



**Argyll and Bute Council**  
**Comhairle Earra-Ghàidheal Agus Bhòid**

*Executive Director: Douglas Hendry*

*Kilmory, Lochgilphead, PA31 8RT*  
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*25 February 2021*

**NOTICE OF MEETING**

A meeting of the **ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE** will be held via **SKYPE** on **THURSDAY, 4 MARCH 2021** at **10:00 AM**, which you are requested to attend.

Douglas Hendry  
Executive Director

**BUSINESS**

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES** (Pages 5 - 10)  
Environment, Development and Infrastructure Committee held on 3 December 2020
4. **FINANCIAL QUARTER 3 PERFORMANCE REPORT 2020/21** (Pages 11 - 28)  
Report by Executive Director with responsibility for Customer Support Services
5. **ROADS CAPITAL RECONSTRUCTION PROGRAMME 2021/22**  
Report by Executive Director with responsibility for Roads and Infrastructure (to follow)
6. **STREET LIGHTING MAINTENANCE** (Pages 29 - 34)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
7. **FILM IN ARGYLL - SCREEN INDUSTRIES UPDATE REPORT** (Pages 35 - 40)  
Report by Executive Director with responsibility for Development and Economic Growth
8. **HOUSING OCCUPATIONAL THERAPIST - STRATEGIC HOUSING FUND** (Pages 41 - 48)  
Report by Executive Director with responsibility for Development and Economic

Growth

**9. TOWN CENTRE FUND UPDATE** (Pages 49 - 56)

Report by Executive Director with responsibility for Development and Economic Growth

**10. TRANSFORMATION PROJECTS & REGENERATION TEAM - LARGE SCALE PROJECT UPDATE REPORT** (Pages 57 - 72)

Report by Executive Director with responsibility for Development and Economic Growth

**11. STRATEGIC TRANSPORT PROJECTS REVIEW 2 (STPR2) - UPDATE** (Pages 73 - 80)

Report by Executive Director with responsibility for Development and Economic Growth

**REPORT FOR NOTING**

**12. ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORKPLAN** (Pages 81 - 82)

**EXEMPT REPORT FOR DECISION**

**\* E1 13. HOUSING DEVELOPMENT - LOAN EXTENSION REQUEST FYNE HOMES - OLD COURTHOUSE ROTHESAY** (Pages 83 - 86)

Report by Executive Director with responsibility for Development and Economic Growth

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

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

The appropriate paragraph is:-

**E1 Paragraph 4** Information relating to any particular applicant for, or recipient or former recipient of, any financial assistance provided by the authority.

## **Environment, Development and Infrastructure Committee**

Councillor Rory Colville (Vice-Chair)	Councillor John Armour
Councillor Robin Currie (Chair)	Councillor Donald Kelly
Councillor David Kinniburgh	Councillor Roderick McCuish
Councillor Sir Jamie McGrigor	Councillor Jean Moffat
Councillor Aileen Morton	Councillor Gary Mulvaney
Councillor Alastair Redman	Councillor Alan Reid
Councillor Andrew Vennard	Councillor Anne Horn
Councillor Jim Lynch	

Contact: Adele Price-Williams Tel: 01546 604480

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**MINUTES of MEETING of ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE  
COMMITTEE held VIA SKYPE  
on THURSDAY, 3 DECEMBER 2020**

**Present:**

Councillor Robin Currie (Chair)

Councillor John Armour	Councillor Sir Jamie McGrigor
Councillor Rory Colville	Councillor Jean Moffat
Councillor Bobby Good	Councillor Aileen Morton
Councillor Anne Horn	Councillor Gary Mulvaney
Councillor Donald Kelly	Councillor Alastair Redman
Councillor David Kinniburgh	Councillor Alan Reid
Councillor Jim Lynch	Councillor Andrew Vennard
Councillor Roderick McCuish	

**Also Present:**

Councillor Jim Anderson	Councillor Jim Findlay
Councillor Elaine Robertson	

**Attending:**

Kirsty Flanagan, Executive Director  
 Jim Smith, Head of Roads and Infrastructure Services  
 Stuart McLean, Committee Manager  
 Mark Calder, Project Manager, Transformation

The Chair advised that he had received a request from Councillor Jim Findlay, who was not a member of the Committee, to speak at the meeting. The Chair advised that he was agreeable to this request.

**1. APOLOGIES FOR ABSENCE**

There were no apologies for absence.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**3. MINUTES**

The Minutes of the meeting of the Environment, Development and Infrastructure Committee held on 10 September 2020 were approved as a correct record.

Councillor Sir Jamie McGrigor joined the meeting during consideration of the following item of business.

**4. FINANCIAL QUARTER 2 PERFORMANCE REPORT 2020/21**

The Committee gave consideration to a report presenting the performance report and associated scorecard for performance in FQ2 2020-21 (July 2020 to September 2020) for the Development and Economic Growth and Roads and Infrastructure Services.

**Decision**

The Environment, Development and Infrastructure Committee noted the FQ2 2020/21 performance report as presented.

(Reference: Report by Executive Director with responsibility for Customer Support Services dated 10 November 2020, submitted)

**5. DRAFT SERVICE PLANS 2021/22**

The Committee gave consideration to a report presenting the Draft Service Plans 2021-22 for the Roads and Infrastructure and Development and Economic Growth Services.

**Decision**

The Environment, Development and Infrastructure Committee agreed the Draft Service Plans 2021-22 (no finance) as presented prior to consideration by the Policy and Resources Committee on 18 February 2021 and Council on 25 February 2021, for budget allocation.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth and Roads and Infrastructure dated 10 November 2020, submitted)

**6. ANNUAL STATUS AND OPTIONS REPORT 2020**

The Committee gave consideration to a report that presented a summary of the Council road assets as at April 2020. The report presented an analytical assessment of the condition of the Council's road network and associated infrastructure as well as setting out projected conditions based on varying levels of investment.

**Decision**

The Environment, Development and Infrastructure Committee -

1. Endorsed the Annual Status and Options Report and the positive analytical feedback it provided.
2. Noted that the Annual Status and Options Report informs key elements of the Development and Infrastructure Asset Management Plan.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated 4 November 2020, submitted)

Councillor Elaine Robertson, who was in attendance, but was not a Member of the Committee, requested to speak during the consideration of the following item of business. This request was agreed by the Chair.

**7. WINTER MAINTENANCE COMMUNITY ENGAGEMENT**

The Committee gave consideration to a report providing an update on the development of the winter community engagement programme.

**Decision**

The Environment, Development and Infrastructure Committee –

1. Noted that the scheme had been delayed as a result of Covid-19.
2. Agreed that the outline scheme criteria for the pilot project and public consultation as set out at paragraph 3.6 of the submitted report.
3. Agreed that Officers should explore the possibility of running a pilot scheme based on the criteria as set out at paragraph 3.5 of the submitted report.
4. Noted that a further report would come back to Committee at the end of the winter season.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated October 2020, submitted)

**8. ELECTRIC VEHICLE CHARGING STRATEGY**

The Committee gave consideration to a report providing members with an update on the development of a medium to long term future strategy for electric vehicle charging infrastructure across Argyll and Bute.

**Decision**

The Environment, Development and Infrastructure Committee –

1. Agreed that the long term charging approach should be developed as outlined in the submitted report.
2. Noted the intention to have fees included in the annual scheme of fees and charges for 2021/22.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated 21 October 2020, submitted)

**9. PUBLIC CONVENIENCES REMOBILISATION UPDATE**

The Committee gave consideration to a report providing an update on the remobilisation of public conveniences across Argyll and Bute and advising of the position as regards a core set remaining open and available over the winter season.

**Decision**

The Environment, Development and Infrastructure Committee –

1. Noted the current position.
2. Welcomed the interest of community partners in running public conveniences.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated November 2020, submitted)

## **10. WASTE STRATEGY - HOUSEHOLD WASTE CHARTER**

The Committee gave consideration to a report providing an outline of the Household Recycling Charter and its Code of Practice; advising of the renewed importance of the Charter and the potential future challenges it poses. The report sought endorsement of the Charter and Code of Practice.

### **Decision**

The Environment, Development and Infrastructure Committee –

1. Noted the information contained within the submitted report regarding the Household Recycling Charter and its associated Code of Practice.
2. Agreed to endorse the Household Recycling Charter in order to enable the Council to apply for additional funding and resources to support ongoing investment in Recycling and Waste Recovery.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated October 2020, submitted)

## **11. ARGYLL AND BUTE CEMETERY CONSULTATION SURVEY UPDATE**

A report advising of a delay to the community cemetery consultation due to Covid-19 was before the Committee for noting.

### **Decision**

The Environment, Development and Infrastructure Committee noted the content of the submitted report.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated November 2020, submitted)

## **12. CUSTOMER SERVICE/CORRESPONDENCE UPDATE**

A report providing an update on the ongoing work in Roads and Infrastructure Services to make improvements to customer service was before the Committee for noting.

### **Decision**

The Environment, Development and Infrastructure Committee noted the content of the submitted report.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated October 2020, submitted)

## **13. TRAFFIC REGULATION ORDER (TRO) UPDATE**

A report providing an update on the progress of the Traffic Regulation Order process, background on the current backlog of Traffic Regulation Orders, impact of



the statutory temporary Orders in progression of permanent Traffic Regulation Orders and the setting of pay and display charges was before the Committee for noting.

**Decision**

The Environment, Development and Infrastructure Committee noted the content of the submitted report.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated October 2020, submitted)

**14. ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORKPLAN**

The Environment, Development and Infrastructure Committee workplan was before the Committee for noting.

**Decision**

The Environment, Development and Infrastructure Committee noted the content of the workplan.

(Reference: Environment, Development and Infrastructure Committee Workplan dated December 2020, submitted)

The Committee resolved in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973 to exclude the press and public for the following item of business on the grounds that it was likely to involve the disclosure of exempt information as defined in Paragraphs 8 & 9 of Part 1 of Schedule 7A to the Local Government (Scotland) Act 1973.

**15. WASTE STRATEGY- LANDFILL BAN**

The Committee gave consideration to a report providing options open to the Council, to meet obligations introduced under the Waste Regulations (Scotland) 2012. The report also provided an update on recent Officer engagement with the Scottish Government seeking support to enable Landfill Ban compliance.

**Decision**

The Committee agreed the recommendations as contained within the submitted report.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated October 2020, submitted)

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE****DIRECTORATE****4 MARCH 2021**

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**PERFORMANCE REPORT FQ3 2020-21**

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**1.0 INTRODUCTION**

- 1.1 The Planning and Performance Management Framework sets out the process for presentation of the council's quarterly performance reports.
- 1.2 This paper presents the Environment, Development and Infrastructure Committee with Development and Economic Growth Service and Roads and Infrastructure Services performance report with associated scorecard for performance in FQ3 2020-21 (October to December 2020).

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that the Committee reviews the scorecard as presented.

**3.0 DETAIL**

- 3.1 The performance scorecard was extracted from the Council's Pyramid performance management system and is comprised of key performance indicators incorporating Development and Economic Growth and Roads and Infrastructure Services.
- 3.2 Commentary on the indicators included within the scorecard can be interrogated via the Pyramid system. Some key points have been included below for ease.

**4.0 IMPLICATIONS**

- 4.1 Policy - None
- 4.2 Financial - None
- 4.3 Legal - The Council has a duty to deliver best value under the Local Government in Scotland Act 2003
- 4.4 HR - None

- 4.5 Fairer Scotland Duty:
  - 4.5.1 Equalities - protected characteristics - None
  - 4.5.2 Socio-economic Duty - None
  - 4.5.3 Islands - None
- 4.6 Risk - Ensures that all our performance information is reported in a balanced manner
- 4.7 Customer Service – None

**Kirsty Flanagan, Executive Director**

**For further information contact:** Kirsty Flanagan, Tel 01546 604268

**APPENDICES**

- Appendix 1 FQ3 20/21 Performance Report DEG
- Appendix 2 FQ3 20/21 Performance Report RIS

This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.

Delivering Our Outcomes – This highlights past performance as illustrated through the Services' Key Performance Indicators

## KEY TO SYMBOLS

**R** Indicates the performance has not met the expected Target

**G** Indicates the performance has met or exceeded the expected Target

**↓ ↑ →** The Performance Trend Arrow indicates the direction of travel compared to the last performance reporting period

# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 1

This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.

## DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS

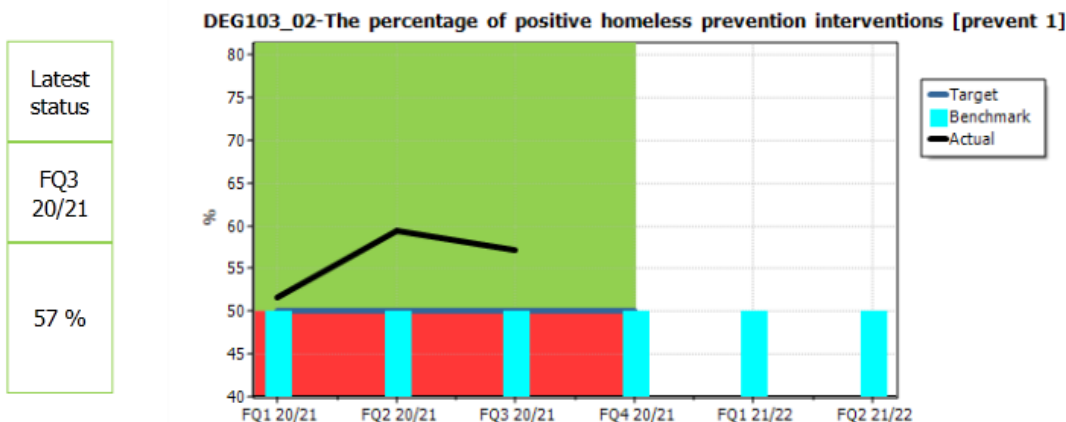
**Indicator:** DEG103\_02-The percentage of positive homeless prevention interventions.

