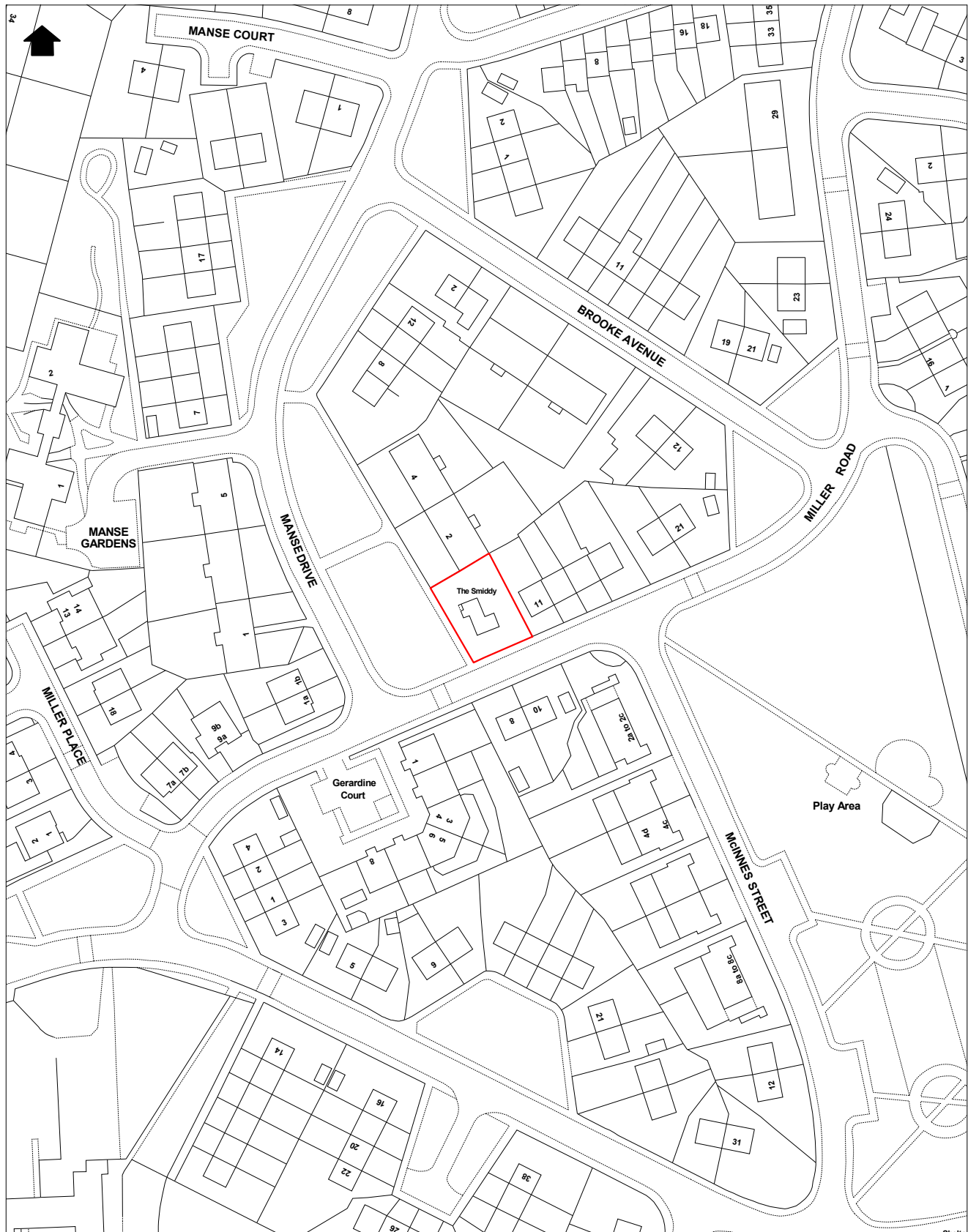
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Date : 20/10/2022

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WEST DUNBARTONSHIRE COUNCIL**Report by Chief Officer: Resources****Infrastructure Regeneration and Economic Development Committee:****6 November 2024**

Subject: Sale of 109 Howatshaws Road, Dumbarton G82 3DT**1. Purpose**

- 1.1** The purpose of this report is to seek Committee approval for West Dunbartonshire Council (the Council) to dispose of the 109 Howatshaws Road, Dumbarton (the property) to SL1 Property Limited.

2. Recommendations

- 2.1** It is recommended that the Committee:

- (i) Approves the disposal of the Site to SL1 Property Limited for a figure of £42,000.
- (ii) Authorises the Chief Officer Resources to conclude negotiations.
- (iii) Authorises the Chief Officer Regulatory and Regeneration to conclude the transaction on such conditions as considered appropriate.

3. Background

- 3.1** The property is wholly owned by West Dunbartonshire Council and was declared surplus to operational requirements
- 3.2** The property is not required by any other Council Department.

4. Main Issues

- 4.1** The property is not required by the Council for any operational purpose.
- 4.2** The property was extensively marketed For Sale during July, August and September 2024. Marketing Details were prepared (Appendix 1).
- 4.3** The availability of the property was listed on the Council's website and social media and listed on the main commercial property marketing websites.

- 4.4 A closing date was set for receipt of informal offers on 7 October 2024. Three offers were received ranging from £30,000 to £42,000 with the proposal from SL1 Property Limited considered to be the most attractive following an officer assessment.
- 4.5 The offer from SL1 Property Limited is subject only to standard commercial conditions. The prospective purchaser intends to operate a yoga/dance studio from the property and potential after school club.

5. People Implications

- 5.1 There are no significant people implications other than the resources required by legal services and asset management to negotiate missives and conclude the transaction.

6. Financial and Procurement Implications

- 6.1 The Council will benefit from a capital receipt of £42,000.
- 6.2 The Council will no longer have to incur resources in managing and maintaining the property including utility costs.
- 6.3 There are no procurement implications arising from this report.

7. Risk Analysis

- 7.1 The disposal is subject to legal due diligence. There is a risk of the sale not proceeding due to any issues emerging during the due diligence process.

8. Environmental Sustainability

- 8.1 The development of the Property will require to be in line with current building and environmental standards.

9. Equalities Impact Assessment (EIA)

- 9.1 An Equality Impact Assessment is not applicable for the purpose of this report.

10. Consultation

- 10.1 Consultations have been undertaken with Regulatory Services and Planning.

11. Strategic Assessment

- 11.1 By agreeing to this proposal the Council will benefit in terms of receiving a capital receipt and removing a revenue liability from the Council's asset portfolio.

11.2 By agreeing to this proposal this will be contributing to the Council's strategic priority for a strong local economy and improved job opportunities.

Laurence Slavin
Chief Officer: Resources
Date: 9 October 2024

Person to Contact: Michelle Lynn, Asset Manager
Email: michelle.lynn@west-dunbarton.gov.uk

Elaine Medinelli, Estates Surveyor.
Email: elaine.medinelli@west-dunbarton.gov.uk

Appendices: Appendix 1 – Marketing Details.

Background Papers: None

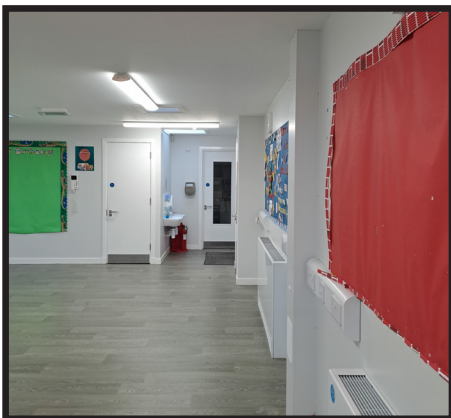
Wards Affected: Ward 3



FOR SALE : FORMER BELLSMYRE SCHOOLS OUT CLUB



109 HOWATSHAWS ROAD, DUMBARTON



PROPOSAL

West Dunbartonshire Council are pleased to offer for sale the former out of hours school care building with is located on Howatshaws Road, Dumbarton This property would be suitable for a similar community use.

The Council are offering For Sale the heritable interest in the property.



LOCATION

The property sits in close proximity to Our Lady & St Patrick's High School and Bellsmyre Campus which incorporates two primary schools and an early years childcare centre.

The surrounding area is predominantly residential in character.

PROPERTY

The property is single storey, flat roof, steel frame with plasterboard and pebble dash rendering. There is a small area of garden ground to the front. The property is surrounded by a security fence and gates. The internal accommodation consists of a main space with Kitchen, office, and toilets. The property is in a good condition having been refurbished circa 2017. The overall external area is 96 square metres or thereby.

The land is zoned for open space, but obviously has a building on it already. The preferred outcome would be a re-use of the existing building/site for community use or a use associated with the open space.

The proximity of the site to a floodlit 4G pitch means that residential is less likely to be acceptable. It is strongly recommended that interested parties contact Planning and Building Control at West Dunbartonshire Council. TEL 0141 951 7930 to discuss any proposals they might have for the site.

Email: Planning&BuildingControl@west-dunbarton.gov.uk
Development.Management@west-dunbarton.gov.uk

TENURE

The heritable interest in the property is available for sale.

OFFERS

We are seeking offers for the benefit of the Councils interest in the property.

It is likely that a Closing date will be set for receipt of offers and it is strongly recommended that parties' register their interest in writing.

FURTHER INFORMATION and VIEWING

Parties are asked to register their interest in writing to:

Elaine Medinelli, Asset Management
West Dunbartonshire Council
Council Offices
16 Church Street
Dumbarton
G82 1QL

elaine.medinelli@west-dunbarton.gov.uk
Tel: 07534104405

For viewing please contact Elaine on the above mobile telephone number

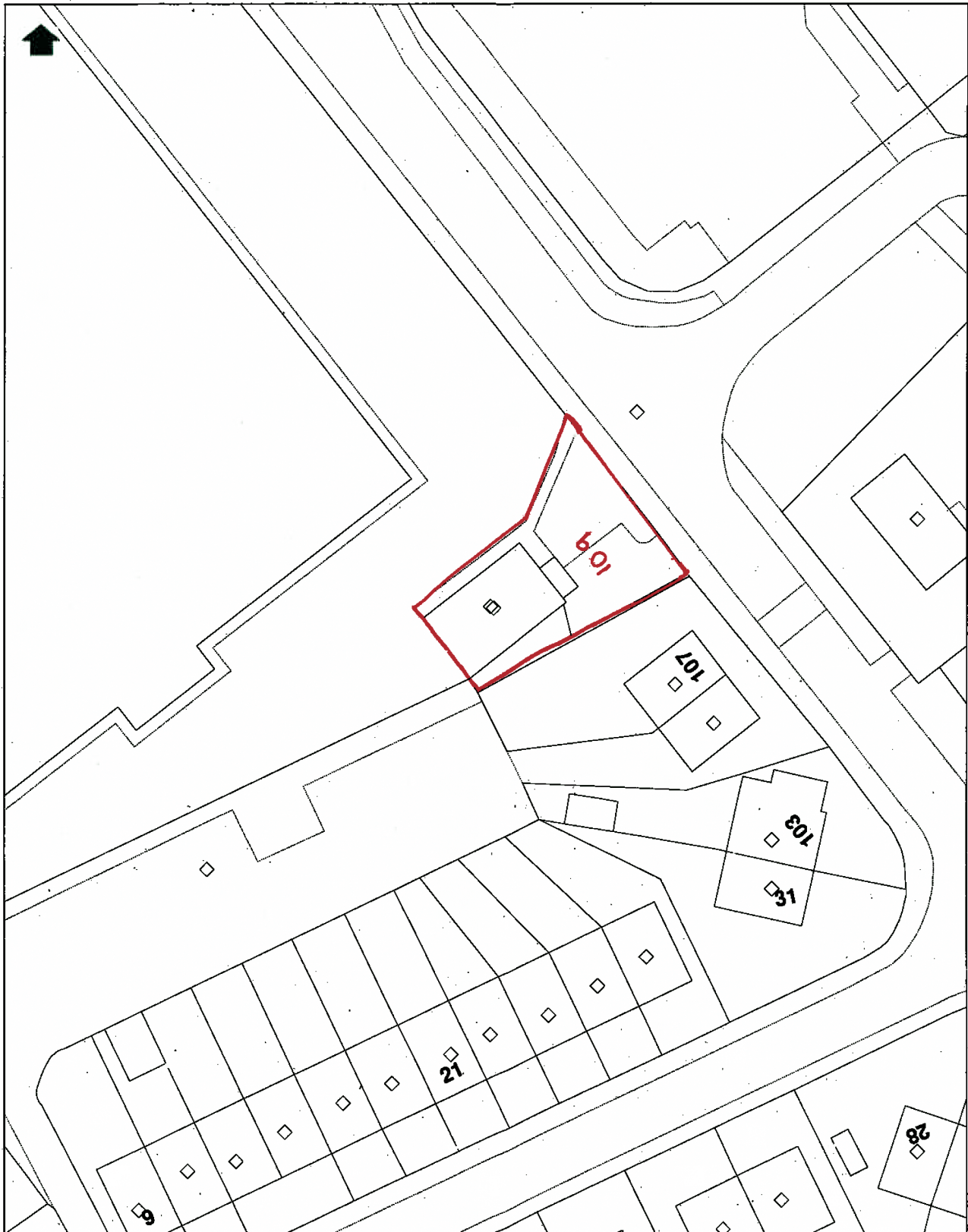


IMPORTANT NOTICE

1. These particulars are set out as a general outline only for the guidance of intended purchasers or lessees, and do not constitute, nor constitute part of an offer or Contract.
2. All descriptions, dimensions, reference to condition and necessary permissions for use and occupation, and other details are given without responsibility and any intending purchasers or tenants should not rely on them as statements or representations of fact but must satisfy themselves by inspection or otherwise as to the accuracy of all matters upon which they intend to rely.
3. No person in the employment of West Dunbartonshire Council has any authority to make or give any representation or warranty whatever in relation to this property.
4. This brief does not constitute approval under the Planning Act. The purchaser will require to submit applications for planning permission etc. in the usual manner. Advice in this respect is available from the Council's Development Management Team.
5. West Dunbartonshire Council reserve the right to impose title conditions/securities to take into account the particular circumstances of the transaction."