**Why measure this?** We personalise preventative measures to help people access a housing option that meets their needs. This statutory measure recognises the importance to prevent homelessness.

**Commentary:** During the period of the Covid-19 pandemic the Housing Service has continued to provide housing advice and assistance via a virtual service. During quarter 3 this has resulted in positive interventions for 57% of households seeking advice. Of the remaining 43%, 25% made a homeless application, 11% lost contact and 7% resolved their housing issue. Bute and Cowal recorded the highest number of households requiring to make a homeless application with 38% of households approaching the housing service in this area for advice making a homeless application. This target is focused on the effective prevention work carried out by Housing staff which has continued to be provided via a virtual service during the current Covid-19 pandemic.

**This indicator is above target however performance has decreased since the last reporting period**

TARGET FQ3	ACTUAL FQ3	BENCHMARK	PERFORMANCE TREND
50%	53% <b>G</b>	50%	↓



Latest status
FQ3 20/21
57 %

# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 1

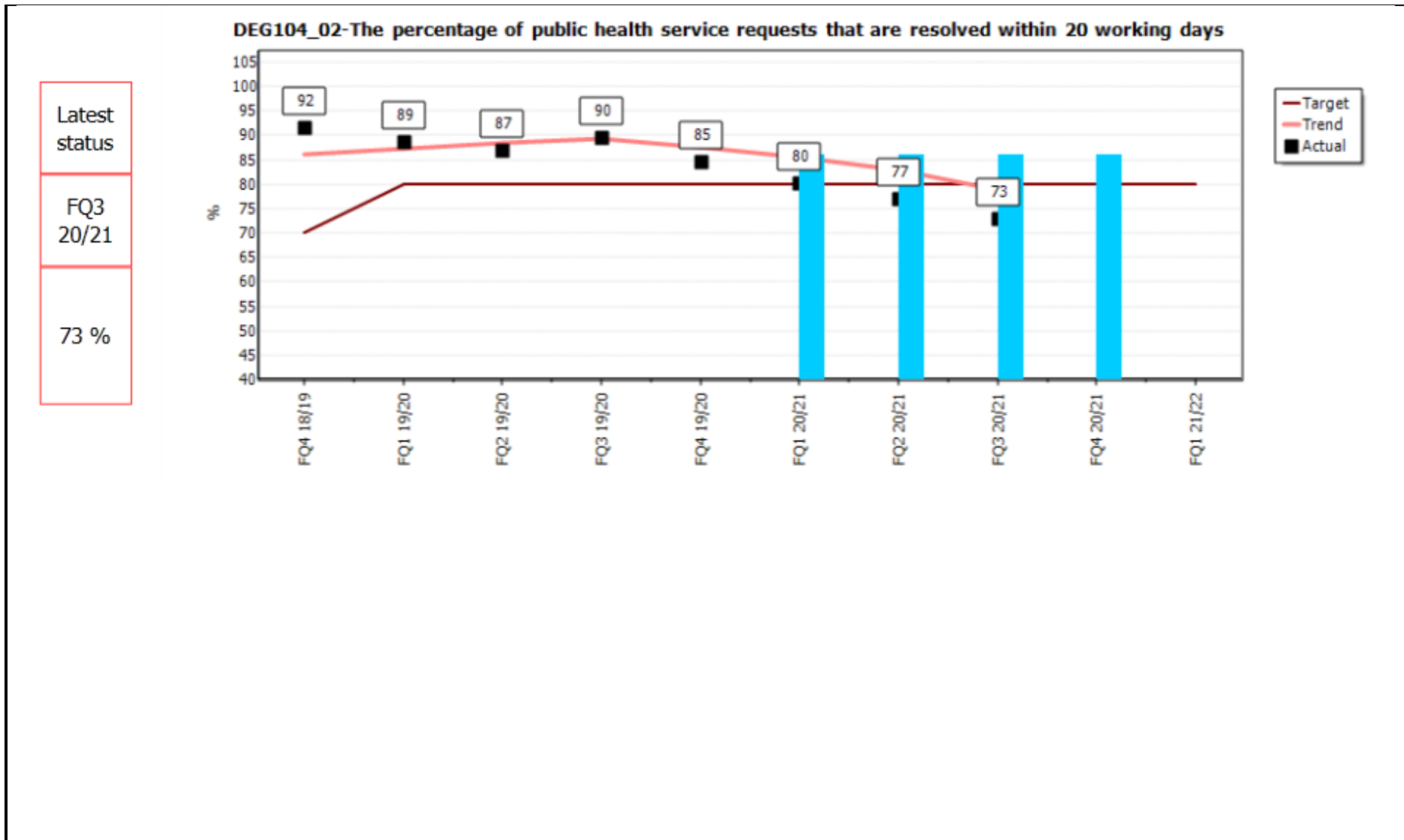
This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.

<p><b>Indicator:</b> DEG104_02- The percentage of public health service requests that are resolved within 20 working days.  <b>Why measure this?</b> We work quickly to protect public health or nuisance conditions that impact on health and wellbeing. Any justified corrective action is taken quickly. This measure is also reported to the national performance network.</p>			
<p><b>Commentary:</b> Given competing demands, the resolution times for service complaints has for the second quarter fell below the target of 80% with only 73% of service requests being resolved within 20 working days. This measure may be below target but given the circumstances this is a good performance for the team. It should be noted that all service requests are investigated and completed, timescales vary depending on the complexity of the matter and available resources. Service requests which are high priority are always dealt with first and these have focussed on our general work, and also COVID referrals from Test and Protect or responding to complaints about standards in premises etc. Reasons for dip in performance can be attributed to a number of factors: • Due to workload and the impact of COVID enforcement and test and protect work in quarter 3 on our available resource. Preparations for EU Exit have also had an impact. In quarter 3, the key priorities were COVID, EU Exit preparations and in particular food exports, reinstating our private water supply monitoring programme, and other services • The use of annual leave entitlements for staff, resulted in the majority of leave being taken in quarter 3 which impacted on performance and available resource. Corrective actions - we will continue to monitor the situation, but service requests may take longer to resolve due to the additional work demands placed by COVID, and also on the impact of the “Stay at Home” restrictions with visits to occupied domestic properties being suspended unless the visit is necessary for imminent public health reasons.</p>			
<p><b>This indicator is below target and performance has decreased since the last reporting period</b></p>			
<p><b>TARGET FQ3</b> 80%</p>	<p><b>ACTUAL FQ3</b> 73% <b>R</b></p>	<p><b>BENCHMARK</b> 86%</p>	<p><b>PERFORMANCE TREND</b> ↓</p>

# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 1

This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.





# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 1

This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.

**Indicator:** DEG105\_01-Respond to Building Warrant applications within 20 days.

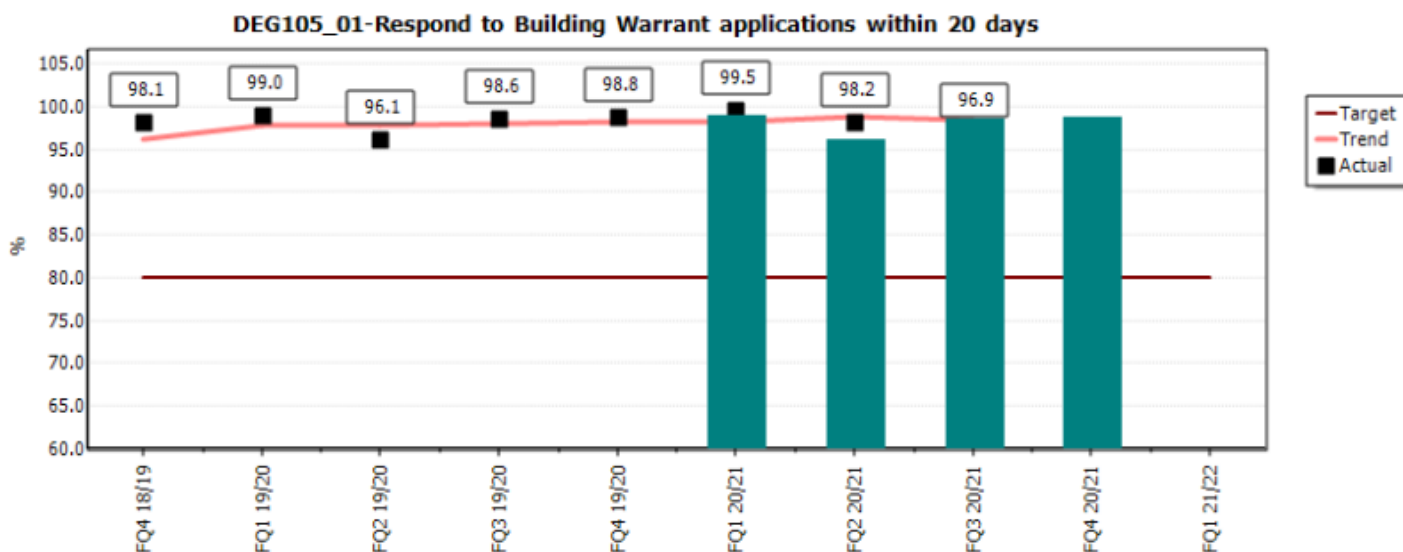
**Why measure this?** Providing a prompt service helps support the local economy. This national target allows us to benchmark our performance.

**Commentary:** This is one of the national performance measures for building standards in Scotland. In quarter 3, there has been a slight dip in performance of 1.3% although performance is well above the 80% target. Reasons for this include: • During quarter 3 we had annual leave entitlement being used by the majority of staff who were unable to use it as the height of the pandemic due to assisting in the COVID response; • Dangerous building at 5-7 East Clyde Street, Helensburgh had a very high profile given its location in the town and past history. Complex restablising works were initiated with emergency powers together with road closures. This was resource intensive in terms of managing this situation.

**This indicator is above target, however performance has decreased since the last reporting period**

<b>TARGET FQ3</b> 80%	<b>ACTUAL FQ3</b> 96.9% <b>G</b>	<b>BENCHMARK</b> 99%	<b>PERFORMANCE TREND</b> ↓
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Latest status  
FQ3 20/21  
96.9 %



# FQ3 2020/21 PERFORMANCE REPORT

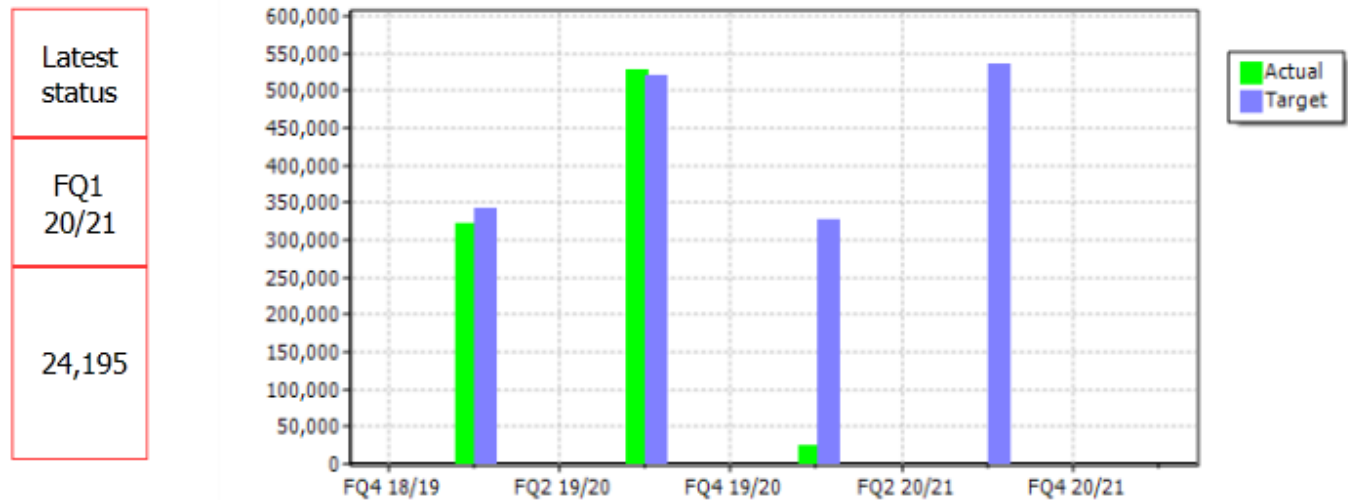
# Appendix 1

This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.

<b>Indicator:</b> DEG110_01-Increase visitor numbers by working in partnership with the tourism industry. <b>Why measure this?</b> Tourism is a key sector for Argyll & Bute both in terms of securing and retaining a skilled workforce and with Argyll & Bute being a world-class destination. The Economic Strategy aims to increase visitor numbers by 15% by 2030.			
<b>Commentary:</b> There were estimated to be 111,981 visits to Argyll and Bute attractions July- November (December report has not yet been received yet). Unsurprisingly this is substantially down on previous years, some attractions did not open in 2020. Restrictions, as well as consumer confidence to visit indoor attractions has been severely affected. This is a pattern replicated across Scotland. <b>AWAITING COMMENTARY</b>			
<b>This indicator is below target and performance has decreased since the last reporting period</b>			
<b>TARGET</b> July to December 2020 535,976	<b>ACTUAL</b> <b>July to December 2020</b> Awaiting Data	<b>BENCHMARK</b> No Benchmark	<b>PERFORMANCE TREND</b> 

DEG110\_01-Increase visitor numbers by working in partnership with the tourism industry.

December to June Graph



Latest status

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FQ1 20/21

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24,195

# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 1

This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.

<p><b>Indicator:</b> DEG110_03-The number of new businesses start-ups supported.</p> <p><b>Why measure this?</b> Topical or legislative workshops and/or advisory support is offered to new business start-ups. The advice given is free, impartial and confidential. This is a key driver to growing our economy.</p> <p><b>Commentary:</b> The number of new businesses supported in FQ3 was 25, against a target of 29 (82% of annual target). Although slightly below target, this is positive given that FQ3 saw restrictions being brought back in during the lead up to Christmas and it has also been achieved whilst the Business Advisers have been administering another wave of Scottish Government hardship and business support funding.</p> <p>Start-ups supported by administration area were as follows: -                  Bute and Cowal - 6 start-ups                  Mid Argyll, Kintyre and the Islands - 12 start-ups                  Oban, Lorn &amp; the Isles - 3 start-ups                  Helensburgh &amp; Lomond - 4 start-ups</p> <p>The start-up businesses supported are from a range of different sectors, including: * Food and drink * Creative industries * Construction * Finance * Business services * Tourism * Forest industries * Low carbon/renewables * Other non-sectoral specific.</p>																																			
<p><b>This indicator is above target and performance has improved since the last reporting period</b></p>																																			
<p><b>TARGET FQ3</b> 72</p>	<p><b>ACTUAL</b> 82 <b>G</b></p>	<p><b>BENCHMARK</b> No Benchmark</p>	<p><b>PERFORMANCE TREND</b> ↑</p>																																
<p><b>DEG110_03-The number of new business start-ups supported</b></p> <table border="1"> <caption>Chart Data: DEG110_03-The number of new business start-ups supported</caption> <thead> <tr> <th>Quarter</th> <th>Actual</th> <th>Rolling annual</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>FQ3 17/18</td> <td>~85</td> <td>~70</td> <td>~85</td> </tr> <tr> <td>FQ1 18/19</td> <td>~30</td> <td>~70</td> <td>~30</td> </tr> <tr> <td>FQ3 18/19</td> <td>~100</td> <td>~75</td> <td>~100</td> </tr> <tr> <td>FQ1 19/20</td> <td>~55</td> <td>~80</td> <td>~55</td> </tr> <tr> <td>FQ3 19/20</td> <td>~115</td> <td>~90</td> <td>~115</td> </tr> <tr> <td>FQ1 20/21</td> <td>~15</td> <td>~90</td> <td>~15</td> </tr> <tr> <td>FQ3 20/21</td> <td>82</td> <td>~75</td> <td>72</td> </tr> </tbody> </table>				Quarter	Actual	Rolling annual	Target	FQ3 17/18	~85	~70	~85	FQ1 18/19	~30	~70	~30	FQ3 18/19	~100	~75	~100	FQ1 19/20	~55	~80	~55	FQ3 19/20	~115	~90	~115	FQ1 20/21	~15	~90	~15	FQ3 20/21	82	~75	72
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# FQ3 2020/21 PERFORMANCE REPORT

## Appendix 1

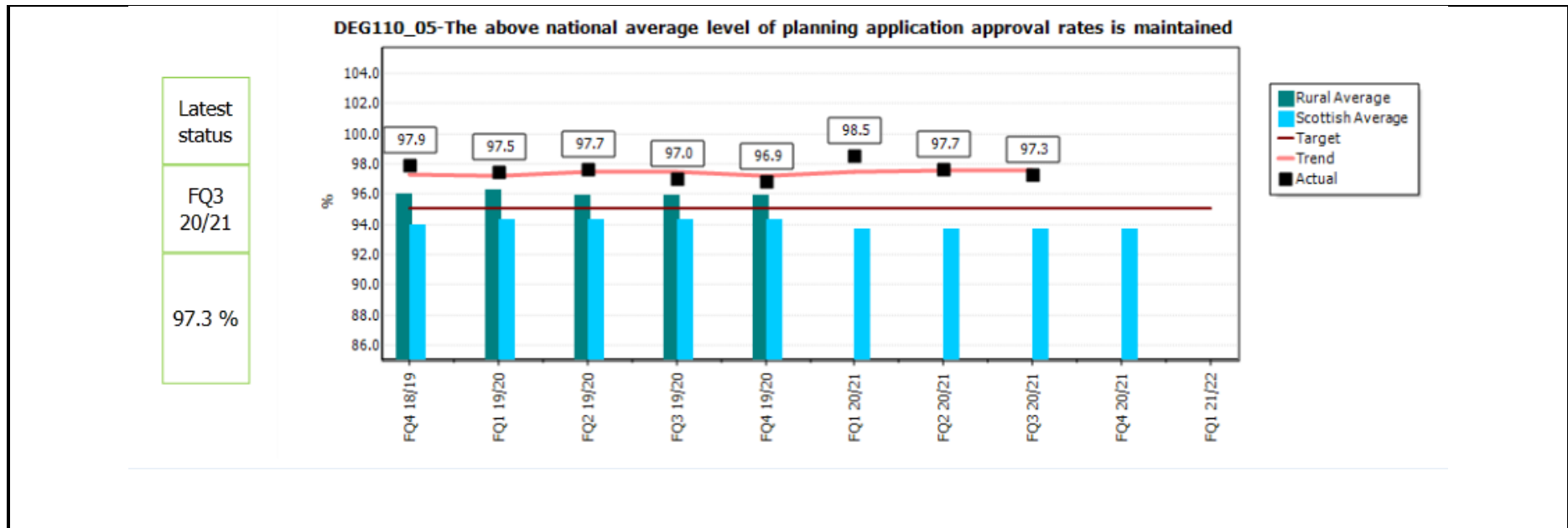
This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.

<p><b>Indicator:</b> DEG110_05-The above national average level of planning application approval rates is maintained.</p> <p><b>Why measure this?</b> We commit resource at an early stage in the planning process to improve/negotiate any substandard submissions. The high approval rate indicates the Council's commitment to delivery positive outcomes.</p>			
<p><b>Commentary:</b> Planning application approval rate was 97.3% It has consistently been above target (95%) for over seven years now, demonstrating that we are open for business. 297 Planning Decisions were issued in FQ3, 10% fewer than the same quarter in each of the last three financial years. In the context of the Pandemic, this represents a 15% increase when compared to FQ2 and a 46% increase on FQ1. Despite the effects of the pandemic, the volume of new submissions received by the Development Management Service remains high when compared to 2019/20. During FQ1 2020/21 395 new applications were received (522 submissions FQ1 2019/20); FQ2 2020/21 458 new applications were received (524 submissions FQ2 2019/20); FQ3 2020/21 482 new applications were received (446 submissions FQ3 2019/20). In total 1335 new applications have been received to end of FQ3 2020/21, this is equivalent to 89.4% of the volume of applications for the same period in 2019/20 (1492 total).</p>			
<p><b>This indicator is above target however performance has decreased since the last reporting period</b></p>			
<p><b>TARGET FQ3</b> 95%</p>	<p><b>ACTUAL FQ3</b> 97.3%</p> <p style="color: green; font-size: 1.2em;"><b>G</b></p>	<p><b>BENCHMARK</b> 93.7%</p> <p>Scottish Average</p>	<p><b>PERFORMANCE TREND</b></p> <p style="font-size: 2em;">↓</p>

# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 1

This report provides an overview of the FQ3 2020/21 performance for the Development and Economic Growth Service.



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This report provides an overview of the FQ3 2020/21 performance for Road and Infrastructure Services.

Delivering Our Outcomes – This highlights past performance as illustrated through the Services' Key Performance Indicators

## KEY TO SYMBOLS

**R** Indicates the performance has not met the expected Target

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# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 2

This report provides an overview of the FQ3 2020/21 performance for Road and Infrastructure Services.

## DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS

**Indicator:** RIS113\_02-The percentage of roads in need of maintenance as defined by the annual survey.

**Why measure this?** A safe and reliable road network is a key requirement to ensure our communities, businesses and the tourist sector can thrive. The Road Condition Index (RCI) is a set of indicators used across the whole of Scotland for the local road network.

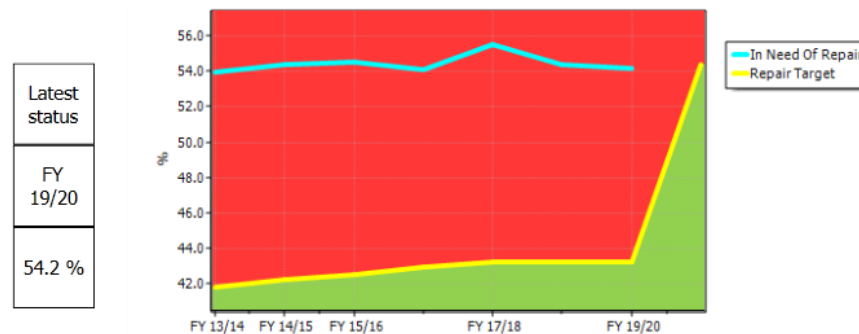
**Commentary:** Strategic Timber Transport Scheme (STTS) works are on schedule to be completed by the requisite time with almost 85% carried out already. There may be a delay if COVID Restrictions are extended, however staff are working to get this done at present. The Road Condition Index Survey has not been able to get onto our Islands due to COVID, therefore the survey results have been slightly delayed, and we expect them through in the next few weeks. Thereafter we will schedule our capital maintenance programme to make best use of our budget. This may well be affected by COVID restrictions, however we are doing our best to programme work to limit any reduction to the Scottish Roads Maintenance Condition Survey Contract (SRMCS).

**This indicator is below target however performance has improved since the last reporting period**

TARGET 2019/20	ACTUAL 2019/20	BENCHMARK	PERFORMANCE TREND
54.4%	54.2% <b>R</b>	64.7%	↑

RIS113\_02-The percentage of roads in need of maintenance as defined by the annual survey.

### Annual Measure – Currently Reporting 2019/20



Latest status
FY 19/20
54.2 %



# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 2

This report provides an overview of the FQ3 2020/21 performance for Road and Infrastructure Services.

<b>Indicator: RIS113_05-Percentage of street lighting fault repairs are completed within 10 days</b> <a href="#">Why measure this? Robust street lighting repairs help keep our communities and roads safe.</a>			
<b>Commentary:</b> There have been a number of street lighting outages which have not been repaired in the normal timescale due to several factors including all non-emergency works being paused during lockdown and difficulties sourcing parts due to many companies not operating. An action plan is in now place to focus on the backlog of lighting faults, to ensure we can get the most effective use of the lighting resource and power company suppliers to see improvements to lighting outages. It is anticipated that improvements to service delivery will be seen on the ground from March onwards.			
<b>This indicator is below target however performance has decreased since the last reporting period</b>			
<b>TARGET FQ3</b> 75%	<b>ACTUAL FQ3</b> 14% <b>R</b>	<b>BENCHMARK</b> TBC	<b>PERFORMANCE TREND</b> ↓
<b>RIS113_05: The percentage of street lighting fault repairs that are completed within 10 days</b>			
Latest status			
FQ3 20/21			
14 %			

# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 2

This report provides an overview of the FQ3 2020/21 performance for Road and Infrastructure Services.

**Indicator:** RIS114\_01-Percentage of waste that is recycled, composted or recovered

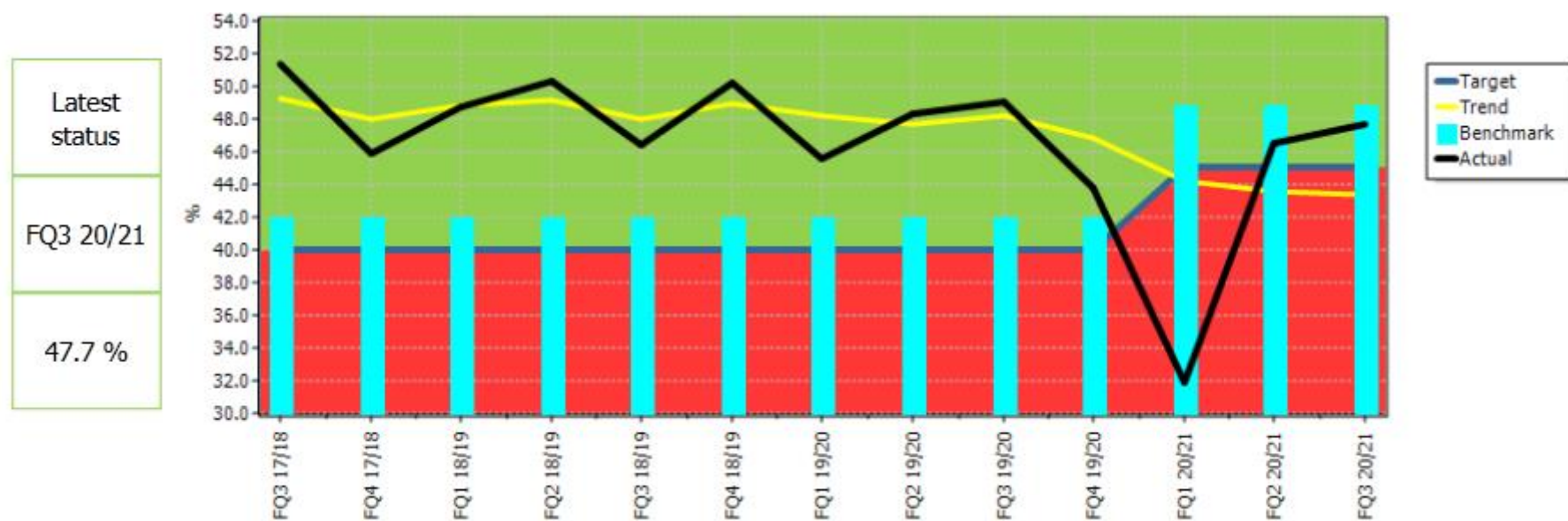
**Why measure this?** We aim to reduce the amount of material going to landfill. Managing the percentage of waste that is recycled, composted or recovered helps to better understand landfill trends and, where possible, apply interventions to increase diversions from landfill.