Date prepared: June 2024





WEST DUNBARTONSHIRE COUNCIL**Report by Chief Officer: Resources****Infrastructure Regeneration and Economic Development Committee:****6 November 2024**

Subject: Sale of Former Dalmuir Library, 2 Lennox Place, Dalmuir G81 4LX**1. Purpose**

- 1.1** The purpose of this report is to seek Committee approval for West Dunbartonshire Council (the Council) to dispose of the former Dalmuir Library (the property) to The Redeemed Christian Church of God Light House for All Nations, Glasgow.

2. Recommendations

- 2.1** It is recommended that the Committee:

- (i) Approves the disposal of the former Dalmuir Library to The Redeemed Christian Church of God Light House for All Nations, Glasgow for a figure of £150,000.
- (ii) Authorises the Chief Officer Resources to conclude negotiations.
- (iii) Authorises the Chief Officer Regulatory and Regeneration to conclude the transaction on such conditions as considered appropriate.

3. Background

- 3.1** The property is wholly owned by the Council and was declared surplus to operational requirements.

4. Main Issues

- 4.1** The property is not required by the Council for any operational purpose.
- 4.2** The property was marketed For Sale between July and October 2024. Marketing Details were prepared (Appendix 1).
- 4.3** The availability of the property was listed on the Council's website and social media and a For Sale board erected at the property.
- 4.4** A closing date was set for receipt of offers of 18 October 2024. Four offers were received ranging from £20,000 to £150,000 with the £150,000 offer from The Redeemed Christian Church of God Light House for All Nations, Glasgow

(Charity Number SC044286) considered to be the most attractive, following an officer assessment.

- 4.5 The offer from the preferred bidder is subject to standard commercial conditions and is suspensive only on them obtaining suitable financing. They have cash funding available up to £100,000 and require a loan to fund the remaining £50,000 of the purchase price.
- 4.6 The prospective purchaser intends to use the property for church services and community outreach initiatives and have provided a detailed note of previous activities.

5. People Implications

- 5.1 There are no significant people implications other than the resources required by legal services and asset management to negotiate missives and conclude the transaction.

6. Financial and Procurement Implications

- 6.1 The Council will benefit from a capital receipt of £150,000.
- 6.2 The Council will no longer have to incur resources in managing and maintaining the property including utility costs.
- 6.3 There are no procurement implications arising from this report.

7. Risk Analysis

- 7.1 The disposal is subject to legal due diligence. There is a risk of the sale not proceeding due to any issues emerging during the due diligence process.

8. Environmental Sustainability

- 8.1 The development of the Property will require to be in line with current building and environmental standards.

9. Equalities Impact Assessment (EIA)

- 9.1 An Equality Impact Assessment is not applicable for the purpose of this report.

10. Consultation

- 10.1 Consultations have been undertaken with Regulatory Services and Planning.

11. Strategic Assessment

- 11.1** By agreeing to this proposal the Council will benefit in terms of receiving a capital receipt and removing a revenue liability from the Council's asset portfolio.
- 11.2** By agreeing to this proposal this will be contributing to the Council's strategic priority for a strong local economy and improved job opportunities.

Laurence Slavin
Chief Officer: Resources
Date: 21 October 2024

Person to Contact: Michelle Lynn, Asset Manager
Email: michelle.lynn@west-dunbarton.gov.uk

Craig Maxwell, Estates Surveyor.
Email: craig.maxwell@west-dunbarton.gov.uk

Appendices: Appendix 1 – Marketing Details

Background Papers: None

Wards Affected: Ward 6



FOR SALE: FORMER LIBRARY PREMISES



2 LENNOX PLACE, DALMUIR, CLYDEBANK G81 4LX

PROPOSAL

West Dunbartonshire Council are pleased to offer for sale this property which may be suitable for a variety of purposes.

The Council are offering 'For Sale' the heritable interest in the site.

LOCATION

The property is located in the Dalmuir area of Clydebank, 9 miles (14 kms) north-west of Glasgow and part of West Dunbartonshire Council local authority area. Dalmuir is bounded by the village of Old Kilpatrick to the west, with Mountblow and Parkhall housing provision to the north and Clydebank town centre area to the east. The Dalmuir and Mountblow community council area has a population of 8,933.

The surrounding area is predominantly residential and retail in character. The premises front onto Dalmuir Square civic area. Surrounding occupiers include Ladbroke's and the Co-op supermarket. Dalmuir Interchange train station linking to the national rail network is a short distance from the premises. The Golden Jubilee Hospital is also in close proximity. Dalmuir Square is served by the A814 which links to the nearby Erskine Bridge and national motorway network in turn.



PROPERTY

The premises comprise a single storey building within a self-contained site. Per enclosed floor layout plan, internally there is a large open plan space with ancillary areas off. The external walls are a mix of render and cladding. Windows are UPVC double glazed. Car Parking is available to both the front and rear of the premises.

FLOOR AREA

The property extends to 576 square metres (GEA) or thereby.

RATING

The premises are currently entered in the in the Valuation Roll as follows:

Library; £20,500 NAV/RV with effect from 1 April 2023

Further information can be sought from the Scottish Assessors Association website: www.saa.gov.uk

PLANNING

It is recommended that interested parties contact Planning and Building Control at West Dunbartonshire Council (Tel: 0141 951 7930) to discuss any proposals they might have for the site.

Email:

Planning&BuildingControl@west-dunbarton.gov.uk

Development.Management@west-dunbarton.gov.uk

TENURE

The heritable interest in the property is available for sale.

OFFERS

We are seeking offers for the benefit of the Councils interest in the property.

In the event a Closing Date is set for receipt of offers, it is strongly recommended that parties' register their interest in writing (see contact information below.)

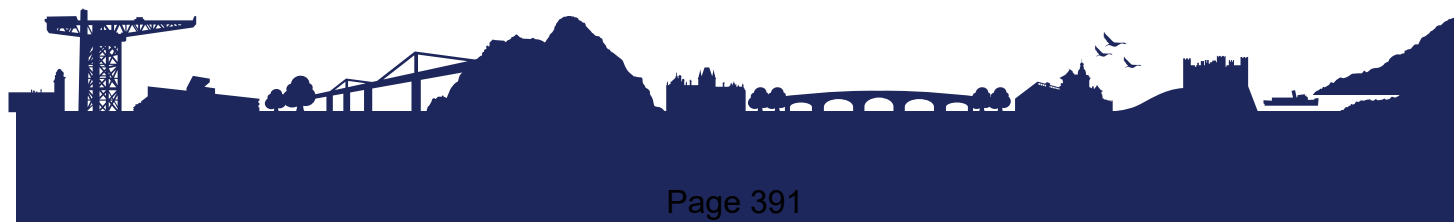
FURTHER INFORMATION and VIEWING

Parties are asked to register their interest in writing with:

Craig Maxwell, Estates Surveyor
Asset Management
West Dunbartonshire Council
Council Offices
16 Church Street
Dumbarton
G82 1QL

Email: craig.maxwell@west-dunbarton.gov.uk

Tel: 0141 951 3420

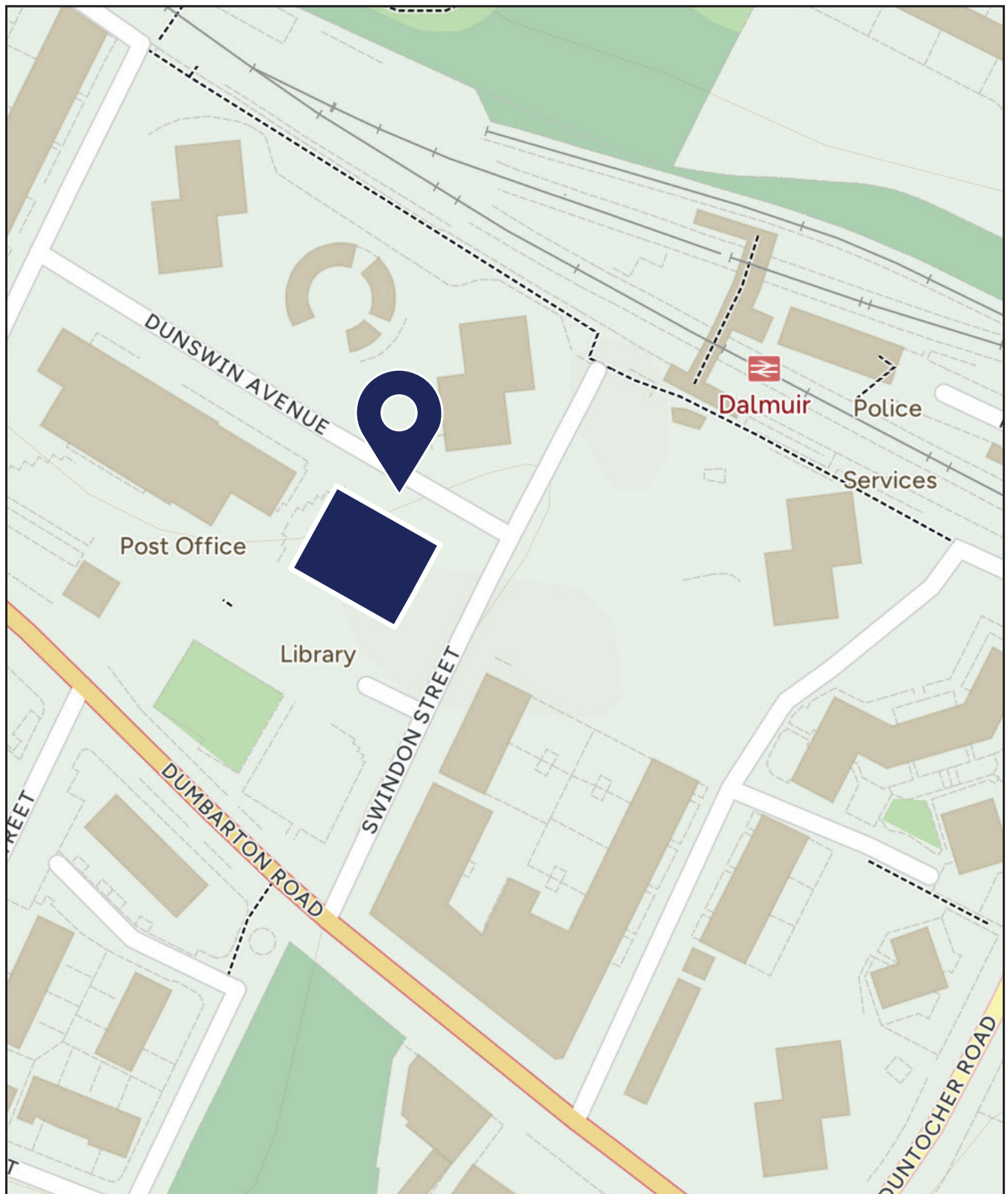


IMPORTANT NOTICE

1. These particulars are set out as a general outline only for the guidance of intended purchasers or lessees, and do not constitute, nor constitute part of an offer or Contract.
2. All descriptions, dimensions, reference to condition and necessary permissions for use and occupation, and other details are given without responsibility and any intending purchasers or tenants should not rely on them as statements or representations of fact but must satisfy themselves by inspection or otherwise as to the accuracy of all matters upon which they intend to rely.
3. No person in the employment of West Dunbartonshire Council has any authority to make or give any representation or warranty whatever in relation to this property.
4. This brief does not constitute approval under the Planning Act. The purchaser will require to submit applications for planning permission etc. in the usual manner. Advice in this respect is available from the Council's Development Management Team.
5. West Dunbartonshire Council reserve the right to impose title conditions/securities to take into account the particular circumstances of the transaction."

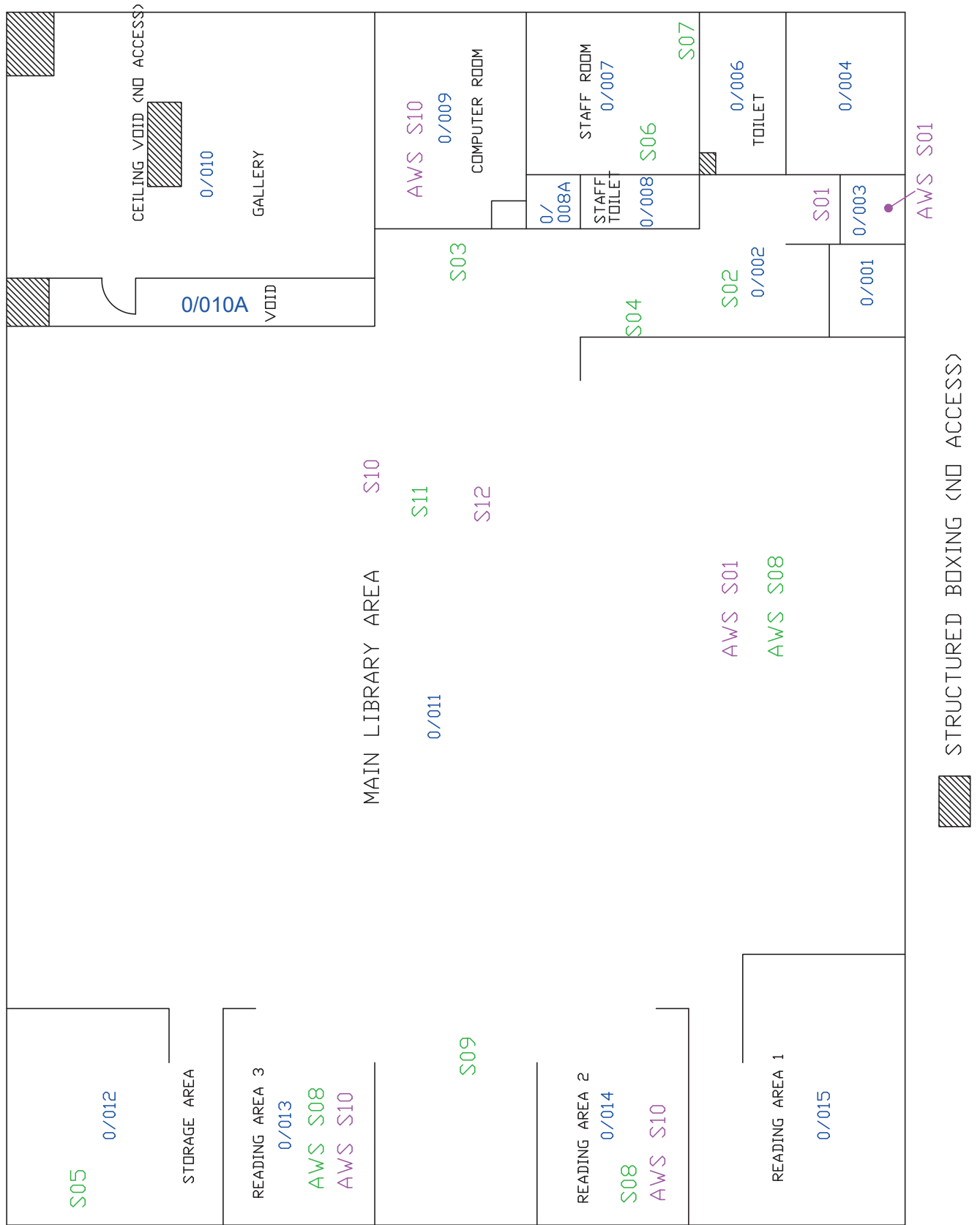
Date prepared: July 2024







BLOCK 1 GROUND FLOOR



WEST DUNBARTONSHIRE COUNCIL**Report by Chief Officer: Resources****Infrastructure Regeneration and Economic Development Committee:****6 November 2024**

Subject: Sale of Clydebank East Community Centre, 50 North Elgin Street, Clydebank G81 1AJ

1. Purpose

- 1.1** The purpose of this report is to seek Committee approval for West Dunbartonshire Council (the Council) to dispose of former Clydebank East Community Centre (the property) to IA Real Estate Limited.

2. Recommendations

- 2.1** It is recommended that the Committee:

- (i) Approves the disposal of the former Clydebank East Community Centre to IA Real Estate Limited for a figure of £150,000.
- (ii) Authorises the Chief Officer Resources to conclude negotiations.
- (iii) Authorises the Chief Officer Regulatory and Regeneration to conclude the transaction on such conditions as considered appropriate.

3. Background

- 3.1** The property is wholly owned by the Council and is surplus to operational requirements

4. Main Issues

- 4.1** The property is not required by the Council for any operational purpose.
- 4.2** The property was extensively marketed For Sale between May and October 2024. Marketing Details were prepared (Appendix 1).
- 4.3** The availability of the property was listed on the Council's website and a For Sale board erected at the property.
- 4.4** A closing date was set for receipt of informal offers on 18 October 2024. Four bids were received, three of which were offers to purchase, ranging from £40,000 to £150,000.

- 4.5** Following officer assessment, the £150,000 offer from IA Real Estate Limited for commercial use of the property is considered the most attractive.
- 4.6** As well as the three offers to purchase, a further offer/bid was received from a local community group in the form of Community Asset Transfer (CAT) request. Their request is to lease, as opposed to purchasing the property. Consequently, no price, nor indeed any rental offer, was included with this proposal.
- 4.7** The second highest monetary bid, offering a purchase price of £100,000, also proposes a community-based use. However, this is a significantly lower proposed purchase figure than the highest offer of £150,000.
- 4.8** The IA Real Estate Limited offer is subject to standard commercial conditions. The proposed purchaser has indicated they wish to take entry to the property as soon as possible and we anticipate this to be by end November if approved. The prospective purchaser intends to convert and thereafter use the property as a retail unit.
- 4.9** The prospective purchaser intends to convert and thereafter use the property as a retail unit and will therefore require a change of use application to planning authority but the offer is not subject to this approval being granted.

5. People Implications

- 5.1** There are no significant people implications other than the resources required by legal services and asset management to negotiate missives and conclude the transaction.

6. Financial and Procurement Implications

- 6.1** The Council will benefit from a capital receipt of £150,000.
- 6.2** The Council will no longer have to incur resources in managing and maintaining the property including utility costs.
- 6.3** There are no procurement implications arising from this report.

7. Risk Analysis

- 7.1** The disposal is subject to legal due diligence. There is a risk of the sale not proceeding due to any issues emerging during the due diligence process.

8. Environmental Sustainability

- 8.1** The development of the Property will require to be in line with current building and environmental standards.

9. Equalities Impact Assessment (EIA)

9.1 An Equality Impact Assessment is not applicable for the purpose of this report.

10. Consultation

10.1 Consultations have been undertaken with Regulatory Services and Planning.

11. Strategic Assessment

11.1 By agreeing to this proposal the Council will benefit in terms of receiving a capital receipt and removing a revenue liability from the Council's asset portfolio.

11.2 By agreeing to this proposal this will be contributing to the Council's strategic priority for a strong local economy and improved job opportunities.

Laurence Slavin
Chief Officer: Resources
Date: 21 October 2024

Person to Contact: Michelle Lynn, Asset Manager
Email: michelle.lynn@west-dunbarton.gov.uk

Craig Maxwell, Estates Surveyor.
Email: craig.maxwell@west-dunbarton.gov.uk

Appendices: Appendix 1 – Marketing Details.

Background Papers: None

Wards Affected: Ward 6



FOR SALE : CLYDEBANK COMMUNITY CENTRE



50 NORTH ELGIN STREET, CLYDEBANK G81 1AJ

PROPOSAL

West Dunbartonshire Council are pleased to offer for sale this property which may be suitable for a variety of purposes.

The Council are offering 'For Sale' the heritable interest in the site.

LOCATION

Clydebank is a town located on the north-western edge of the Glasgow conurbation. Situated between the Kilpatrick Hills and the River Clyde, the town has a resident population of approximately 31,000 persons.

The property is located in the Whitecrook area, a short distance to the east of Clydebank Town Centre.

The property is bounded by North Elgin Street and Fleming Avenue. The surrounding area is predominantly residential in character.

PROPERTY

The premises comprise a single storey building with main hall area, meeting rooms together with kitchen and WC facilities.



FLOOR AREA

The property extends to 280 square metres (GEA) or thereby.

PLANNING

It is recommended that interested parties contact Planning and Building Control at West Dunbartonshire Council (Tel: 0141 951 7930) to discuss any proposals they might have for the property.

Email:

Planning&BuildingControl@west-dunbarton.gov.uk

Development.Management@west-dunbarton.gov.uk

TENURE

The heritable interest in the property is available for sale.

OFFERS

We are seeking offers for the benefit of the Councils interest in the property.

It is likely that a Closing date will be set for receipt of offers and it is strongly recommended that parties' register their interest in writing (see contact information below)

FURTHER INFORMATION and VIEWING

Parties are asked to register their interest in writing to:

Craig Maxwell, Estates Surveyor
Asset Management
West Dunbartonshire Council
Council Offices
16 Church Street
Dumbarton
G82 1QL