**Commentary:** Recycling in FQ3 is closer to normal levels and indicates a quicker bounce back than was anticipated. Year to date recycling and recovery however is below 45% target as Council kerbside recycling was suspended during the early months of the Pandemic.

**This indicator is above target and performance has improved since the last reporting period**

TARGET FQ3	ACTUAL FQ3	BENCHMARK	PERFORMANCE TREND
45%	47.7%	48.9% 2018/19	↑

RIS114\_01-Percentage of waste that is recycled, composted or recovered



# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 2

This report provides an overview of the FQ3 2020/21 performance for Road and Infrastructure Services.

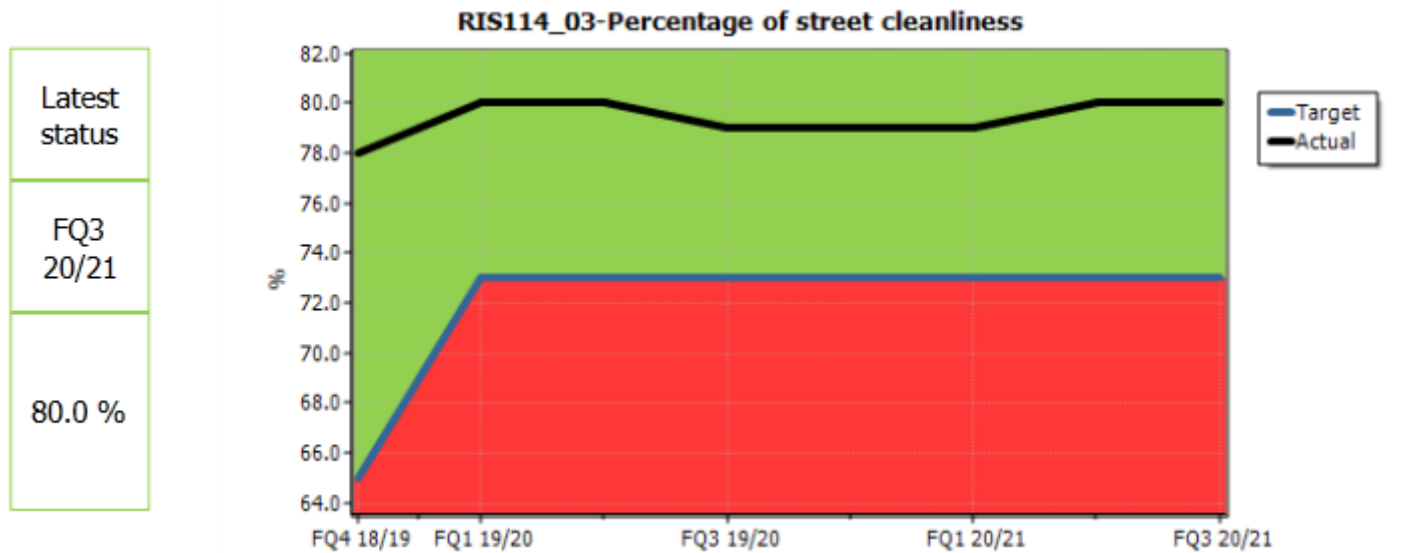
**Indicator:** RIS114\_03-Percentage of street cleanliness.

**Why measure this? Measured by Keep Scotland Beautiful to ensure that our local environment is kept clean and tidy.**

**Commentary:** The level of performance remains at a very good standard as the service performance is sitting above target for this quarter. The service uses the annual report from Keep Scotland Beautiful and monthly inspections to ensure that the level of performance is maintained. There are ongoing discussions with Keep Scotland Beautiful around the introduction of the new cleanliness regime monitoring a provisional date of April 2021 has been set however this may be delayed due to the ongoing Covid situation.

**This indicator is above target and performance has improved since the last reporting period**

TARGET FQ3	ACTUAL FQ3	BENCHMARK	PERFORMANCE TREND
73%	80.0% <b>G</b>	67%	↑



# FQ3 2020/21 PERFORMANCE REPORT

# Appendix 2

This report provides an overview of the FQ3 2020/21 performance for Road and Infrastructure Services.

**Indicator:** RIS115\_01-Percentage of bins collected on time.

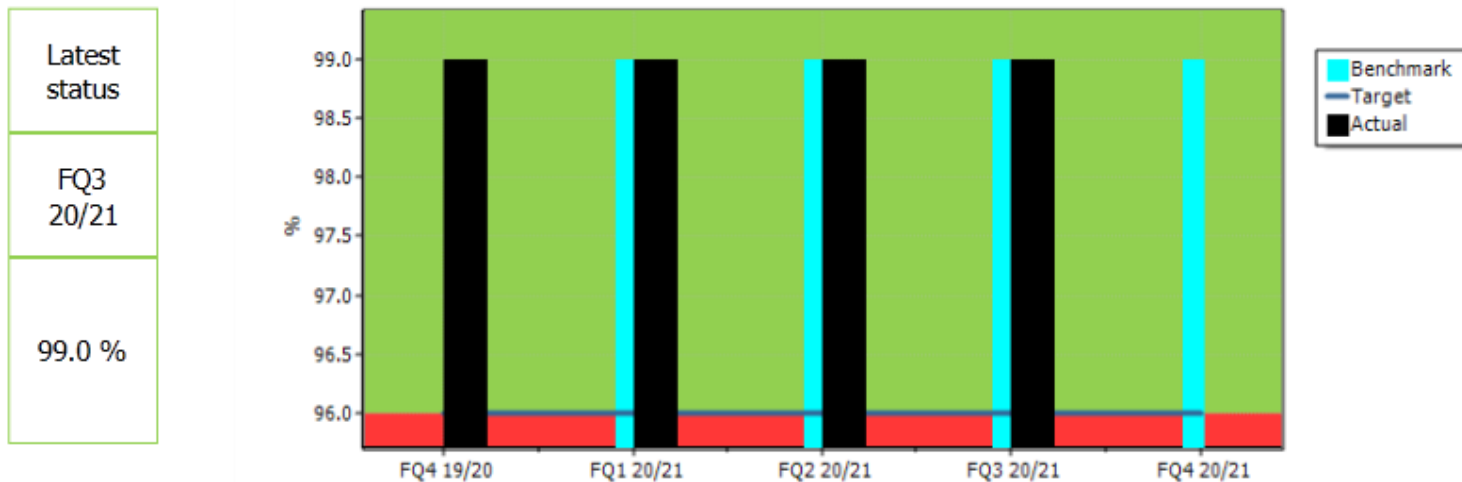
**Why measure this?** The percentage of bins collected on time is something which our communities tell us is important therefore this is a measure that is made to ensure that we have a high compliance rate.

**Commentary:** There were approximately 800 bins missed out of 750,000 in FQ3 which means over 99% of bins were collected on time. This is based solely on missed bin reports from customers and may not be totally reflective of service delivery on the ground since we don't record each and every individual collections.

**This indicator is above target with no change in performance since the last reporting period**

TARGET FQ3	ACTUAL FQ3	BENCHMARK	PERFORMANCE TREND
96%	99%	99%	➔
	<b>G</b>		

**RIS115\_01-Percentage of bins collected on time**



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**ARGYLL AND BUTE COUNCIL**

**ENVIRONMENT, DEVELOPMENT AND  
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**ROADS AND INFRASTRUCTURE  
SERVICES**

**4 MARCH 2021**

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## **STREET LIGHTING MAINTENENACE**

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### **1.0 EXECUTIVE SUMMARY**

- 1.1 Argyll and Bute Council are responsible for the maintenance of over 14,500 street lights and associated lighting columns, control pillars and lit road signs. The locations of each of the lights are recorded on our Lighting Maintenance System (LMS) within WDM (Asset Management System). However, details on how each of the lights is 'powered' (i.e. what type of cabling) is not presently part of the data included in the inventory stored in our Lighting Maintenance System LMS within WDM.
- 1.2 Over the last three years we have engaged in the LED Replacement Project with over £3Million invested into replacing outdated and energy inefficient luminaires. This has proved very successful with reductions in power costs and a self-funding replacement programme.
- 1.3 Despite the success of the luminaire replacement, we continue to see large numbers of complaints in respect of dark lamps. We have looked at this and concluded that the majority of faults are now with cabling and to a lesser extent column degeneration. A significant part of our lighting columns and cabling date back between 50-80 years which is well outside any operating window for replacement or efficient working life.
- 1.4 Whilst replacing luminaries is a relatively simple job, the replacement of columns and in particular cabling repairs or replacement requires a skilled and qualified electrician. This also may require digging up the footway or carriageway to locate and repair/replace the cabling and in some instances we have to go through the power company to have the fault repaired which adds more time (90 days) to get the matter resolved.
- 1.5 Other than the LED Investment, the last regular input to capital investment in Street Lighting upgrades was in the mid to late 1990's. Current estimates to replace our lighting stock (as reported in the ASOR) is £47.570M. This figure is a theoretical figure which provides a value required to get the lighting stock up to an A1 condition. Like all roads authorities across the land this is an unrealistic

figure for anything other than setting the overall context of lighting backlog maintenance. These figures are a useful comparison to use as part of a much wider dashboard of data to set financial priorities for asset sustainability projects.

- 1.6 This report informs members of the status of our lighting stock, the challenges of dealing with over 14500 street lights and associated complaints received from our communities in relation to lighting faults.
- 1.7 Following an increasing number of lighting faults received by the council, officers have held an internal workshop and have prioritised a number of key actions focusing on providing an improved customer service and ensuring that lighting faults are prioritised and dealt with more effectively.
- 1.8 In addition to the above there are a number of lighting faults which are attributed to underground cabling faults that are the responsibility of the electricity companies. This report proposes that the Policy Lead for Roads and Infrastructure supported by the Head of Roads and Infrastructure, raise this matter at the Northern Roads Collaboration with a view to using the collaboration to lobby electricity providers to either effect speedier repairs to underground faults or allow councils to progress the necessary works, subject to being able to do this at no additional costs to councils.
- 1.9 It is recommended that Members endorse the proposals to take the issues being experienced around underground cable faults to the Northern Roads Collaboration.

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## **STREET LIGHTING MAINTENANCE**

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### **2.0 INTRODUCTION**

- 2.1 Argyll and Bute Council are responsible for the maintenance of over 14,500 street lights and associated lighting columns, control pillars and lit road signs. The locations of each of the lights are recorded on our Lighting Maintenance System (LMS) within WDM (Asset Management System). However, details on how each of the lights is 'powered' (i.e. what type of cabling) is not presently part of the data included in the inventory stored in our Lighting Maintenance System LMS within WDM.
- 2.2 Over the last three years we have engaged in the LED Replacement Project with over £3Million invested into replacing outdated and energy inefficient luminaires. This has proved very successful with reductions in power costs.
- 2.3 Despite the success of the luminaire replacement, we continue to see large amounts of complaints in respect of dark lamps. We have investigated this and concluded that the majority of faults are now with cabling and to a lesser extent column degeneration. A significant part of our lighting columns and cabling date back between 50-80 years which is well outside any operating window for replacement or efficient working life.

### **3.0 DETAIL**

#### **Street Lighting Inventory**

- 3.1 A large but undetermined quantity of the inventory of our street lights is still powered from the "5<sup>th</sup> core" electrical supply system, which is often pre-2<sup>nd</sup> world war in origin. This is not a unique issue to Argyll and Bute and does appear to be prevalent elsewhere in Scotland, although largely but not completely superseded in England. This is a hidden problem, which has been more and more prevalent over the last 5-10 years and manifests itself in frequent power failures. The power suppliers, Scottish Power and Scottish and Southern Energy have increasingly been unable to expend excessive resources exposing and repairing these individual street lighting power

connections. This results in both single dark lamp and dark section fault reporting. Alternative power supply connections are provided, at a cost to the Council, which is time consuming and costly to rectify and only masks the underlying main issue.

- 3.2 There are two distinct types of power cable configuration: 5<sup>th</sup> Core Cabling and Highways Distribution Unit Independent System. The older system, known as 5<sup>th</sup> Core dating back to the 1930s, is effectively the remaining public power supply, which now only supports the street lighting system as the other services have been updated by Power Supply Companies over the intervening decades. When this remaining exclusive street lighting supply fails, the power supply company priorities do not allow for speedy rectification.
- 3.3 Where an independent street lighting system exists, based on power to a “Highway Distribution Unit” (HDU), the replacement of these cables requires the complete excavation of the track between each lighting column.
- 3.4 Ideally any underground cable will be laid in a ducting system which will allow for new cabling to be pulled through without the need for excavation. Whilst this generally doesn’t exist in historic installations, any new installation will be installed within ducting which help facilitate any future access and repairs.
- 3.5 Power cable defects contribute to numerous of the lighting faults we experience. It is proposed that the Policy Lead for Roads and Infrastructure supported by the Head of Roads and Infrastructure take this matter to the Northern Roads Collaboration at its meeting on 5 March 2021 with a view to lobbying power companies for a more responsive approach to resolving underground cable faults.