Email: craig.maxwell@west-dunbarton.gov.uk

Tel: 0141 951 3420

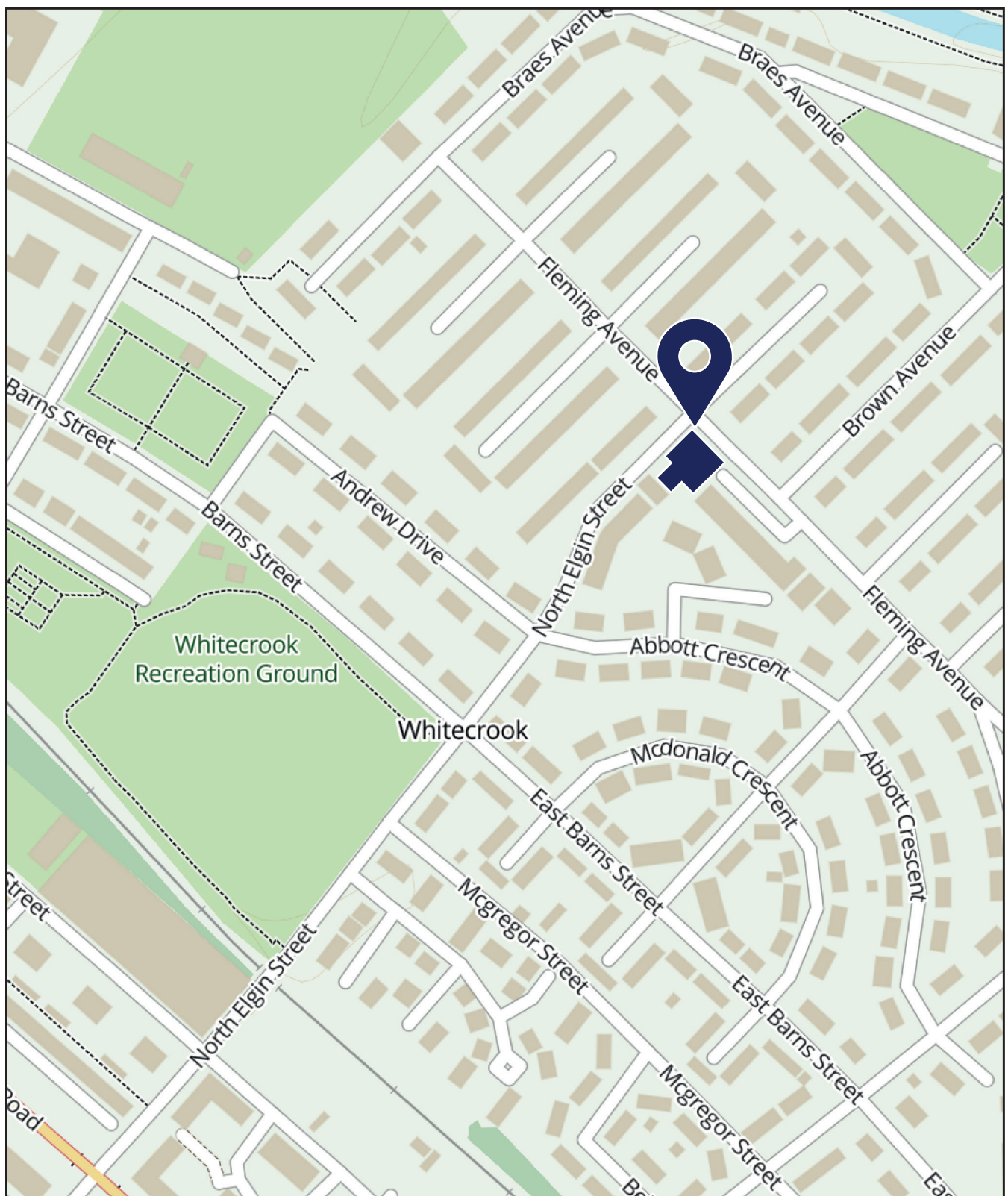


IMPORTANT NOTICE

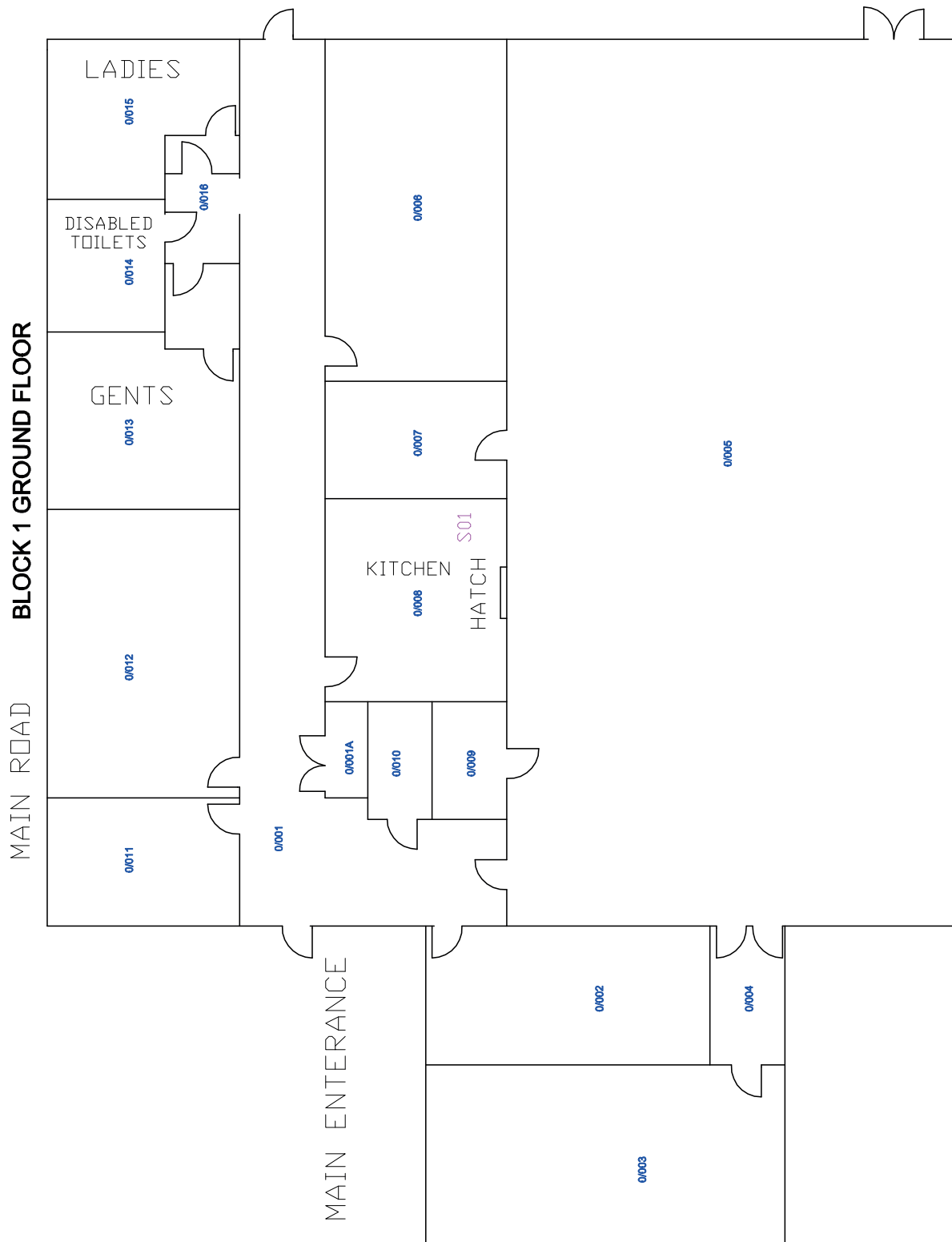
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5. West Dunbartonshire Council reserve the right to impose title conditions/securities to take into account the particular circumstances of the transaction."

Date prepared: April 2024





FLOOR PLAN



WEST DUNBARTONSHIRE COUNCIL**Report by Chief Officer: Resources****Infrastructure Regeneration and Economic Development Committee:****6 November 2024**

Subject: Sale of land at junction of Great Western Road (A82) & Kilbowie Road, Clydebank

1. Purpose

The purpose of this report is to seek Committee approval for West Dunbartonshire Council (the Council) to dispose of land at Dumbarton Road, Clydebank to Osprey Charging Network Ltd (Osprey).

2. Recommendations**2.1** It is recommended that the Committee:

- (i) Approves the sale of the land to Osprey Charging Network Ltd at a price of £150,000.
- (ii) Authorises the Chief Officer Resources to conclude negotiations.
- (iii) Authorises the Chief Officer Regulatory and Regeneration to conclude the transaction on such conditions as considered appropriate.

3. Background**3.1** The land comprises open space wholly owned by the Council. It is currently unused and not required by the Council for operational purposes.**4. Main Issues****4.1** The land is off Kilbowie Roundabout with frontage at its south-eastern boundary to Great Western Road (A82). The land is bounded on its south-western boundary by Kilbowie Road with the remainder of the site bounded by privately owned housing. The site extends to 6,090 m² or thereby.**4.2** The intended use of the land once purchased is as an electric vehicle charging hub site.**4.3** Asset Management were approached by property agents acting for the proposed purchaser Osprey for them to purchase the land from the Council.

4.4 Osprey have offered to purchase the land at a price of £150,000.

The offer is subject to the following conditions:

- vacant possession
- satisfactory title
- application to the electricity grid to establish availability of 2MW of power in the area
- planning application to be submitted within 2 weeks of establishing satisfactory electricity grid availability.

4.5 The Council investigate the possibility of marketing this land for sale a number of years ago. However, it was established the ground conditions are so poor that any meaningful construction on the land is not possible. Realistically, it is anticipated the land can only be utilised for surface level use, as is proposed.

4.6 Prior to the offer, the land had not been openly marketed for sale. Following officer assessment the offer received from Osprey has been determined to represent a fair value for the land, particularly so given the anticipated difficulties of constructing on the land.

4.7 Any planning and/or licensing consent in respect of the purchaser's ultimate use and/or development of the land will be incumbent on Osprey to obtain, at their sole risk and cost.

5. People Implications

5.1 There are no significant people implications other than the resources required by Legal Services to negotiate missives and conclude the transaction.

6. Financial and Procurement Implications

6.1 The Council will benefit from a capital receipt for the property in the sum of £150,000.

6.2 The Council will no longer incur potential resources to maintain the land

6.3 The Council will therefore generate a revenue savings in maintenance costs.

6.4 No financial outlays are required by the Council to facilitate this arrangement.

6.5 There are no procurement implications arising from this report.

7. Risk Analysis

7.1 The sale will be subject to is subject to legal due diligence. There is a risk of the sale not proceeding due to any emerging issues during the diligence and sale process. This is standard for any sale transaction.

8. Environmental Sustainability

- 8.1** Any development of the property will require to be in line with current building standards.

9. Equalities Impact Assessment (EIA)

- 9.1** An Equality Impact Assessment is not applicable for the purpose of this report.

10. Consultation

- 10.1** Consultations have been undertaken with Finance, Greenspace and Regeneration and Regulatory.

11. Strategic Assessment

- 11.1** By agreeing to this proposal the Council will benefit from savings in relation to maintenance costs in line with the budget option approved at Council in March.
- 11.2** By agreeing to this proposal this will be contributing to the Council's strategic priority for a strong local economy and improved job opportunities.

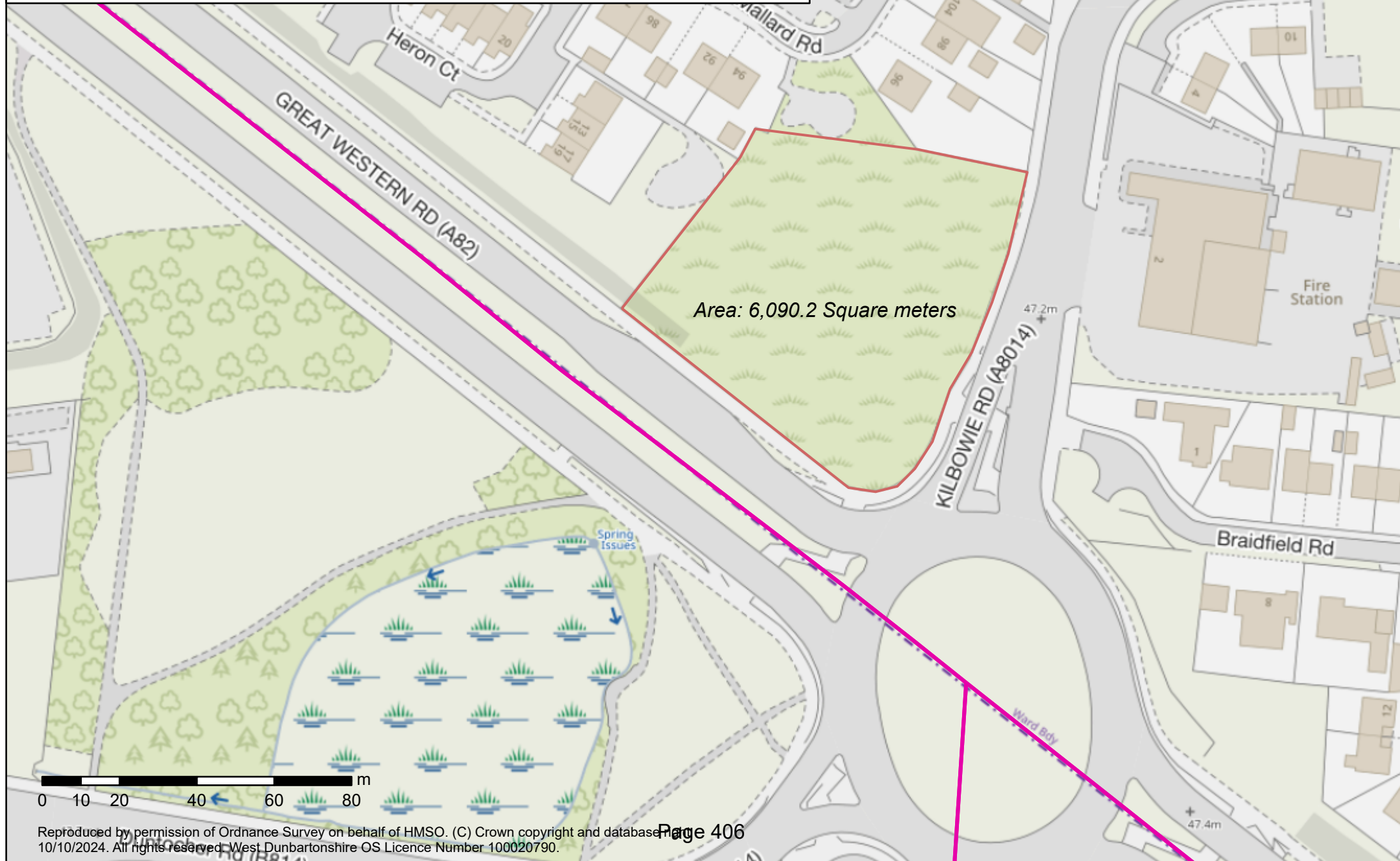
Laurence Slavin
Chief Officer: Resources
Date: 23 October 2024

Person to Contact:	Michelle Lynn, Asset Coordinator. Email: michelle.lynn@west-dunbarton.gov.uk Craig Maxwell, Estates Surveyor. Email: craig.maxwell@west-dunbarton.gov.uk
Appendices:	Appendix 1 - Location Plan
Background Papers:	None
Wards Affected:	Ward 5

WDC Map

10/10/2024 Scale: 1:1,250@A4

ITEM 20 - APPENDIX 1



WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer (Regulatory and Regeneration)

Infrastructure Regeneration and Economic Development Committee: 6 November 2024

Subject: Visitor Levy

1. Purpose

- 1.1** The purpose of this report is to obtain Committee approval to commence consultation to investigate the potential of implementing a visitor levy in West Dunbartonshire.

2. Recommendations

- 2.1** The Committee is invited to:
- (i) Note the update provided on the Visitor Levy Bill and;
 - (ii) Approve the decision to commence consultation to investigate the potential of implementing a visitor levy in West Dunbartonshire.

3. Background

- 3.1** The Scottish Parliament passed the Visitor Levy (Scotland) Bill on 28 May 2024. The visitor levy is a local tax, which means that the Scottish Parliament has passed powers to local Councils across Scotland to decide whether to impose a levy on visitors to their area.
- 3.2** The levy would apply to overnight stays in various types of accommodation including hotels, hostels, bed and breakfasts, guest houses, self-catering units, caravan parks and campsites.
- 3.3** Local authorities can determine the percentage rate and the mechanism for its collection. The rate would be a percentage of the accommodation cost which would exclude the costs for items such as meals, drinks, parking, entertainment, or transportation to or from the accommodation.
- 3.4** The percentage rate may differ for different purposes or different geographical areas within the local authority but may not be different in relation to the varying types of overnight accommodation.
- 3.5** People in receipt of disability benefits from the UK or Scottish Governments will have an exemption from paying a visitor levy. Councils also have the discretion to determine local exemptions e.g. an exemption for small businesses which fall under the VAT threshold and/or a cap in the form of

either monetary value or a maximum number of nights on which the levy applies.