### **Capital Investment**

- 3.6 The programme of Capital funded Street Lighting improvements has fluctuated over recent years, with the focus since 2016 on the LED bulk replacement project. Prior to this, an annual budget of approximately up to £500k, was used to carry out localised improvements within the Street Lighting inventory, replacing columns and luminaires in conjunction with replacement cabling and control pillars, bringing more of the system under the direct control of the Local Authority, by reducing reliance on the 5<sup>th</sup> core system.
- 3.7 For this coming financial year, any remaining capital funding from the LED project will be prioritised for column and cabling replacement. In future years it is anticipated that capital funding will be allocated from the overall Roads and Infrastructure capital allocation for asset sustainability.

## **4.0 CONCLUSION**

- 4.1 This report provides details of works that officers are undertaking to reduce the number of outstanding street lighting matters. This report also provides detail of a proposal to take to the Northern Roads Collaboration around progressing



a joint approach to seek alternative and timelier repairs to underground electricity supplies.

## **5.0 IMPLICATIONS**

5.1 Policy – none known

5.2 Financial – the service operates within existing budget parameters

5.3 Legal – The Council has statutory duties Under Section 35 of the Roads (Scotland) Act 1984, to provide and maintain lighting for roads which are maintained by the Council.

5.4 HR – none known

5.5 Fairer Scotland Duty: (please refer to guidance on Hub) – See 5.3

5.5.1 Equalities - protected characteristics – none known

5.5.2 Socio-economic Duty – See 5.3

5.5.3 Islands – none known

5.6. Risk – See 5.3

5.7 Customer Service – there are currently a high number of customer contacts regarding lighting outages, the content of this report is aimed at reducing the number of contacts.

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

**Policy Lead for Roads and Infrastructure Councillor Rory Colville**

**Head of Roads and Infrastructure Services Jim Smith**

14 January 2021

**For further information contact:**

Hugh O'Neill, Network and Standards Manager, Tel: 01546604033

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
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**FILM IN ARGYLL – SCREEN INDUSTRIES UPDATE REPORT**

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**1.0 INTRODUCTION**

- 1.1 This report provides an annual update of the work of Argyll and Bute Council in attracting inward investment into Argyll and Bute from the screen industries and the economic benefits that this brings to the area including the opportunities to promote and market the area.
- 1.2 Over the past 12 months, the spread of COVID-19 (coronavirus) has had a profound impact on many industries and the broadcast sector is no exception. The UK and Scottish Governments' have imposed various restrictions to try to limit the further spread of the virus, including strict rules around social distancing and travel, which have had far-reaching implications for film and TV production.
- 1.3 This report highlights the impact of COVID-19 on film and TV production within Argyll and Bute and provides an overview of how challenges within the industry have directly impacted the number and size of productions coming into the area over the course of the year 2020.

**2.0 RECOMMENDATIONS**

- 2.0 That members consider the contents of this report and the continued positive economic impact the screen industry has had on Argyll and Bute.
- 2.1 That members note the challenges the screen industries have faced over the last year and the impact this has had on Argyll and Bute's local economy.

**3.0 DETAIL**

- 3.1 Development of Screen Industries fits with UK government targets for developing the economy and has been identified as one of the key growth sectors by Scottish Government. In April 2014 Creative Scotland (CS) published its 10-year Strategic Plan (2014-2024), Unlocking Potential and Embracing Ambition.

The vision of the Plan States:

“We want a Scotland where everyone actively values and celebrates arts and creativity as the heartbeat for our lives and the world in which we live; which continually extends its imagination and ways of doing things; and where the arts, screen and creative industries are confident, connected and thriving.

Nearly a thousand people working in the arts, screen and creative industries have helped shape this vision through consultation, conversation, feedback and dialogue.”

This is a shared vision for the arts, screen and creative industries and at its heart is a set of ambitions and priorities that has focused and informed the work of Creative Scotland.

- 3.2 Screen Scotland was launched in August 2018 and its aim is to grow the film and TV sector in Scotland. Screen Scotland sits within Creative Scotland and is a partnership with Scottish Enterprise, Highlands and Islands Enterprise, Skills Development Scotland, Scottish Funding Council, with funding from the Scottish Government and the National Lottery.

In response to the Coronavirus, Screen Scotland launched a £1.5m Screen Bridging Bursary programme to support the freelance and self-employed workers in the screen sector who have experienced a loss of income. This programme was designed to complement the UK Governments Job Retention and Self Employment Support Scheme.

- 3.3 The Development and Economic Growth service has been providing a service to the screen industries since 1998 when the film service was initially part of the Scottish Highlands and Islands Film Commission. The last 11 months have been significantly challenging, with the first lockdown in March 2020 meaning that film production was not possible between March and August 2020 and thereafter whilst productions could take place, there were significant restrictions. Over the last year we have been working hard to continue to support filming, subject to compliance with Scottish Government guidance and the necessary Covid 19 risk assessments to improve the service.

Core to our service is providing confidential advice and support as a “one stop shop” to the industry through a single point of contact within the Economic Development section. The “one stop shop” supports the production’s needs in many ways including, liaising with other council departments (for road closures, access to land/property including car parks etc.), providing locations to film enquiries, landownership queries, local knowledge and connecting productions to local services such as Gaelic speakers and community groups.

Screen industries development meets with our Single Outcome Agreement (SOA) objective of ‘Our Economy is Diverse and our Economic Strategy objective under the “Place and People” outcome, “Creating a vibrant, cultural experience and strong creative industry”. In response to the pandemic, Argyll and Bute’s Economic Recovery Plan published in August 2020 also highlights council action to “Continue to support cultural activity including film and TV locational work” under the key Scottish Government theme, Place and People.

- 3.4 For the year January 2020 to January 2021, Argyll and Bute Council received 91 film enquiries and there have been 21 productions filmed during the year. This has led to an estimated local production spend of **£310,000**. Compared to the 2019 estimated local production spend of just over £1M, last year's figures are a direct reflection the impact the Coronavirus pandemic has had on the screen industries. It should be noted that filming was unable to take place from the end of March 2020 until August 2020, missing out on key spring/summer months which are historically the busiest time for film in Argyll and Bute.
- 3.5 Within the year 2020 productions included:
- Twelve celebrities attempt to row the entire length of Britain in ITV's reality show "**Don't Rock the Boat**". Starting at St Ives the celebrities also filmed at Port Ellen, Islay and Oban before moving on to the Highlands. In addition to the estimated local spend, the Council received over £500.00 in commercial filming fees for use of the North Pier Harbour and Pontoons in Oban.
  - **Secret Scotland with Susan Calman** as she explores Mount Stuart House on the Isle of Bute, learns how to make a copper axe at Kilmartin Glen and discovers the secrets of oyster cultivation at Loch Fyne. Susan also visited the Isle of Mull and the Council assisted with filming in and around Tobermory and the Isle of Staffa.
  - **My Mortgage Free Home** presented by Amanda Lamb filmed in and around the Isle of Bute to show a couple potential properties and what the area had to offer.
  - **STV Pride of Scotland Awards** presented a well-deserved community award to the People of Bute for their role in welcoming families from Syria to the island.
- 3.6 It should be noted that the majority of productions filmed this year in Argyll and Bute were smaller unscripted TV series. This is due to the challenges larger feature and drama productions faced as business interruption insurance to cover COVID-19 has been unavailable for the majority of 2020 - many larger productions would not take the risk of filming. The film service is starting to see a change in this now as firms are starting to introduce insurance packages including COVID for over £400M. Development and Economic Growth have started assisting larger productions again as of December 2020 with approximately three confidential enquiries ongoing at present.
- 3.7 In addition to the above challenges faced by the screen industries, in response to the pandemic the British Film Commission also introduced industry specific guidance for productions to ensure filming can be undertaken safely across the UK. The industry has been advised to read this guidance in conjunction with Scottish Government guidance on wider public health and fair work principles. The guidance was then adopted by the Scottish Government which prompted the Development and Economic Growth service to review our operational procedures to align with this new guidance. A report was approved at DMT in August 2020 to implement these new procedures which has proved effective to date.

## 4.0 CONCLUSION

- 4.1 Moving forward into the January 2021 full Scottish lockdown, the Scottish Government have stated Film and TV remains able to continue production under “essential work that cannot be undertaken from home”. This is under the condition that productions adhere strictly to the industry specific guidance set out by the British Film Commission. The Development and Economic service will continue to monitor productions coming into the Argyll and Bute area where possible and encourage early community engagement. However it should be noted that this is not always possible if productions do not require input or permission from the Council – this is however a very rare occurrence for larger productions.
- 4.2 The screen industries continues to have the potential to not only bring production spend to the local economy but to be a catalyst for the growth of the tourism industry in Argyll and Bute. As part of Argyll and Bute’s economic recovery process from the coronavirus pandemic, the Development and Economic Growth service will continue to work across council services and with key partners such as Screen Scotland and the Scottish Locations Network to ensure filming is carried out safely in the Argyll and Bute area.

## 5.0 IMPLICATIONS

- 5.1 Policy  
Supports SOA, Economic Strategy and Economic Recovery Plan under Place and People theme.
- 5.2 Financial  
None
- 5.3 Legal  
None
- 5.4 HR  
None
- 5.5 Fairer Scotland Duty:  
None
- 5.5.1 Equalities - protected characteristics  
None
- 5.5.2 Socio-economic Duty  
None
- 5.5.3 Islands  
None

5.5.4 Risk

COVID-19 continues to be a real risk to our communities and it is critical that we continue to ensure that our processes reflect the guidance from SG, Screen Scotland and British Film Commission and continually adapt as this guidance changes

5.5.5 Customer Service

**Executive Director with responsibility for Development and Economic Growth**

Kirsty Flanagan

**Policy Lead Councillor Alistair Redman**

6<sup>th</sup> January 2021

**For further information contact:**

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Tel: 01546 604873

Fergus Murray, Head of Development and Economic Growth

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT DEVELOPMENT AND  
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**HOUSING OCCUPATIONAL THERAPIST – STRATEGIC HOUSING FUND**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 Argyll and Bute Council has a strategic enabling role in relation to housing in the local authority area. The Council has a statutory duty to produce a Local Housing Strategy (LHS) and a statutory duty to produce a Strategic Housing Investment Plan (SHIP) which details the new build affordable housing required in the area to meet housing need and demand. The Council also has a statutory duty to provide a Housing Contribution Statement for the Health and Social Care Partnership (HSCP) to be included in the HSCP Strategic Commissioning Plan.
- 1.2 A key issue which must be addressed by the local authority is to accurately identify households with specific housing needs and have those needs met either by adapting their existing homes or providing a new build housing solution. The importance of this element of the statutory Council function is reflected in the fact that one of the four key outcomes of the Local Housing Strategy is entitled Specialist Provision and Independent Living.
- 1.3 In order to assist the Council to fulfil this key Local Housing Strategy outcome an Occupational Therapist specialising in housing has been employed by the Health and Social Care Partnership over the last 3 years. The funding has been of a temporary nature and will end on 31<sup>st</sup> March 2021. The post has been a success and is invaluable to maintain the key outcomes of the Local Housing Strategy. As a result the post will be funded by the Strategic Housing Fund going forward to continue to deliver these benefits.

**1.4 RECOMMENDATION**

Environment, Development and Infrastructure Committee:-

- a. Note and consider the success of the Housing Occupational Therapist post.

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT DEVELOPMENT AND  
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DEVELOPMENT AND ECONOMIC  
GROWTH

4th MARCH 2021

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**HOUSING OCCUPATIONAL THERAPIST – STRATEGIC HOUSING FUND**

---

**2.0 INTRODUCTION**

- 2.1 This paper details the role of the Housing OT in the delivery of the objectives of the Argyll and Bute Local Housing Strategy.
- 2.2 The post will be based within the Health and Social Care Partnership and will play a key role in linking health and housing to ensure that the housing needs of households with specialist needs are met.

**3.0 RECOMMENDATIONS**

- 3.1 Environment, Development and Infrastructure Committee:-
- a. Note and consider the success of the Housing Occupational Therapist post.

**4.0 DETAIL**

- 4.1 Housing Services have funded a Housing Occupational Therapist post on a temporary basis since March 2018 in recognition of the importance of effective partnership working between health and housing to ensure the delivery of the statutory obligations contained within the Local Housing Strategy (LHS), the Strategic Housing Investment Plan (SHIP) and the Housing Contribution Statement (HCS).
- 4.2 Currently the Registered Social Landlords (RSLs) in Argyll and Bute provide around 1,368 specialist homes, amounting to approximately 16% of their total stock. This covers a range of specialist models, including: amenity housing, sheltered, wheelchair housing, retirement homes, extra care, and adapted properties. In addition to the HOMEArgyll landlords (ACHA, Fyne Homes, Dunbritton and West Highland), the providers include national organisations such as Bield, Blackwood, Cairn, Key Housing, and Trust. In 2019/20 the HOMEArgyll landlords allocated 849 homes, of which around 7.4% (63) were for specialist units. The average time to rehouse applicants in specialist housing was 70 weeks; while the average time to rehouse applicants in general needs housing was 40 weeks.