- 3.6** Funds collected from the levy can be used to develop, support, and sustain facilities and services which are substantially used by visitors for leisure and business purposes. The costs of operating the scheme can also be deducted from the income. The rationale and benefits of a visitor levy include:
- Helps diversify the income streams of the Council reducing reliance on traditional funding sources.
 - Helps address the wear and tear on local infrastructure.
 - Alleviates pressure on local communities by funding projects that improve the quality of life for residents.
 - Enhances the overall visitor experience by improving facilities and services.
- 3.7** Prior to introducing a visitor levy scheme, a local authority must consult with communities, tourism businesses, tourist organisations and anyone likely to be affected to share with them an outline of the proposed scheme, a statement detailing the objectives of the proposal and how these will be measured and reported on.
- 3.8** The challenges and considerations of introducing a visitor levy include:
- Potential resistance from the tourism and hospitality sectors concerned about the impact on visitor numbers and competitiveness.
 - Ensuring a smooth and efficient mechanism for levy collection and management to avoid administrative burdens.
 - Designing the levy to be fair and equitable taking into account different types of accommodations and visitor profiles.
 - Effectively communicating the purpose and benefits of the levy to stakeholders, including visitors and local businesses.
- 3.9** The date on which a visitor levy scheme is to come into force must be at least 18 months after the date of the local authority's decision to introduce the scheme.
- 3.10** A Visitor Levy Forum also must be established within six months of a levy scheme being introduced. The Forum will discuss and advise the Council on matters related to a levy in its area. Members of the Forum should include key stakeholders such as local authority officers and industry and tourism organisation representatives.
- 3.11** Statutory guidance has been developed by the Visitor Levy Expert Group (issued on 4th October 2024) which provides local authorities with guidance on the development and implementation of a visitor levy. The guidance document will continue to be reviewed as local authorities bring forward proposals for visitor levy schemes to reflect the complexities of certain accommodation sectors.

- 3.12** A national digital platform is being developed through the Improvement Service to support collection of the levy which will be accessible to any local authorities looking to implement a visitor levy.

4. Main Issues

- 4.1** The Visitor Levy Bill represents a significant opportunity to generate an additional income stream to sustain and support the facilities and services substantially used by visitors for leisure and business purposes within the local area.
- 4.2** Further analysis would need to be undertaken to accurately forecast the potential income from a visitor levy. It is difficult to determine exactly how much income the visitor levy could generate in West Dunbartonshire due to a number of factors:-
- Bed stock will have different occupancy rates
 - Cost of overnight accommodation varies greatly from £44 to £600 a night
 - Exemption in place for people in receipt of disability payments
 - Councils have discretion to implement local exemptions e.g. to put a cap on the maximum number of nights and/or exempt small businesses who fall under the VAT threshold
- 4.3** The costs of operating the scheme would need to be calculated and deducted from potential income. Operating costs would include staff costs linked to project management and administration, enforcement officers, finance and legal resource and digital online platform costs.
- 4.4** Undertaking consultation is a requirement of the statutory guidance and an essential pre-requisite to considering whether to establish a Visitor Levy, the rate or rates for a levy and any conditions or exemptions to be applied. A report will be brought to a future meeting of the IRED committee to consider the outcome of the consultation and any recommendations following on from analysis of relevant data.

5. People Implications

- 5.1** Council would need to consider the staff resources required to manage and administer the scheme should a decision be taken to proceed with the implementation of a visitor levy.

6. Financial and Procurement Implications

- 6.1** The Visitor Levy Bill provides a significant opportunity to generate an additional recurring annual income stream to sustain and support the facilities and services substantially used by visitors for leisure and business purposes within the local area.

6.2 The up-front set-up and decision-making costs may need to be financed within existing local authority budgets. If a Visitor Levy is introduced, these will be offset by future revenues

6.3 There are no procurement issues in relation to this paper.

7. Risk Analysis

7.1 Stakeholder engagement will be crucial to help mitigate any potential future risks such as deterring tourists, negative impact on local businesses and administrative burden.

8. Environmental Sustainability

8.1 An environmental sustainability assessment screening has been completed and indicated that no strategic environmental assessment is required.

9. Equalities Impact Assessment (EIA)

9.1 An equalities impact assessment been carried out and is appended to the report. It will ensure that the consultation proposals will include consultation with all relevant stakeholders and be made available in different formats as necessary to maximise responses.

10. Consultation

10.1 It is proposed that a consultation will be undertaken with communities, tourism businesses, tourist organisations and anyone likely to be affected by the implementation of a visitor levy to share with them an outline of the proposed scheme, a statement detailing the objectives of the proposal and how these will be measured and reported on.

11. Strategic Assessment

11.1 The proposals contained within this report support the strategic priorities of the Council's Economic Development Strategy (2022-27).

- Stimulating economic investment and growing the business base;
- Establishing an inclusive economy by improving the skills of our people and supporting them into work;
- Creating a prosperous place where people choose to live, work, visit and invest;
- Addressing climate change and supporting a green recovery;
- Building stronger partnerships and new approaches to delivery.

Alan Douglas
Chief Officer - Regulatory and Regeneration
Date: 22/10/24

Person to Contact: Gillian McNamara, Economic Development Manager,
Council Offices, Church Street, Dumbarton, G82 1QL.
T: 07815705769
Email: Gillian.mcnamara@west-dunbarton.gov.uk

Appendices: Appendix 1 EIA

Background Papers: None

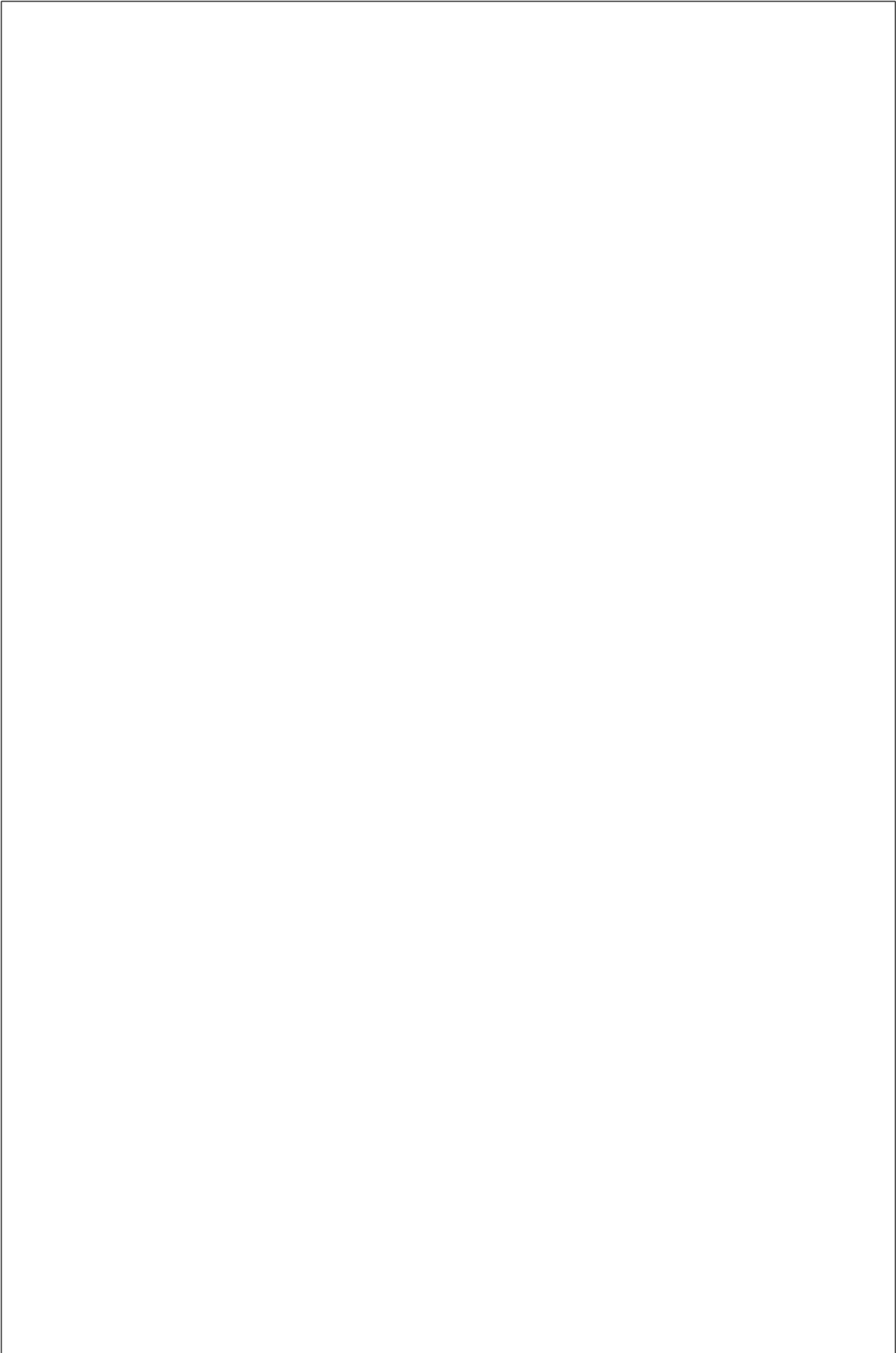
Wards Affected: All Wards

Assessment No	1090	Owner	brmccolgan
Resource	Regeneration, Environment and Growth	Service	Regeneration
	FirstName	Surname	Job Title
Head Officer	Alan	Douglas	Chief Officer Regulatory & Regeneration
Members	Gillian Scholes - Business Support Coordinator Brian McColgan - Business Support Officer Ric Rea - Performance and Strategy Officer/Engagement Team		
	<i>(Please note: the word 'policy' is used as shorthand for strategy policy function or financial decision)</i>		
Policy Title	Consultation on Possible Introduction of Visitor Levy		
	The aim, objective, purpose and intended out come of policy		
	To consult on the introduction of a Visitor Levy in West Dunbartonshire. The Visitor Levy Act gives Local Authorities in Scotland the power to implement a visitor levy on overnight accommodation in their area. The Council could utilise these powers, which would be the payment of a levy on overnight stays in certain types of accommodation. The revenue generated by the Levy could be used to support investment in the area and support, sustain, and develop the visitor economy. A consultation will be carried out to inform the development and delivery of the Levy. This EIA relates only to the Visitor Levy Consultation exercise. An EIA on the substance of the Visitor Levy will be carried out when/if the Visitor Levy is to be introduced.		
	Service/Partners/Stakeholders/service users involved in the development and/or implementation of policy.		
	Economic Development Citizen, Culture & Facilities - Equalities		
Does the proposals involve the procurement of any goods or services?			No
If yes please confirm that you have contacted our procurement services to discuss your requirements.			No
SCREENING			
<i>You must indicate if there is any relevance to the four areas</i>			
Duty to eliminate discrimination (E), advance equal opportunities (A) or foster good relations (F)			Yes
Relevance to Human Rights (HR)			No
Relevance to Health Impacts (H)			No
Relevance to Social Economic Impacts (SE)			Yes
Who will be affected by this policy?			
The Visitor Levy Consultation will mostly affect businesses and individuals who offer paid for accommodation to visitors to West Dunbartonshire. It will also affect those who visit and stay overnight in West Dunbartonshire.			
Who will be/has been involved in the consultation process?			

Paid for accommodation providers in West Dunbartonshire.
Other businesses in West Dunbartonshire.
Groups representing businesses in the area, e.g. Chamber of Commerce.
Other groups and organisations with an interest in the visitor economy in West Dunbartonshire.
Relevant Community Groups in West Dunbartonshire.
Potential visitors to West Dunbartonshire.
The wider population of West Dunbartonshire.
West Dunbartonshire Equality Forum.

Please outline any particular need/barriers which equality groups may have in relation to this policy list evidence you are using to support this and whether there is any negative impact on particular groups.

Specific group to consider	Needs	Evidence	Impact
Age	This group may have different needs in terms of the format of any consultation.	The format of the Consultation will be informed by the Councils Communicating Effectively guidance. This will include accessible formats.	Maximisation of responses to Consultation from this group. No negative impacts.
Disability	This group may have different needs in terms of the format of any consultation. We need to meet the communication needs of BSL users.	The format of the Consultation will be informed by the Councils Communicating Effectively guidance. This will include accessible formats.	Maximisation of responses to Consultation from this group. No negative impacts.
Gender Reassign			
Marriage & Civil Partnership			
Pregnancy & Maternity			
Race	Some people from some ethnic groups may have different needs in terms of the format of any consultation.	The format of the Consultation will be informed by the Councils Communicating Effectively guidance. This will include translations and interpreting to relevant languages if required.	Maximisation of responses to Consultation from this group. No negative impacts.
Religion and Belief			
Sex			
Sexual Orientation			
Human Rights			
Health			
Social & Economic Impact	We need to consider the Fairer Scotland Duty as this is a clear strategic area	Consultation will explore potential impacts in this area	Consultation will help inform proposals
Cross Cutting	We need to consider how elements might cross cut to ensure we have rounded view of potential impacts	Consultation will explore potential impacts and help inform impact assessment of future proposals. Consultation design will take account of Scottish Government EQIA on Visitors Levies.	This consultation will help inform proposals



Actions

Policy has a negative impact on an equality group, but is still to be implemented, please provide justification for this.

Will the impact of the policy be monitored and reported on an ongoing basis?

The results of the Consultation will be reported on to the appropriate Council Committee and analysed to inform any Visitor Levy adopted in West Dunbartonshire.

Q7 What is your recommendation for this policy?

Introduce

Please provide a meaningful summary of how you have reached the recommendation

EIA 1090: The consultation will be designed to reach all relevant stake holders and maximise responses, including from equality groups. The design will follow the Council's Communicating Effectively guidelines and the Council's Engaging Communities Strategy.

WEST DUNBARTONSHIRE COUNCIL

Report by Chief Officer - Resources

Infrastructure, Regeneration & Economic Development Committee:
6 November 2024

**Subject: Infrastructure, Regeneration & Economic Development Revenue
Budgetary Control Report 2024/25 to Period 5 (30 August 2024)**

1. Purpose

- 1.1 This report provides an update on the revenue financial performance to 30 August 2024 of those services under the auspices of the Infrastructure, Regeneration & Economic Development Committee (IRED).

2. Recommendations

2.1 Members are asked to:

- i) note the contents of this report showing the revenue budget forecast to overspend against budget by £1.856m (14.60%) at the year-end taking into account that this is subject to change.

3. Background

Revenue

- 3.1 At the meeting of West Dunbartonshire Council on 6 March 2024, Members agreed the revenue estimates for 2024/25. A total net budget of £14.722m was approved for IRED services. The budget has been reduced to reflect the decrease in Strathclyde pension fund contributions in the year. This budget has been vired to a central reserve to be used to balance the budget over the next four years as agreed at the Council meeting on 6 March 2024.

	£m
Starting Position (including Office Accommodation)	14.722
Removal of Office Accommodation Budget from IRED as included within Corporate Services	-0.924
Adjust for Central Support Allocation as accounted for centrally	-0.147
Adjust for Revenue Support Grant which is accounted for centrally	0.580
Superannuation Saving	-1.517
Revised Budget	12.714

4. Main Issues

Revenue Budget

- 4.1 The current budgetary position is summarised in Appendix 1. A more detailed analysis by service is given in Appendix 2.
- 4.2 Of the 14 services monitored 4 are showing either a favourable or nil variance, with 7 services showing an adverse variance. Comments are shown in Appendix 3 when there are projected net annual variances greater than £0.050m and also where the net variance is below £0.050m but there are offsetting variances of over £0.050m within the service.
- 4.3 Appendix 1 shows the probable outturn for the services at £14.570m. As the annual budget is £12.714m there is currently a projected adverse variance for the year of £1.856m.
- 4.4 As reported to the IRED Committee on 14 August a working group has been established to review where any anticipated overspends can be reduced and where there may be the option for additional income generation.

The working group have developed an action plan to identify controllable forecast overspend and reduce this as much as possible. This has included a review of the roads capital programme to reduce spend on materials and plant, a move to essential safety spend only in relation to revenue works and a review of capital recharges. In relation to waste services there has been a review of anticipated income, vehicle spend and tonnage. A wider review of recharging continues within Transport and Fleet.

Further reduction in spend is anticipated as the action plan is delivered and will be reported to future IRED committees.

- 4.5 Appendix 4 to the report summarises the current position against the saving options agreed by council as part of setting the 2024/25 budget.

5. People Implications

- 5.1 There are no people implications.

6. Financial Implications

- 6.1 Other than the financial position noted above, there are no financial implications of the budgetary control report. Officers are currently reviewing budgets and projections with a view to improving the position by financial year end and progress will be highlighted in future reports to committee.

7. Risk Analysis

- 7.1 The present variances should be viewed in the knowledge that there are a number of variable factors which could arise between now and 31 March and which could affect the year end results.

8. Equalities Impact Assessment (EIA)

- 8.1 The report is for noting and therefore no Equalities Impact Assessment was completed for this report.

9 Consultation

- 9.1 The views of both Finance and Legal services have been requested on this report and both have advised there are neither any issues nor concerns with the proposal. As the report is for noting no further consultation is envisaged.

10. Strategic Assessment

- 10.1 Proper budgetary control and sound financial practice are cornerstones of good governance and support Council and officers to pursue the five strategic priorities of the Council's Strategic Plan. This report forms part of the financial governance of the Council. This report is for noting and, therefore, does not directly affect any of the strategic priorities.

Laurence Slavin
Chief Officer – Resources
Date: 1 October 2024

Person to Contact: Jackie Thomson - Business Unit Finance Partner, 16 Church Street, Dumbarton, G81 1QL.
e-mail jackie.nicol-thomson@west-dunbarton.gov.uk

Appendices: Appendix 1 - Summary Budgetary Position (Revenue)
Appendix 2– Detailed Budgetary Position (Revenue)
Appendix 3 – Variance Analysis (Revenue)
Appendix 4 – Efficiencies & Management Adjustments

Background Papers: None
Wards Affected: All

ITEM 22 - APPENDIX 1

WEST DUNBARTONSHIRE COUNCIL REVENUE BUDGETARY CONTROL 2024/25 IRED SUMMARY

MONTH END DATE **31 August 2024**

Service / Subjective Summary	Total Budget 2024/25	Spend to Date 2024/25	Forecast Spend 2024/25	Annual Variance 2024/25		Annual RAG Status
	£000	£000	£000	£000	%	
Corporate Asset Maintenance	0	(49)	0	0	0%	→
Transport, Fleet & Maintenance Services	(807)	884	(680)	126	-16%	↓
Consultancy Services	668	347	669	1	0%	↓
Roads Services	2,544	1,050	3,193	649	26%	↓
Grounds Maintenance & Street Cleaning Client	7,414	3,089	7,414	0	0%	→
Outdoor Services	205	32	198	(7)	-3%	↑
Burial Grounds	(313)	(237)	(162)	151	-48%	↓
Crematorium	(1,234)	(318)	(1,125)	109	-9%	↓
Waste Services	8,922	2,943	9,298	376	4%	↓
Corporate Assets	(2,783)	2,632	(2,655)	128	-5%	↓
Capital Investment Programme	1	105	8	6	507%	↓
Economic Development	580	336	623	43	7%	↓
Depots	0	179	0	0	0%	→
Ground Maintenance & Street Cleaning Trading A/c	(2,484)	2,784	(2,212)	272	-11%	↓
Total Net Expenditure	12,714	13,777	14,570	1,856	14.60%	↓

ITEM 22 - APPENDIX 2

WEST DUNBARTONSHIRE COUNCIL REVENUE BUDGETARY CONTROL 2024/25 IRED COMMITTEE DETAIL

PERIOD END DATE 31 August 2024

PERIOD

5

Actual	Service Summary	Total	Spend to	Forecast	Annual Variance	RAG
£000		£000	£000	£000	£000	%
19,445	Employee	18,495	6,745	19,045	550	3%
5,077	Property	3,960	1,360	4,256	296	7%
5,417	Transport and Plant	4,266	1,670	4,750	485	11%
12,169	Supplies, Services and Admin	10,940	3,483	11,729	789	7%
9,503	Payments to Other Bodies	9,314	3,387	9,369	55	1%
1,557	Other	562	0	562	0	0%
53,168	Gross Expenditure	47,537	16,644	49,711	2,176	5%
(33,044)	Income	(34,823)	(2,972)	(35,149)	(325)	-1%
20,123	Net Expenditure	12,714	13,672	14,563	1,850	15%
£000	Corporate Asset Maintenance	£000	£000	£000	£000	%
2,067	Employee	1,803	486	2,003	200	11%
75	Property	18	4	18	0	0%
48	Transport and Plant	130	33	130	0	0%
723	Supplies, Services and Admin	561	180	611	50	9%
0	Payments to Other Bodies	98	25	98	0	0%
0	Other	0	0	0	0	0%
2,913	Gross Expenditure	2,610	728	2,860	250	10%
(2,952)	Income	(2,610)	(777)	(2,860)	(250)	-10%
(39)	Net Expenditure	0	(49)	0	0	0%
£000	Transport, Fleet & Maintenance Services	£000	£000	£000	£000	%
2,024	Employee	1,866	798	2,144	278	15%
108	Property	99	0	93	(6)	-6%
1,688	Transport and Plant	1,826	669	1,691	(135)	-7%
821	Supplies, Services and Admin	509	236	669	160	31%
1	Payments to Other Bodies	0	0	0	0	30%
0	Other	0	0	0	0	0%
4,642	Gross Expenditure	4,300	1,703	4,598	297	7%
(4,578)	Income	(5,107)	(820)	(5,278)	(171)	-3%
64	Net Expenditure	(807)	884	(680)	126	-16%
£000	Consultancy Services	£000	£000	£000	£000	%
1,026	Employee	657	344	662	5	1%
0	Property	0	0	0	0	0%
3	Transport and Plant	7	1	2	(5)	-73%
7	Supplies, Services and Admin	4	2	5	1	23%
0	Payments to Other Bodies	0	0	0	0	0%
0	Other	0	0	0	0	0%
1,035	Gross Expenditure	668	347	669	1	0%
(0)	Income	0	0	0	0	0%
1,034	Net Expenditure	668	347	669	1	0%
£000	Roads Services	£000	£000	£000	£000	%
2,946	Employee	2,698	944	2,759	60	2%
254	Property	250	7	252	2	1%
890	Transport and Plant	555	260	904	349	63%
3,104	Supplies, Services and Admin	2,665	610	3,087	421	16%
893	Payments to Other Bodies	811	143	907	96	12%
0	Other	0	0	0	0	0%
8,088	Gross Expenditure	6,980	1,964	7,908	928	13%
(4,194)	Income	(4,436)	(914)	(4,714)	(279)	-6%
3,894	Net Expenditure	2,544	1,050	3,193	649	26%

WEST DUNBARTONSHIRE COUNCIL
REVENUE BUDGETARY CONTROL 2024/25
IRED COMMITTEE DETAIL

APPENDIX 2

PERIOD END DATE 31 August 2024

PERIOD

5

Actual	Service Summary	Total	Spend to	Forecast	Annual Variance	RAG
£000		£000	£000	£000	£000 %	
	Grounds Maintenance & Street Cleaning Client					
23	Employee	0	0	0	0 0%	→
0	Property	0	0	0	0 0%	→
322	Transport and Plant	0	0	0	0 0%	→
0	Supplies, Services and Admin	0	0	0	0 0%	→
7,415	Payments to Other Bodies	7,414	3,089	7,414	0 0%	→
839	Other	0	0	0	0 0%	→
8,599	Gross Expenditure	7,414	3,089	7,414	0 0%	→
0	Income	0	0	0	0 0%	→
8,599	Net Expenditure	7,414	3,089	7,414	0 0%	→
	Outdoor Services					
74	Employee	127	25	67	(60) -47%	↑
179	Property	151	24	165	14 9%	↓
0	Transport and Plant	0	0	0	0 0%	→
144	Supplies, Services and Admin	117	72	147	29 25%	↓
17	Payments to Other Bodies	37	(15)	17	(20) -54%	↑
0	Other	0	0	0	0 0%	→
414	Gross Expenditure	433	106	396	(37) -8%	↑
(117)	Income	(228)	(75)	(198)	30 13%	↓
298	Net Expenditure	205	32	198	(7) -3%	↑
	Burial Grounds					
0	Employee	0	0	0	0 0%	→
29	Property	28	6	31	3 10%	↓
0	Transport and Plant	0	0	0	0 0%	→
0	Supplies, Services and Admin	0	0	0	0 0%	→
442	Payments to Other Bodies	469	0	469	0 0%	→
0	Other	0	0	0	0 0%	→
471	Gross Expenditure	497	6	500	3 1%	↓
(689)	Income	(810)	(242)	(662)	148 18%	↓
(218)	Net Expenditure	(313)	(237)	(162)	151 -48%	↓
	Crematorium					
215	Employee	181	75	200	19 10%	↓
265	Property	291	71	293	2 1%	↓
0	Transport and Plant	0	0	0	0 0%	→
21	Supplies, Services and Admin	18	11	20	2 11%	↓
6	Payments to Other Bodies	33	2	6	(27) -81%	↑
0	Other	0	0	0	0 0%	→
507	Gross Expenditure	523	159	519	(4) -1%	↑
(1,460)	Income	(1,757)	(477)	(1,643)	114 6%	↓
(952)	Net Expenditure	(1,234)	(318)	(1,125)	109 -9%	↓
	Waste Services					
3,583	Employee	3,091	1,249	3,317	226 7%	↓
200	Property	152	13	160	8 5%	↓
1,504	Transport and Plant	992	492	1,191	200 20%	↓
6,503	Supplies, Services and Admin	6,367	2,047	6,280	(87) -1%	↑
27	Payments to Other Bodies	22	28	28	6 30%	↓
0	Other	0	0	0	0 0%	→
11,817	Gross Expenditure	10,623	3,830	10,976	353 3%	↓
(1,362)	Income	(1,701)	(887)	(1,678)	23 1%	↓
10,455	Net Expenditure	8,922	2,943	9,298	376 4%	↓