Combining HOMEArgyll, Bield and other national/specialist re-lets last year, almost 15% of households (136) allocated permanent new homes were housed in some form of specialist accommodation.

- 4.3 The SHIP has a target of delivering 10% of new build housing in the form of specialist provision. In 2019 the Scottish Housing Minister issued guidance for all local authorities requiring them to confirm LHS targets to support the delivery of more wheelchair accommodation across all tenures. Argyll & Bute Council consulted with key partners on the Strategic Housing Forum and Strategic Housing Investment Plan Group; and the HSCP; and also boosted its HNDA Household Survey samples with additional engagement for individual wheelchair users, to gain approval for the proposed targets for Argyll and Bute. It was agreed that the SHIP new build target will remain at 10% for all specialist provision and within this target half, i.e. 5% of all new builds, should be specifically for wheelchair housing as defined within the relevant section of the national Housing for Varying Needs standards (and where possible built to the “desirable” standard set out in that section of the guidance).
- 4.4 In addition to providing new homes for households with specialist needs the Council and the RSL’s delivered 459 adaptations into existing RSL and private homes. It is essential that the needs of households are assessed accurately to maximise the finite resources to deliver the adaptations.
- 4.5 Established in 2018 initially for a trial period, the Housing OT post has proved very successful in delivering positive outcomes and helping to support, foster and facilitate collaborative partnership working across all sectors. Key outputs in 2019/20 included:
- A joint training programme for Housing & HSCP staff;
  - Establishing a formal framework for joint locality-based housing & health group meetings, and improvements to adaptations services;
  - Supporting and co-ordinating the work of the LHS Team to engage and consult with wheelchair users to assess needs and identify strategic priorities.
- 4.6 The Housing OT Action Plan includes the following activities:
- Providing input to the Transformation Working Group around Housing and Care Homes models.
  - Attending local/regional/national advisory groups and feeding back good practice to the Council and RSL partners e.g. taking on the ambassador role for the Scottish Federation of Housing Associations Inclusive living Project.
  - Continue to provide training across sectors e.g. Commence the roll out of Housing Solutions (IHub) train the trainers, Training and support to OT's with regards to developing a consistency of approach across the locality with more mainstream adaptations

- Provide a consultation role for very complex cases including the consideration of introducing an adaptations panel for complex/high cost adaptations
- Improve communications between health and housing partners
- New build development - Attending development meetings. Advise on design in relation to need. Liaison between services.
- Develop a process map for provision of adaptations and develop standard processes across the local authority area.
- Become a member of the TEC and Housing Steering Group to ensure that all TEC opportunities to assist people to remain in their home are taken up across the local authority.
- Investigate and devise a process for allocation of adapted properties – using the principals of “Building foundations for allocating Healthy Homes”
- Improve stakeholder/customer involvement in relation to out of area placements requiring specialist housing in the local authority. Following the principals of the ‘Coming Home – Complex Care Needs and Out of Area Placements’ report issued by the Scottish Government in November 2018.
- Liaising with OTs re Paediatric adaptations pathway.
- Liaising with Dementia OTs and establish or build on links with housing for all relevant stakeholders
- Play a key role in delivering the work identified in the Health and Housing Action Plan which was produced jointly between HSCP and Argyll and Bute Council Housing Services

### **Funding and Management Arrangements**

- 4.7 The Housing OT post is a Band 7 post managed within the HSCP. The permanent funding will come from the Strategic Housing Fund (SHF).
- 4.8 In December 2004, Council decided to exercise its discretion to reduce the discount for Council Tax for second and holiday homes across the whole council area from 50% to 10%.

In line with Scottish Government guidance, which states that additional income arising from the reduced discount of Council Tax on second and holiday homes be retained locally by the local authority and used specifically for the provision of affordable social housing, the Strategic Housing Fund (SHF) was created to allow for allocations in support of priority projects emerging from the Local Housing Strategy (LHS).

Local authorities may use this income themselves and have flexibility to disburse these funds to other organisations and individuals including RSLs. This income can be used by local authorities to support revenue and capital

expenditure related to a range of affordable housing activity including (but not limited to):-

- providing new-build affordable housing through Registered Social Landlords (RSLs) or new council house building
- funding of specified elements of water and sewerage infrastructure for new homes,
- Bringing empty properties back into affordable housing use – including topping up or establishing an Empty Homes Loan Fund;
- Land acquisition for affordable housing development;
- Purchasing off-the-shelf houses from private developers for affordable housing use – including the purchase of developers part-exchange properties.

Local Authorities may use the additional income to fund or support discrete projects. The Housing OT post meets the requirements of the SHF due to the wide ranging activities carried out by the post holder which ultimately result in suitable affordable housing being delivered in the local authority to meet the housing need and demand agreed with the Scottish Government.

## 5.0 CONCLUSION

5.1 The introduction of a Housing OT in Argyll and Bute has seen an improvement in partnership working between housing organisations and the HSCP. The Scottish Government recognised the importance of the post in their feedback on the SHIP in 2020 – ‘We are pleased to note that the Council continues to work closely with Health and Social Work to address the needs of elderly and disabled residents and the extension of the dedicated Housing Occupational Therapist post’. The long term funding of the post will enable the post holder to address all the work streams detailed in 4.6 along with any additional health and housing areas of work identified in future Local Housing Strategies and Strategic Housing Investment Plans.

## 6.0 IMPLICATIONS

- 6.1 **Policy:** Proposals are consistent with current Council policy, including the revised policy and Scottish Government guidance in respect of the use of Strategic Housing Fund monies. The Housing OT post is directly aligned with the overarching objectives of the Council’s Outcome Improvement Plan, in particular Outcome 5 – People live active, healthier, independent lives.
- 6.2 **Financial:** The proposal will commit £60 000 per annum plus any inflationary increase amount agreed for future years from the Strategic Housing Fund. There is an ongoing requirement to retain and target SHF

resources to support the delivery of affordable housing to meet assessed housing need and demand in the local authority area.

- 6.3 **Legal:** The Housing OT post will assist the local authority to deliver statutory duties in respect of the Local Housing Strategy, the Strategic Housing Investment Plan and the Housing Contribution Statement.
- 6.4 **HR:** None
- 6.5 **Equalities(Fairer Scotland Duty):** The proposals are consistent with aims and objectives set out in the Local Housing Strategy, which is subject to an EQIA.
- 6.5.1 **Equalities – protected characteristics** There are targets set within the Local Housing Strategy to deliver housing which meet the needs of specialist groups. This post will ensure that the assessed needs are met.
- 6.5.2 **Socio-economic Duty** The delivery of affordable housing across Argyll and Bute with the input of the Housing OT facilitates socio-economic opportunities for all and links with the Child Poverty Strategy.
- 6.5.3 **Islands** The Housing OT post takes full account of housing need on the islands.
- 6.6 **Risk:** The risk of not securing the Housing OT post would be that the Council may fail to deliver some of the objectives contained within the Local Housing Strategy, the Strategic Housing Investment Plan and the Housing Contribution Statement
- 6.7 **Customer Service:** The proposal will deliver increased access to a range of suitable, affordable housing options.

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

**Cllr Robin Currie**

**Policy Lead for the Economy and Rural Growth**

23<sup>rd</sup> November 2020

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**ARGYLL AND BUTE COUNCIL**

**ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE**

**DEVELOPMENT AND  
ECONOMIC GROWTH**

**4 MARCH 2021**

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### **TOWN CENTRE FUND UPDATE**

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#### **1.0 EXECUTIVE SUMMARY**

- 1.1 Two tranches of Town Centre Capital Funding from Scottish Government have been received totalling £1,686,000.
- 1.2 This funding is subject to specific criteria, and is therefore allocated to capital regeneration projects with a town centre focus that meet with programme guidance. The combined funding of £1,686,000 must be fully committed by 31<sup>st</sup> March 2021, meaning projects need to have been completed, started on site, or at the very least have a signed contract in place by the end of the financial year.
- 1.3 At their meetings of 27<sup>th</sup> June 2019 and 22<sup>nd</sup> October 2020, the Council agreed to a total twenty-eight region-wide projects that would be supported by this funding. These twenty eight projects are currently at different stages of delivery. Five projects have been fully completed to date. The total value of the 28 project is over £9m.
- 1.4 Current programme expenditure amounts to £616,420. To avoid having to return any unspent funds to Scottish Government, all projects must be complete by 30<sup>th</sup> September 2021. The purpose of this report is to provide members with an update on each Town Centre Funded projects, which are described in paragraph 4.4.

#### **RECOMMENDATION**

- 1.5 Members of the Environment, Development and Infrastructure Committee are invited to consider the contents of this report.

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**ARGYLL AND BUTE COUNCIL**

**ENIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE**

**DEVELOPMENT AND  
ECONOMIC GROWTH**

**4 MARCH 2021**

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## **TOWN CENTRE FUND UPDATE**

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### **2.0 INTRODUCTION**

- 2.1 The purpose of this report is to provide members with an update on Town Centre Capital Funding from Scottish Government.
- 2.2 Twenty-eight, Town Centre Fund projects have been agreed by Council to be funded from the combined funding of £1,686,000. The status of each is outlined in paragraph 4.4 below.
- 2.3 The scope of each project meets the criteria and guidance established for the Fund by the Scottish Government. In order to comply with timescales, all funds must be committed by 31<sup>st</sup> March 2021, and all projects must be completed by 30<sup>th</sup> September 2021. The uncertainty created as a result of the covid-19 pandemic therefore creates a substantial element of risk, which will require continued and regular monitoring and mitigation measures to ensure every effort is made to meet relevant timescales.

### **3.0 RECOMMENDATIONS**

- 3.1 Members of the Environment, Development and Infrastructure Committee are invited to consider the contents of this report.

### **4.0 DETAIL**

- 4.1 As part of the 2019-20 budget settlement to Argyll and Bute Council, and as part of Scottish Government's 2020-21 economic recovery stimulus package, which is

particularly aimed at supporting construction activity across Scotland, Scottish Government has provided Argyll and Bute Council with two tranches of Town Centre Capital Funding. The Funding has a cumulative value of £1,686,000 and is earmarked for 28 specific projects that are spread across our Main and Key town centres. The total value of the 28 project is over £9m.

- 4.2 The region-wide projects were agreed by Council at their meetings of 27<sup>th</sup> June 2019 and 22<sup>nd</sup> October 2020. The funding is subject to specific criteria, and is therefore allocated to capital regeneration projects with a town centre focus that meet with programme guidance. Funds must be fully committed by the end of the financial year and projects must be completed by 30<sup>th</sup> September 2021 to comply with the terms of the funding.
- 4.3 Current programme expenditure amounts to £616,420. The programme is currently on track to commit the remaining funds by the end of this financial year and to deliver the projects by the September deadline, but timelines are subject to the impact of the latest lockdown and the unknown effects of this, most notably in relation to the construction industry and supply chains.
- 4.4 Table 1 provides an overview of each project, and includes an anticipated timeline for delivery as this currently stands. The position with regard to each project is being continually reviewed. Whilst a number of the projects are being delivered via third parties the majority are projects being delivered by the Council.

Table 1.

PROJECT & TOTAL VALUE	STATUS	DESCRIPTION	TIMELINE (delivery following contract award)
Rothesay pontoons £553k	Contract Awarded	New pontoons, fingers and access bridge, using a tubular piles mooring system, to allow berthing for larger yachts.	Apr – Aug 21
Bute public art welcome sign £25k	Procurement on track to meet 31 March 2021	Bespoke artist designed welcome sign.	Apr – Sep 21
Rothesay canopy £30k	Procurement on track to meet 31 March 2021	Bespoke all weather canopy to be sited in Montague Street Gardens to support outdoor dining and markets.	Apr – Aug 21
Argyll and Castle Gdns, Dunoon, illumination and enhanced sound capability	Complete	Enhanced lighting of bandstand area, and upgraded electrical box to allow for enhanced sound capability, as well as	Complete

£200k		illumination of Castle House, the west elevation of Dunoon pier, Highland Mary statue and Dunoon War Memorial.	
Queen's Hall illumination, and remedial work to bandstand as well as new staging, Dunoon £45,500	Procurement on track to meet 31 March 2021	Repairs to the bandstand to allow for additional staging components to be purchased to enhance usage of the bandstand. Purchase of a gobo holder to allow projected light sources, as well as the illumination of the Queen's Hall fly tower.	Mar – Sep 21
Helensburgh wooden pier (1) enhanced pedestrian access, benches and (2) interpretation board £85k	(1) Complete (2) contracts awarded	Works have improved safe access to the wooden pier by creating a continuous level surface and installation of a guardrail. Necessary structural repairs and replacements of damaged cope, intercostal beam and deck bearers were also undertaken.  The plinth and plaque for the interpretation board will match, and form part of, the Clyde Sea Lochs Trail.	Jan – Apr 21
Hermitage Park refurbished community garden glasshouse, new potting shed and mobile staging equipment Part of a £2.36m project.	Complete	The community garden has been enhanced with a new potting shed and refurbished glasshouse, and events in the park will be able to utilise a mobile staging kit.	Complete
Third Party Grant to Helensburgh Community Hall Ltd to help the organisation (1) purchase and (2) make repairs to a building to be run as a Community Hub and Wellbeing Centre Part of a £200k project.	(1) Complete (2) Procurement on track to meet 31 March 2021	The not for profit community organisation has purchased the property and will use the grant to facilitate repairs.	Jan – Jul 21