WEST DUNBARTONSHIRE COUNCIL
REVENUE BUDGETARY CONTROL 2024/25
IRED COMMITTEE DETAIL

APPENDIX 2

PERIOD END DATE 31 August 2024

PERIOD

5

Actual £000	Service Summary	Total £000	Spend to £000	Forecast £000	Annual Variance £000	%	RAG
	Corporate Assets						
864	Employee	900	258	759	(142)	-16%	↑
2,401	Property	1,964	988	2,098	134	7%	↓
4	Transport and Plant	5	0	2	(3)	-60%	↑
(19)	Supplies, Services and Admin	(53)	5	(52)	1	-2%	↓
65	Payments to Other Bodies	42	38	42	0	0%	→
0	Other	0	0	0	0	0%	→
3,315	Gross Expenditure	2,859	1,289	2,849	(10)	0%	↑
(5,065)	Income	(5,642)	1,343	(5,504)	138	2%	↓
(1,750)	Net Expenditure	(2,783)	2,632	(2,655)	128	-5%	↓
£000	Capital Investment Programme	£000	£000	£000	£000	%	
321	Employee	227	104	254	27	12%	↓
0	Property	0	0	0	0	0%	→
0	Transport and Plant	0	0	0	(0)	-24%	↑
0	Supplies, Services and Admin	1	1	1	(0)	-10%	↑
0	Payments to Other Bodies	0	0	0	0	0%	→
0	Other	0	0	0	0	0%	→
321	Gross Expenditure	229	105	255	27	12%	↓
(321)	Income	(227)	0	(248)	(20)	-9%	↑
1	Net Expenditure	1	105	8	6	507%	↓
£000	Economic Development	£000	£000	£000	£000	%	
620	Employee	747	308	767	20	3%	↓
489	Property	24	7	24	0	0%	→
2	Transport and Plant	1	0	1	1	100%	↓
13	Supplies, Services and Admin	87	1	112	25	29%	↓
618	Payments to Other Bodies	386	77	386	0	0%	→
0	Other	0	0	0	0	0%	→
1,743	Gross Expenditure	1,245	392	1,290	46	4%	↓
(976)	Income	(664)	(56)	(667)	(3)	0%	↑
767	Net Expenditure	580	336	623	42	7%	↓
£000	Depots	£000	£000	£000	£000	%	
0	Employee	0	0	0	0	0%	→
657	Property	631	178	716	85	14%	↓
0	Transport and Plant	0	0	0	0	0%	→
(1)	Supplies, Services and Admin	15	0	6	(9)	-60%	↑
0	Payments to Other Bodies	0	0	0	0	0%	→
0	Other	0	0	0	0	0%	→
656	Gross Expenditure	646	179	722	76	12%	↓
(656)	Income	(646)	0	(722)	(76)	-12%	↑
(0)	Net Expenditure	0	179	0	0	0%	→
£000	Ground Maintenance & Street Cleaning Trading A/c	£000	£000	£000	£000	%	
6,003	Employee	6,424	2,259	6,368	(57)	-1%	↑
419	Property	352	60	406	54	15%	↓
957	Transport and Plant	751	215	829	79	11%	↓
852	Supplies, Services and Admin	649	317	845	196	30%	↓
19	Payments to Other Bodies	0	0	0	0	0%	→
718	Other	562	0	562	0	0%	→
8,968	Gross Expenditure	8,738	2,851	9,011	272	3%	↓
(10,997)	Income	(11,222)	(68)	(11,222)	0	0%	→
(2,029)	Net Expenditure	(2,484)	2,784	(2,212)	272	-11%	↓

WEST DUNBARTONSHIRE COUNCIL
REVENUE BUDGETARY CONTROL 2024/25
ANALYSIS FOR VARIANCES OVER £50,000

PERIOD END DATE 31 August 2024

Budget Details	Variance Analysis			
	Total Budget	Forecast Spend	Variance	RAG Status

Transport, Fleet & Maintenance Services	(807)	(680)	126	-16%	↓
Service Description	Transport services across WDC				
Main Issues / Reason for Variance	Income is anticipated to be less than budgeted due to number of external users of MOT station being low. Although currently showing an under recovery of full costs a review of service requirements is being undertaken to ensure all applicable costs are recovered.				
Mitigating Action	Service User Review				
Anticipated Outcome	Overspend anticipated although may reduce following review				

WEST DUNBARTONSHIRE COUNCIL
REVENUE BUDGETARY CONTROL 2024/25
ANALYSIS FOR VARIANCES OVER £50,000

APPENDIX 3

PERIOD END DATE

31 August 2024

Budget Details	Variance Analysis				
	Total Budget	Forecast Spend	Variance		RAG Status
Roads Services	2,544	3,193	649	26%	↓
Service Description	This service relates to Roads operations, design, structures, street lighting, road safety and school crossing patrols				
Main Issues / Reason for Variance	Employee costs are anticipated to overspend by £60k mainly due to essential overtime. Plant hire costs and material costs have increased due to higher inflation than anticipated. The overspend anticipated on this is £308k. Winter gritting is anticipated to overspend £60k due to costs of salt and quantity required. Diesel is anticipated to overspend by £30k due to increased fuel costs. Street lighting is overspending by £45k due to increased utility costs. The remaining overspend anticipated is mainly in relation to general increased costs and inflationary pressures to undertake works required. Costs within the service are recharged to capital however, costs recharged are not sufficient to offset all costs incurred by the service.				
Mitigating Action	A review of the delivery of how capital projects are delivered will be undertaken.				
Anticipated Outcome	Overspend anticipated although may reduce following review				

PERIOD END DATE

31 August 2024

Budget Details	Variance Analysis				RAG Status
	Total Budget	Forecast Spend	Variance		
Ground Maintenance & Street Cleaning Trading A/c	(2,484)	(2,212)	272	-11%	↓
Service Description	Trading operation providing grounds maintenance and street cleaning services				
Main Issues / Reason for Variance	Employee costs are overspending by £56k mainly due to additional overtime required for jobs requested by other Services. Supplies and services is forecasting an overspend of £195k due to cost of parts for repairs which is demand led (£60k) and overspending on contractors (£108k). A review of all contractor spend is underway to identify any opportunities to reduce or mitigate the anticipated overspend. The remainder is due to small overspends in various areas.				
Mitigating Action	None at the moment.				
Anticipated Outcome	overspend anticipated				
Burial Grounds	(313)	(162)	151	-48%	↓
Service Description	This service provides burial services within the Council area				
Main Issues / Reason for Variance	Income from burials is less than budgeted. This is demand led and may change throughout the year.				
Mitigating Action	None at the moment.				
Anticipated Outcome	Under recovery of income anticipated				
Crematorium	(1,234)	(1,125)	109	-9%	↓
Service Description	This service provides crematorium services within the Council area				
Main Issues / Reason for Variance	Income from cremations is less than budgeted. This is demand led and may change throughout the year.				
Mitigating Action	None at the moment.				
Anticipated Outcome	Under recovery of income anticipated				
Waste Services	8,922	9,298	376	4%	↓
Service Description	Waste Collection and Refuse disposal services				
Main Issues / Reason for Variance	Transport costs, are anticipating an overspend of £200k principally due to hire costs being greater than anticipated when the budgets were set because of delays in acquiring new refuse vehicles. This is a part year issue as the majority of vehicles have now been received and hire costs for these vehicles will cease. Employee costs are overspending by £226k mainly due to overtime costs due to requirement to cover public holidays and periods of annual leave or sickness. In addition overtime budgets do not include pay award increase. The overspend is offset by an underspend of £87k in Supplies and Services.				
Mitigating Action	All refuse vehicles were received in September so hires have now ceased.				
Anticipated Outcome	overspend anticipated				

PERIOD END DATE 31 August 2024

Budget Details	Variance Analysis			
	Total Budget	Forecast Spend	Variance	RAG Status
Corporate Assets	(2,783)	(2,655)	128	-5% ↓
Service Description	This service provides asset and estate management			
Main Issues / Reason for Variance	Property costs are overspending by £134k mainly due to increased costs for utilities.			
Mitigating Action	None required.			
Anticipated Outcome	Under recovery of income anticipated			

WEST DUNBARTONSHIRE COUNCIL**MONITORING OF EFFICIENCIES AND MANAGEMENT ADJUSTMENTS 2024/25**

Efficiency Detail	Ref	Chief Officer	Budgeted Amount £000	Projection of Total Saved £000	Projection of Total Not Saved £000	Comment
December 2023 Management Adjustments						
1 Procure vehicles considered permanently required rather than hiring them	RN17	G Macfarlane	100	100		in progress
					-	
March 2024 Saving Options					-	
1 School crossing patrollers - adhere to best practice	RN01	G Macfarlane	24	24	-	Implemented August
2 Introduce £60 Garden Waste Charge	RN02	G Macfarlane	180	180	-	Implemented August, and target met.
3 Amend roads service activities to support education to statutory level	RN04	G Macfarlane	37	37	-	complete
4 Reduce the Consultancy Services/Capital Investment Team by 25%	RN18	G Macfarlane	10	10	-	Complete
5 Reduce the roads operations service from 29 FTE to 26 FTE which will reduce resilience in the team	RN21	G Macfarlane	80	80	-	complete
6 Reduce maintenance costs through replacing 6 under utilised grass pitches with 3 new 4G pitches	RN22	G Macfarlane	10	10	-	in progress
7 Implement new approach to road defect repairs which will capitalise costs previously charged to revenue	RN23	G Macfarlane	200	200	-	complete
8 Reduce weed killing from twice a year to once a year	RN26	G Macfarlane	50	50	-	Complete
9 Increase commercial waste fees by 14%	RN27	G Macfarlane	45	45	-	complete
March 2024 Management Adjustments						
1 Remove vacant posts in asset management	RES22	L Slavin	99	99		complete
2 Fund existing Grade 8 post from UK Towns Fund Support	RR18	A Douglas	60	60	-	complete
3 Fund officer costs associated with Levelling Up from final year of Levelling Up Rev funding.	RR19	A Douglas	60	60	-	complete
TOTAL EFFICIENCIES/MANAGEMENT ADJUSTMENTS			955	955	-	

WEST DUNBARTONSHIRE COUNCIL**Report by the Chief Officer – Resources****Infrastructure, Regeneration & Economic Development Committee:
6 November 2024**

**Subject: Infrastructure, Regeneration & Economic Development Capital
Budgetary Control Report 2024/25 to Period 5 (31 August 2024)**

1. Purpose

- 1.1 This report provides an update on the capital financial performance to 31 August 2024 of those services under the auspices of the Infrastructure, Regeneration & Economic Development Committee (IRED).

2. Recommendations**2.1** Committee is asked to:

- i) Note the current position of the 2024/25 IRED capital budget.
- ii) Approve the revised completion dates detailed in appendix 3.
- iii) Note an in-year surplus variance of £0.819m due to reprofiling (£1.050m) and additional budget of £0.231m

3. Background

- 3.1 On 6 March 2024 the Council approved the updated General Services Capital Plan for 2024/2025 to 2032/33. The three years from 2024/25 to 2026/27 were approved in detail with the remaining years being indicative. The budget agreed under the auspice of IRED Committee was £51.612m for 2024/25 and £215.153m for the project life budget.
- 3.2 Since then budget adjustments have taken place which result in a revised IRED capital budget as set out in Exhibit 1.

Exhibit 1: Revised Capital Budget

	2024/25 (£m)	Project Life (£m)
Capital Budget Agreed 6 March 2024	51.612	215.153
Reprofiling agreed at P3	(13.311)	2.488
Developers Contributions for Clydebank Can on the Canal	0	0.050
New Scottish Government Funding – Nature Restoration	0.034	0.034
New Scottish Government Funding – Cycling, Walking and Safer Streets	0.389	0.389
Add R&N 33 Creation of 3 new All Weather Pitches	0.500	2.250
Add RR14 Securing site to make safe AT 3 Castlegate Avenue	0.007	0.007
Reduction in Future Years Funding- RR 8 PBI	0	(0.943)
Revised Capital Budget as at Period 5	39.231	219.428

4. Main Issues

4.1 Progress against the 2024/25 capital plan is detailed in:

- Appendix 1 – Project Life Summary by Chief Officer
- Appendix 2 – Off Track Projects
- Appendix 3 – Changes to Capital Plan for Noting
- Appendix 4 – All Approved Projects

4.2 Appendix 2 highlights one projects currently showing as off-track.

- Posties Park – which is due to delays on the project. The project is anticipated to be complete in November 2024 with final retentions being paid in 2025.

4.3 Appendix 3 highlights one project which requires to be reprofiled but there is no need for additional budget.

4.4 Appendix 4 shows all projects with approved in year and project life budgets as well as anticipated expenditure. It highlights that the 2024/25 budget is £39.231m with current forecast spend of £38.412m, a surplus variance of £0.819m mainly due to reprofiling (£1.050m) and additional budget of £0.231m. The spend as at period 5 is £8.675m (22.58%) of the current forecast spend of £38.412m.

5. Option Appraisal

5.1 No option appraisal was required for this report.

6. People Implications

6.1 There are no people implications.

7. Financial and Procurement Implications

7.1 The report notes the projected in-year financial position for capital budgets.

8. Risk Analysis

8.1 The main risks are as follows:

- (a) The reported variances should be viewed in the knowledge that there are a number of variable factors which could arise between now and 31 March which could affect the year end results for capital budgets.
- (b) As a consequence of current market conditions, inflation is at an all-time high and interest rates continue to be volatile. To forecast for the full year costs budget assumptions have been required. These assumptions continue to change regularly and therefore it is likely the projected year end budgetary position will change from that reported.

9. Equalities Impact Assessment (EIA)

9.1 No equalities impact assessment was required in relation to this report.

10. Environmental Sustainability

10.1 No assessment of environmental sustainability was required in relation to this report.

11. Consultation

11.1 All services involved in delivering the capital budgets have been consulted in the compilation of this report.

12. Strategic Assessment

12.1 Proper budgetary control and sound financial practice are cornerstones of good governance and support Council and officers to pursue the strategic priorities of the Council's current Strategic Plan. This report forms part of the financial governance of the Council.

Laurence Slavin
Chief Officer – Resources
Date: 17 October 2024

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Appendices: Appendix 1 - Project Life Summary
Appendix 2- Off Track Projects
Appendix 3 - Reproiling and Acceleration of Projects
Appendix 4 - Details of all Projects.

Background Papers: General Services Capital Plan Update - Council 6 March 2024.
Capital Monitoring Report – Council 28 August 2024.

Wards Affected All Wards

Period 5- 31 August 2024

IRED Summary

	Project Life Budget	Project Life Forecast Spend	Project Life Variance	On Track/Complete	Off Track
	£'000	£'000	£'000		
Chief Officer Resources	35,809	35,809	-	4	-
Chief Officer Regulatory and Regeneration	57,219	57,219	-	12	-
Chief Officer Roads and Neighbourhoods	126,399	126,630	231	32	1
Total	219,428	219,659	231	48	1

ITEM 23 - APPENDIX 2

IRED Projects that are Off Track as at Period 5 - 31 August 2024

<u>Service</u>	<u>Project</u>	<u>Approved Project Life Cost</u>	<u>Revised Project Life Cost</u>	<u>Project Life Variance</u>	<u>Initial Completion Date</u>	<u>Revised Completion Date</u>
		£'000	£'000	£'000		
R&N17	Posties Park	6,021	6,252	231	31/03/2022	29/11/2025

Project Name:	Posties Park R&N17	Project Manager:	Gail McFarlane
Initial Completion End Date:	31/03/2022	Revised End Date:	29/11/2025
How was this project initially funded:		Please Detail any additional funding	
Council Capital Funding/ Prudential Borrowing		n/a	
Why is the project classified as off track and what has caused the issues identified? Significant challenges including COVID and construction issues. Project has now reached practical completion. Remedial actions are underway to allow Building Standards to sign off Completion Certificate. We will explore the possibility of recovering the additional costs and if that is successful then there will be no need for the additional prudential borrowing. Practical completion will be November 2024 with financial completion due to retentions by November 2025.			
What action will be taken to rectify the position?		Source of Funding	Prudential Borrowing
New Completion Date:	29/11/2025		
What are the implications on the actions proposed?			
Revenue Implications	Prudential Borrowing of £231k has a revenue implication of £161,651 over 25 years due to the incurred interest on the debt. This equates to £6,462 per annum.		
Virement Implications	n/a		

Changes to Capital Plan and Implications

RR

	Current Year 2024/25	2025/26	2026/27	2027/28	Future Years	Total Capital Plan
Project - RR12						
District Heating	1,500	5,000	3,595	1,009	-	11,104
District Heating - Revised	250	5,000	3,595	2,259		11,104
Explanation						
The West College Scotland Clydebank Campus district heating connection is not likely to commence before the summer break in 2025, to avoid disruption of teaching. The Golden Jubilee is still in the negotiation stage so even if agreement and approval can be reached in the next 3 months the spending is not going to be very substantial.						

RN

	Current Year 2024/25	2025/26	2026/27	2027/28	Future Years	Total Capital Plan
Project - RN16						
Vehicle Replacement	2,865	1,939	1,040	1,040	5,335	12,219
Vehicle Replacement - Revised	3,065	1,939	1,040	1,040	5,135	12,219
Explanation						
The acceleration of budget will facilitate the purchase of vehicles required by services due to age of vehicles and to reduce reliance on hire vehicles therefore reducing revenue implications.						

ITEM 23 - APPENDIX 4

IRED Projects at Period 5 - 31 August 2024

Service	Project	Initial End Date	Revised End Date	Full Project Life						In Year			
				Project Life Budget	Spend to 31 /3/24	Spend to Date	Projected Future Spend	Total Projected Spend	Project Variance	Approved Budget 2024/25	Actual to date 2024/25	Revised Forecast 2024/25	In Year Variance
				£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
RES 9	Strathleven Place (formerly part of Glencairn House project)	31/03/2024	31/03/2025	1,590	-	-	1,590	1,590	-	1,590	-	1,590	-
RES 10	New Sports Changing Facility Dumbarton West (Old OLSP site)	31/03/2024	31/03/2025	349	9	9	340	349	-	340	-	340	-
RES 11	Building Upgrades and H&S - lifecycle & reactive building upgrades	31/03/2025	31/03/2033	25,370	-	479	24,891	25,370	-	3,122	479	3,122	-
RES 13	Depot Rationalisation	01/04/2025	31/03/2025	8,500	649	966	7,534	8,500	-	500	317	500	-
Total Resources				35,809	658	1,454	34,355	35,809	-	5,552	796	5,552	-
RR 3	Installation of Solar PV at Clydebank Leisure Centre	31/03/2023	31/03/2025	61	4	4	57	61	-	57	-	57	-
RR 4	Replace failed heating controls/valves & recommission	31/03/2023	31/03/2025	20	14	20	0	20	-	6	6	6	-
RR 5	Leisure Energy projects - air handling units, upgrade lighting, circulating pumps, and draught proofing	31/03/2023	31/03/2025	290	64	64	226	290	-	226	-	226	-
RR 6	Regeneration/Local Economic Development	31/03/2025	31/03/2025	7,922	5,991	6,063	1,859	7,922	-	1,100	72	1,100	-
RR 7	Regeneration Fund	31/03/2024	31/03/2028	10,931	7,107	7,160	3,751	10,931	-	615	73	615	-
RR 8	Place Based Investment	31/03/2023	31/03/2027	1,708	1,398	1,400	307	1,708	-	310	3	310	-
RR 9	Clydebank Can on the Canal	31/12/2022	31/12/2025	757	40	40	717	757	-	717	-	717	-
RR 10	Level Up Funding	31/03/2025	31/03/2026	22,100	7,533	9,443	12,657	22,100	-	11,959	1,910	11,959	-
RR 11	Level Up Capacity Funding	31/03/2023	31/03/2026	320	161	161	159	320	-	161	-	161	-
RR 12	District Heating Network Expansion	31/03/2024	31/03/2028	11,104	40	141	10,963	11,104	-	1,500	182	250	- 1,250
RR 13	Clyde Mission Catalyst Fund	31/03/2024	31/03/2026	2,000	415	415	1,585	2,000	-	1,197	-	1,197	-
RR14	3 Castlegate Avenue - Securing site to make safe	31/03/2025		7	-	6	1	7	-	7	6	7	-
Total Regulatory and Regeneration				57,219	22,686	24,936	32,283	57,219	-	17,855	2,251	16,605	- 1,250
R&N 1	Infrastructure - Roads	31/03/2025	31/03/2033	22,806	-	626	22,180	22,806	-	2,454	626	2,454	-
R&N 2	Flood Risk Management	31/03/2025	31/03/2033	2,315	-	-	2,315	2,315	-	500	-	500	-
R&N 3	Street lighting and associated electrical infrastructure	31/03/2025	31/03/2033	914	-	65	849	914	-	114	65	114	-
R&N 4	Flood Prevention	31/03/2025	31/03/2025	500	160	191	309	500	-	339	31	339	-
R&N 5	Vehicle Replacement	31/03/2024	31/03/2033	12,219	-	1,987	10,232	12,219	-	2,865	1,987	3,065	200
R&N 6	Auld Street Clydebank - Bond	31/03/2024	31/03/2025	256	214	214	42	256	-	42	-	42	-
R&N 7	River bank erosion repair - Levenhowe	31/03/2024	31/03/2025	20	-	-	20	20	-	20	-	20	-
R&N 8	Clydebank Charrette, A814	31/03/2022	31/03/2025	4,303	4,215	4,245	58	4,303	-	88	30	88	-
R&N 9	Roads Plant	31/03/2025	31/03/2025	80	14	14	66	80	-	66	-	66	-
R&N 10	A813 Road Improvement Phase 1	31/03/2026	31/03/2027	1,700	1,057	1,366	334	1,700	-	643	309	643	-
R&N 11	Pavement Improvements	31/03/2025	31/03/2025	1,000	958	958	42	1,000	-	42	-	42	-
R&N 12	Traffic Signal Updates	31/03/2025	31/03/2025	300	274	274	26	300	-	26	-	26	-
R&N 13	Gruggies Burn Flood Prevention	31/03/2024	31/03/2028	15,028	576	753	14,275	15,028	-	550	177	550	-
R&N 14	Electrical Charging Points - Rapid Charge	31/03/2023	31/03/2025	314	299	306	9	314	-	15	6	15	-
R&N 15	River Leven Flood Prevention Scheme	31/03/2024	31/03/2026	801	181	181	620	801	-	-	-	-	-
R&N 16	Vehicle Replacement Strategy	31/03/2025	31/03/2033	1,400	-	-	1,400	1,400	-	1,400	-	1,400	-
R&N 17	Posties Park Sports Hub - New sports hub to include Gym & running track	31/03/2022	29/11/2025	6,021	5,878	6,252	-	6,252	231	143	374	374	231
R&N 18	Public non-adopted paths and roads	31/03/2024	31/03/2033	2,419	-	-	2,419	2,419	-	619	-	619	-
R&N 19	Cemetery Extension, North Dalnotter	31/03/2024	31/03/2025	264	14	14	250	264	-	250	-	250	-
R&N 20	Vale of Leven Cemetery	31/03/2025	31/03/2025	801	741	801	0	801	-	60	60	60	-
R&N 21	Allotment Development	31/03/2024	30/09/2024	492	215	341	151	492	-	150	126	150	-
R&N 22	Waste Transfer Station	31/03/2024	31/03/2026	1,980	-	41	1,939	1,980	-	200	41	200	-
R&N 23	Play Area Upgrade Programme	31/03/2028	31/03/2033	1,399	149	376	1,024	1,399	-	417	227	417	-

IRED Projects at Period 5 - 31 August 2024

Appendix 4

Service	Project	Initial End Date	Revised End Date	Full Project Life						In Year			
				Project Life Budget	Spend to 31 /3/24	Spend to Date	Projected Future Spend	Total Projected Spend	Project Variance	Approved Budget 2024/25	Actual to date 2024/25	Revised Forecast 2024/25	In Year Variance
				£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000
R&N 24	Nature Restoration Fund	31/03/2025	31/03/2025	608	574	641	- 33	608	-	34	68	34	-
R&N 25	Whitecrook Tennis Court	31/03/2024	31/03/2024	59	44	45	14	59	-	15	1	15	-
R&N 26	East End Park Resurfacing	31/03/2024	31/03/2025	385	6	6	379	385	-	379	-	379	-
R&N 27	Park Improvements and Multi Games Area - Goldenhill Park	31/03/2024	31/03/2025	150	-	-	150	150	-	150	-	150	-
R&N 28	Balloch Mountain Bike Track	30/11/2023	30/09/2024	600	-	-	600	600	-	600	-	600	-
R&N 29	Pappert 2G Pitch	31/03/2024	31/03/2025	250	8	8	242	250	-	242	-	242	-
R&N 30	Kilmaronock Cemetery Extension	31/03/2023	31/03/2025	50	45	45	5	50	-	13	-	13	-
R&N 31	Exxon City Deal	31/03/2027	31/03/2028	44,325	6,235	7,699	36,626	44,325	-	2,500	1,464	2,500	-
R&N 32	Cycling, Walking and Safer Streets	31/03/2025	31/03/2025	389	-	15	374	389	-	389	15	389	-
R&N 33	Creation of 3 new all weather pitches at Argyll Park, Posties Park and Mountblow playing fields.	31/03/2026		2,250	-	20	2,230	2,250	-	500	20	500	
Total Roads and Neighbourhood				126,399	21,860	27,488	99,142	126,630	231	15,823	5,628	16,254	431
Overall IRED Total				219,428	45,204	53,878	165,781	219,659	231	39,231	8,675	38,412	- 819