Howie Park (1) new MUGA, new items of play equipment and (2) additional car parking £90k	(1) Procurement on track to meet 31 March 2021 (2) included within spring works programme	(1) Design and build contract for 28 x 14 MUGA, and 3 items of playpark equipment. (2) 8 new parking spaces.	(1) Apr - Sep (2) Feb - Apr
Tobermory Harbour wall enhancements £300k	Complete	Stretch of Tobermory Harbour wall repaired, increased in height with new coping, and replacement guardrails installed.	Complete
Tobermory Harbour Floodgate £20k	Procurement on track to meet 31 March 2021	New floodgate.	Apr – May 21
Oban town centre wayfinding enhancements £44k	Planning	Third party grant to BID4Oban to install 13 noticeboards and 6 fingerposts.	Mar – Apr 21
Oban welcome signs £14k	Third party grant contract awarded	Third party grant to BID4Oban to install 8 double-sided signs, and 1 welcome sign, to be located at Oban gateway entrance and North Pier pontoons.	Jul – Sep 21
Oban wi-fi capital equipment £21k	Third party grant contract awarded	Third party grant to BID4Oban to update equipment to enhance wi-fi capability.	Mar – Apr 21
McCaig's Tower, Oban, public realm enhancement £13k	Specifying works	Third party grant to BID4Oban to enhance the amenity of the area.	Jan – Mar 21
Oban motorhome mitigation measures £13k	Location considerations	Third party grant to BID4Oban to create a waste disposal unit at a suitable location.	Apr- Sep 21
Rockfield Centre, Oban Part of a £3m project.	Complete	Third party grant to Oban Communities Trust towards the refurbishment of The Rockfield Centre.	Complete

Oban Shopfront Improvement Scheme £40k	Call for applications	4 grants awarded.	Jan – Jul 21
Tobermory Shopfront Improvement Scheme £70k	Call for applications	3 grants awarded. 9 applications in progress.	Jan – Jul 21
Campbeltown Shopfront Improvement Scheme £80k	Complete	32 grants awarded.	Jan – Jul 21
Dunoon Shopfront Improvement Scheme £30k	Call for applications	5 grants awarded.	Jan – Jul 21
Tarbert Shopfront Improvement Scheme £60k	Call for applications	2 grants awarded. 4 applications in progress.	Jan – Jul 21
Helensburgh Shopfront Improvement Scheme £60k	Call for applications	2 grants awarded. 4 applications in progress.	Jan – Jul 21
Lomond Shopfront Improvement Scheme £60k	Call for applications	1 application in progress.	Jan – Jul 21
Lochgilphead/Ardrihaig Shopfront Improvement Scheme £60k	Call for applications	7 applications in progress.	Jan – Jul 21
Bowmore Shopfront Improvement Scheme £60k	Call for applications	2 applications in progress.	Jan – Jul 21
Bowmore public realm enhancements £85k	Included within the summer works programme	The pavement enhancements will be targeted at the shopping streets of School St, Shore St and Main St.	Jun – Aug 21
Lochgilphead Front Green Part of a £1.53m project.	Procurement on track to meet 31 March 2021	Town Centre Funding will support flood prevention measures.	Apr – Sep 21

## **5.0 CONCLUSION**

- 5.1 The purpose of the Town Centre Fund is to support town centre focussed regeneration that can aid in efforts to stimulate economic recovery, particularly through support to the construction sector and town centre retailers. Projects have been chosen for their ability to support the vitality of our town centres, and where possible are linked to a town centre action plan that has been taken forward through a place making initiative.
- 5.2 A key constraint of the Fund are the tight timescales. The latest lockdown therefore creates a significant risk, the impact of which will be closely monitored and every effort made to mitigate against budget or time overruns as a consequence.
- 5.3 The Town Centre Fund programme is already making a meaningful difference to our area through the projects completed to date. The ongoing projects will also serve to help with economic recovery, and in making our places more attractive in which to live, work, visit and invest.

## **6.0 IMPLICATIONS**

- 6.1 Policy – The projects support, Town Centre Action Plan and Town Centre First Principles. The place-based regeneration activity supports the ambitions of the, Outcome Improvement Plan and the Local development Plan, as well as the Council's, Economic Strategy and Economic Recovery Plan.
- 6.2 Financial - Of a total budget of £1,686,000, £616,420 has been spent to date. All funds are required to be committed by 31<sup>st</sup> march 2021. The programme contingency of £62,100 has been allocated to Rothesay pontoons project to support a shortfall in funding and to ensure that the project can be delivered within the required timeframe.
- 6.3 Legal – Where third party grant is offered, it will be offered via a contract.
- 6.4 HR - None
- 6.5 Fairer Scotland Duty: (please refer to guidance on Hub)
  - 6.5.1 Equalities - protected characteristics - None
  - 6.5.2 Socio-economic Duty - None
  - 6.5.3 Islands – Projects have been identified for the main towns of Islay, Mull and Bute.
- 6.6 Risk – The restrictions currently in place in an effort to control the spread of coronavirus covid-19 poses a significant risk to the projects. The inability to fully plan for such unforeseen events, and the impacts of such, is likely

to be reflected somewhat negatively within the deliverability of projects, particularly in terms of costs and timescales. The completion deadline for all projects is 30<sup>th</sup> September 2021. Any unused grant is to be repaid to the Scottish Government, unless otherwise agreed in writing by Scottish Ministers.

6.7 Customer Service - None

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

**Policy Lead, Alastair Redman**

11<sup>th</sup> January 2021

**For further information contact:**

Lorna Pearce, Senior Development Officer, Transformation Projects and Regeneration Team

Fergus Murray, Head of Development and Economic Growth

**APPENDICES**

NONE



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**ARGYLL AND BUTE COUNCIL**

**ENVIRONMENT, DEVELOPMENT &  
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**DEVELOPMENT AND ECONOMIC  
GROWTH**

**4 MARCH 2021**

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**TRANSFORMATION PROJECTS & REGENERATION TEAM – LARGE SCALE  
PROJECT UPDATE REPORT**

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## **1. EXECUTIVE SUMMARY**

- 1.1 The purpose of this report is to update the Environment, Development and Infrastructure Committee on progress in the delivery of the larger scale project work of the Transformation Project and Regeneration Team, with a focus on those projects that are mainly externally funded. The last update report was considered by Environment Development and Infrastructure Committee in September 2020.
- 1.2 The paper also highlights the key issues that will impact on the successful delivery of the projects.
- 1.3 It is recommended that the Environment, Development and Infrastructure Committee:-
  1. Consider the current progress contained within the report.

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**ARGYLL AND BUTE COUNCIL**

**ENVIRONMENT, DEVELOPMENT &  
INFRASTRUCTURE COMMITTEE**

**DEVELOPMENT AND ECONOMIC  
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**4 MARCH 2021**

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**TRANSFORMATION PROJECTS & REGENERATION TEAM – LARGE SCALE  
PROJECT UPDATE REPORT**

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## **2. INTRODUCTION**

2.1 This progress report sets out the current position of the larger scale projects that are mainly externally funded, and which are being delivered by the Transformation Projects and Regeneration team which sits within the Development and Economic Growth Service. As well as being responsible for the development and delivery of a number of large scale externally funded projects with a strong economic regeneration, Place, community and heritage focus, the remit of the team also covers other key areas of work. These include:-

- applying to external funding streams and securing funding into the area to deliver economic regeneration focused projects;
- development and delivery of smaller scale economic regeneration projects, including securing funding and managing smaller external funding grants, such as the promotion of the Scotland Loves Local campaign, and working with our business communities to agree bespoke messaging for each of our towns;
- development and delivery of a number of place-based engagement projects, working in partnership with the community and key partners, leading to the development of action plans;
- development of the economic opportunities for Argyll and Bute across Film, Creative Industries and the Renewables sectors with the objective of securing income into the area and delivering local economic benefit;
- working with communities and key partners to deliver physical and Place based economic regeneration;
- support to third sector organisations involved in the delivery of their own individual economic regeneration projects, as well as support to third sector organisations working across the film, renewables and creative industries sectors;
- developing and administering the council's strategic events and festival grant process and associated grants for Rounds 2 and 3 and supporting those events that have had to cancel due to COVID-19;
- overseeing the delivery programme and financial administration of projects supported through the Scottish Government Town Centre Fund; and;
- support to community and third sector organisations delivering regeneration focused projects, particularly where council funding is

involved and/or where projects align with council outcomes.

- 2.2 In addition, the team is responsible for overseeing the management and monitoring of payment of council match funding grants to specific community and third sector organisations to assist in the delivery of economic regeneration projects such as Kilmartin Museum Redevelopment which is due to commence on site later this year. The management and monitoring of funds also extends to the twenty-eight projects funded through the £1,686,000 Scottish Government Town Centre Fund (TCF) (2019-21), which is reported to Scottish Government on a quarterly basis. A separate report on the TCF is before members of the EDI Committee.
- 2.3 The team also has responsibility for applying to RCGF each year and for managing the approved RCGF grants. RCGF is a highly competitive annual grant process. It is only open to local authorities and all 32 Local authorities are eligible. Over the past 6 years a total of £7.506 million has been secured from RCGF to support a total of 12 projects across the area. This includes the recently announced three successful stage two bids for the £1.731 million for the Port Ellen Community hub on Islay (£746,223) and Kilmory Business Park (£650,000).
- 2.4 The team is currently working with The Rockfield Centre in Oban (2018/19) which has just completed construction, Kilmartin Museum (2019/20), MAC Pool (2020/21) and Ulva Heritage project (2020/2021) all to move to procurement and construction in 2021. The team will now begin to work with Colonsay Community Development and South Islay Development to support them in the delivery of their projects. See Appendix A for the full list of current RCGF projects.
- 2.5 The paper also reports on key issues that will impact on the current status of the delivery of these projects.

### 3. RECOMMENDATIONS

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:-

1. Consider the current progress contained within the report.

### 4. DETAILS

- 4.1 **Progress** –.Progress in relation to the projects is as follows.

- 4.1.1 **Campbeltown Conservation Area Regeneration Scheme (CARS) – (1<sup>st</sup> April 2015 – 31<sup>st</sup> March 2021) - Project Status – GREEN**

Following a successful bid to CARS Round 6, the Council secured funding of £990,000 from Historic Environment Scotland (HES) in March 2015 to deliver Campbeltown's second CARS, building on the success

of the Campbeltown Round 1 CARS and Townscape Heritage Initiative (2007-2015).

CARS R6 started on the 1 April 2015 and was due to end on the 31 March 2020. As a result of the COVID-19 pandemic a one-year extension has been approved to enable final reporting and evaluation work to be completed. This work is progressing well and is due to be completed in late February/early March 2021 for submission to HES. A final progress report is due to be submitted to the Mid Argyll, Kintyre and the Islands Area Committee in June 2021.

During the delivery of the scheme additional funding was secured and a number of savings were identified. The total project budget increased from an initial £2.2 million to almost £2.9 million. The main capital element of the works are complete with a total of eight priority building repair projects complete.

The CARS training programme delivered a mix of events for the general public, construction trades and building professionals. In September 2020 the Discover Campbeltown digital App was launched. The App contains a number of trails including; walking, cycling, heritage and whisky. It is hoped that the app will also encourage more people to visit the area.

#### 4.1.2 **Hermitage Park, Parks for People Project, Helensburgh – (1<sup>st</sup> May 2016 – 30<sup>th</sup> April 2021 - Project Status – AMBER**

This £3.7m project is for the heritage-led regeneration of Hermitage Park. The main project funder is National Lottery Heritage Fund (NLHF) with a grant of £2.3m. In addition the Council agreed a grant of £380,000 with the remainder coming from a range of other grant and in-kind funding. Capital delivery is almost complete, with a small number of landscape and conservation snagging works outstanding due to inability to progress these during COVID-19 restriction, and the final budget figures are being prepared.

The focus continues to be on delivering the activity plan and undertaking the planting and management and maintenance plan, all subject to Covid-19 restrictions. Hermitage Park successfully achieved Green Flag Status in October 2020 with a minor number of improvements highlighted which are being addressed. The park will be assessed annually to retain this status as good practice and a condition of NLHLF funding. Ground preparation and the majority of planting took place over the autumn period enhancing the entrance to the park and beyond.

The Heads of Terms relating to the lease of the Pavilion Café were agreed in December 2019 and have been subject to delay due to Covid-19 and snagging. It is hoped that a positive announcement will be made in due course.

After a successful recruitment process the Hermitage Park Manager, Charlie Cairns, began work in August 2020, eight months after the departure of the previous manager.

Delivery of the five year activity plan continues until December 2021 and there is a risk that the project will not achieve its targets due to delays and inability to deliver activities as a result of COVID-19 restrictions. This is being raised with NLHF to seek a solution and a revised activity plan has been prepared, although it is likely that this will now require further amendments due to the changing circumstances.

The project continues to attract press and the Friends keep the community updated through their Facebook pages #Helensburgh Hermitage Park and with regular articles in the Helensburgh Advertiser and Community Advertiser.

The park has a key role to play in providing a green space for people's well-being during lockdown and the play park and plaza area has been, and continues to be, well used.

#### 4.1.3 **Rothesay Townscape Heritage (TH) Phase 2 – (1<sup>st</sup> October 2017 – 30<sup>th</sup> September 2022 – Year 3) - Project Status - GREEN**

Rothesay TH is a five-year heritage-led regeneration project. The partnership project is funded by National Lottery Heritage Fund NLHF (£1,888,500), HES (£500,000), Argyll and Bute Council (£200,000), HIE (£70,249), LEADER (£65,800) and Paths for All (£21,500), with a total project fund of £2,746,049 to be administered as grant to property owners in order to safeguard historic buildings and shopfronts and used to deliver complementary awareness raising initiatives and events. Project staff are fully funded for the project duration.

The project has completed the external restoration of two priority projects to date, with a further two likely to follow this year. The first shopfront restoration is complete with another three in the planning stages. A series of window repair grants will also be provided to restore traditional timber sash and case windows.

Although the project is primarily a physical regeneration project, it is also a community initiative that seeks to facilitate skills development and host events to celebrate the island's heritage. An environmental art project will see two murals enhance the streetscape this year and two large pieces of research linked to the Bute offer and the digital visitor experience have concluded.

#### 4.1.4 **Dunoon CARS – (1<sup>st</sup> April 2017 – 30<sup>th</sup> June 2022 – Year 4)**

### **Project Status - GREEN**

Dunoon CARS is a five-year heritage-led regeneration project between Argyll and Bute Council and Historic Environment Scotland, contributing a combined total of £1,502,348 to the restoration of historic properties within the town centre. A fully funded project officer is employed to deliver the project for its duration.

The envelope restoration of one priority building and three shopfronts has been completed to date, with a further two priority projects on site and a final shopfront scheduled to commence in March 2021. A further £20,000 has been made available to fund smaller scale shopfront improvements. So far £16,000 of this has been allocated to 13 projects with 4 already having been completed.

A complementary scheme of skills development, in partnership with HES, Argyll College UHI, Skills Development Scotland, Dunoon Grammar School, Dunoon Burgh Hall Trust and a local contractor is proving successful. The training programme is supporting school-age pupils to gain hands-on practical construction industry experience and will be continued in the new academic year, subject to covid regulations

#### **4.1.5 Tarbert and Lochgilphead Regeneration Fund – Project Status – AMBER**

In its 2016/17 budget the Council allocated £3 million from reserves to support regeneration and economic development in the settlements of Tarbert, Lochgilphead and Ardrishaig.

Following discussions with a number of local organisations who put forward a variety of projects, a Council scoring and assessment process resulted in 6 projects to go forward to full business case stage (Policy and Resources (P&R) Committee ratified the decision on 19 October 2017).

The following projects have been completed:

- Gleaner (Phase 1 only) - completed Summer 2019.
- Tarbert Harbour (shore side facilities) - completed in May 2019.
- Barmore/Garvel Road junction improvements - completed February 2020

#### Tarbert Harbour Car Park

This is the second element of the shore side facilities with grant funding already having been provided to Tarbert Harbour Authority (THA) for the first element of the works. A grant of £111,471.89 has been awarded to the THA to extend the existing car park next to the marina to cope with increased demand. Work started in March 2020 and is due for completion end of February 2021.

### Lochgilphead Front Green and Colchester Square

Unfortunately the procurement work in relation to securing contractors for the Lochgilphead Front Green and Argyll Street/Colchester Square projects, which was underway at the time of our last report, was unsuccessful. The tender responses returned were not affordable and did not represent value for money, it is believed that the impact of the COVID-19 pandemic has been a significant factor in increasing costs.

In order to progress these projects they have been separated and commenced as follows:

Lochgilphead Front Green: work has been undertaken to redesign the scheme to reduce costs in line with the available budget. A second procurement exercise is currently being undertaken and is expected to be completed in March 2021.

The £200,000 Scottish Government Town Centre Funding requires the contract to be in place by March 2021 and the project to be completed by September 2021. The timescale for this is critical in the funding package.

Colchester Square: this project is no longer being funded through the Tarbert and Lochgilphead Regeneration Fund, the money allocated for this project has been transferred to the Front Green project. This project will now be funded by Cycling, Walking and Safer Routes (CWSR) fund, HITRANS and Transport Scotland's Spaces for People fund managed by Sustrans and administered by Argyll and Bute Council. The project is being managed by the Transformation Projects and Regeneration Team and the construction element is being delivered by the Council's Roads and Infrastructure Service. Work is due to start on the 25<sup>th</sup> January and is due to be completed in late March/early April 2021. The external funding has enabled an increase in the specification of the works to include widening pavements and use of natural stone rather than resin bound gravel. Other works include; amendments to drainage; installation of new kerbs including dropped kerbs; tactile paving; refurbishment of railings and new cycle racks. The project aims to improve accessibility for town centre users.

### Ardrishaig North Public Realm

The developed design has now been agreed with Transport Scotland and Sustrans, who are expected to be major funders of the scheme. Further public consultation on the design will take place online in February 2021. The design team will be progressing with obtaining the necessary consents to enable the project to proceed and we will be seeking funding from Sustrans, a decision on which is expected to be available during the spring. Procurement works are also commencing.

### Gleaner Phase 2

We are awaiting further information from Scottish Canals regarding how they propose to take this project forward. It is expected that in the short-

term this is likely to involve some temporary uses which will make the site safe and open it up to the public.

#### 4.1.6 **Regeneration Capital Grant Funding (RCGF)** **Project Status – GREEN**

Over the past 6 years a total of £7.5 million has been secured from RCGF to support a total of 12 projects across the area. An update on a number of the more recent and current projects is provided below.

Tobermory Light Industrial Site. Mull and Iona Community Trust (MICT) work began on 19th March 2018 however due to issues relating a planning condition and the need for a road construction consent the project was put on hold for 4 months. The contractor completed on site in March 2020 just prior to Lockdown. There has been significant interest in the site from local businesses. The formal opening of the site was due to take place in spring but has been delayed. All RCGF funding has been fully drawn down.

In March 2018 the council was advised that it was successful in securing over £1.2 million of RCGF (2018/19 award) for 2 projects: the Cairndow Childcare project which completed on site just prior to lockdown and all RCGF has been drawn down. The Rockfield project has just completed on site and is in the process of drawing down the final grant payment.

In March 2019 the council was advised that it was successful in securing £200,000 of RCGF (2019/20 award) for Kilmartin Museum redevelopment project. There has been no drawdown to date against the RCGF as the project has yet to commence on site. Kilmartin Museum are currently going through a procurement process to award the construction contract and expect to start on site late spring 2021.

In March 2020 the council was advised that it was successful in securing £400,000 of RCGF (2020/21 award) for Mid Argyll Community Pool redevelopment project and £194,090 of RCGF for Storass Ulbha Heritage project on Ulva. Both projects are yet to start on site although Mid Argyll Community Pool expect to have a contractor appointed during January 2021.

A number of applications were submitted for funding in 2020 for RCGF 2021/22 funding. This resulted in three applications successfully making it through to stage 2. We have recently been advised that these have all been successful. The projects are new Port Ellen Community hub on Islay (£746,223) Scalasaig business units on Colonsay (£335,000) and Kilmory Business Park in Lochgilphead (£650,000). See table below for all current RCGF projects.



Project Name	Grant Awarded	Year Awarded	Balance Remaining to Drawdown
The Rockfield Centre	£640,000 * *Including additional RCGF funds	2018/19	£100,038
Kilmartin Museum	£200,000	2019/20	£200,000
MACPool	£400,000	2020/21	£400,000
Storas Ulbha	£194,090	2020/21	£194,090
Port Ellen Community hub, Islay	£746,223	2021/22	£746,223
Scalasaig business units, Colonsay	£335,000	2021/22	£335,000
Kilmory Business Park in Lochgilphead	£650,000	2021/22	£650,000

#### 4.1.7 **Lochgilphead Conservation Area Regeneration Scheme (CARS) (1<sup>st</sup> April 2020 – 31<sup>st</sup> March 2025)**

In 2019 we secured grant funding of £969,700 from Historic Environment Scotland (HES) for Lochgilphead CARS. The five year project officially started on the 1<sup>st</sup> April 2020. Taking into account Council match funding and owners' contributions the projected budget is £1.6 million. Due to the pandemic it has not been possible to progress the scheme as planned therefore a one-year extension has been granted by HES.

Progress to date includes; preparation of forms, guidance documents and financial systems; a dedicated web page; contact with all key stakeholders and priority building owners and the appointment of a framework Design Team to progress building contracts. Discussions are progressing with the owners of priority buildings with one building now at the development phase. All training activities planned for 2020-21 have been postponed indefinitely due to COVID-19.

#### 4.1.8 **Scottish Government Town Centre Fund (2019 – 2021)**

A total of £1,686,000 Scottish Government Town Centre Funding has been allocated to twenty-eight projects to support regeneration activity within Argyll and Bute's town centres. Funding has been provided to support a wide range of capital regeneration projects region-wide. All projects are progressing and will make a meaningful difference to the respective town centres. Detail on each project is provided in an accompanying report. The overall project value of the 28 projects

supported by TCF is over £9million.

#### 4.1.9 **Scotland Loves Local**

Funding to the value of £46,000 has been secured from Scotland's Town Partnership to support the resilience and recovery of town centres, the promotion of the Scotland Loves Local message, and the idea of the 20 minute neighbourhood. This has resulted in bespoke 'shop local' messaging for Islay, Campbeltown, Tarbert, Lochgilphead/Ardrishaig, Mull, Rothesay and Helensburgh, and which has been designed to encourage local people to think about using their local shops before going anywhere else. The messaging was provided by the community and the resulting posters and banners were manufactured locally. An Argyll and Bute-wide 'shop local' banner has also been designed to be used by smaller settlements throughout the region. A follow on project is currently being developed to further support businesses enhance their online presence, to ensure that the information that comes up on search engine sites is current and truly reflective of the quality and choice that is offered in Argyll and Bute's towns. These projects, combined with the Town Centre Funded, shopfront improvement grant create a suite of measures designed to support the resilience and recovery of the region's town centres.

4.2 **Budget:** These are predominantly externally funded projects with a proportion of Council funding and for each project there are set budgets against specific outcomes and timelines. The externally funded elements of the project costs can only be claimed once proof of all the necessary information has been provided to the external funders. Each funder has a different criteria against which they measure delivery and the council has entered into formal grant contracts with all the funders involved.

## 5. **CONCLUSION**

5.1 The council currently has a total of four CARS/TH schemes in progress albeit that Campbeltown is complete with the exception of the final report. It is anticipated that a formal announcement on whether or not the council has been successful in their bid to HES for a Helensburgh CARS will be made before the end of the financial year. It is hoped that this will be positive news. The total value of the existing four schemes represents well in excess of £12 million of investment into the built heritage of our key towns and is mainly made up from funding from HES and HLF with match funding from the council and private owners.

5.2 A significant number of building owners (commercial and residential) have and continue to benefit from funding which has delivered a significant level of investment and refurbishment to their properties and in turn into many of our main towns. Due to the cost of repairing traditional buildings, many of these



Improvement Plan and the Economic Development Action Plan. The economic outcomes from this project will contribute to the Government's Economic Strategy.

6.2 FINANCIAL

All funding has been approved for the projects detailed in the report. The funding comes from the council and from external funding sources. We will continue to review costs in light of the potential impact of COVID-19.

6.3 LEGAL

Each project will have differing legal and procurement requirements and we are working closely with colleagues to identify the support required and to allow this to be factored into future work plans

6.4 HR

The resources required to deliver the projects will be continually monitored. The management of these externally funded projects as well as the management of the Council and RCGF grants requires a significant amount of resources from the team to ensure that all the necessary due diligence and financial management is undertaken and the risk is minimised to the council.

6.5 FAIRER SCOTLAND  
DUTY ;

- 6.5.1 Equalities - protected characteristics - None
- 6.5.2 Socio-economic Duty - None
- 6.5.3 Islands - None

6.6 RISK

Construction projects by their very nature are challenging given issues that can arise relating to site conditions, managing contractors/the design team and associated budgets and meeting funder's requirements. COVID-19 has added even more challenges both in regard to the development phase and delivery phase of projects. We continually seek to minimise the risk through strong project management processes however until the projects are fully delivered on site there remains a risk. Other areas of risk relate to the potential for limited uptake in regard to CARS/TH grants and also over-run on costs for third party projects. In regard to the latter this is a high risk particularly as the council is not the responsible body for the projects or their delivery on the ground. The setting up of regular benefits realisation group meetings and building good working relationships with the third parties assists in identifying where issues may arise and where

additional support may be required. COVID-19 and the resulting impact on the construction industry and costs is an additional risk to the delivery of these projects and we are reviewing all costs and working with funders to minimise the impact and manage the risk as much as we can.

6.7 CUSTOMER SERVICE There are no customer service implications.

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

**Policy Lead:** Councillor Alastair Redman

January 2021

**For further information - please contact**

Audrey Martin, Transformation Projects and Regeneration Manager - Tel 01546 604180

Fergus Murray, Head of Development and Economic Growth

**Appendices:**

Appendix A – List of Council and Third Party projects that the Team is either responsible for delivering directly or for managing the grants given by the council to a third party organisation.

## Appendix A

Council & Third Party Regeneration Projects	Project Value	Council Funding Contribution	External Funding - Including TCF	Delivery Start	Delivery End - (Excludes Defect Period)
Dunoon CARS	£1,949,965	£500,000	£1,002,348	2017	2022 – possible 1 year extension
Rothesay TH2	£3,244,856	£200,000	£2,508,781	2017	2022 – possible 1 year extension
Campbeltown CARS 2	£2,873,951	£1,196,506	£990,000	2015	2020 – extended to 31 march 2021
Tarbert Lochgilphead Regeneration Fund (Includes TCF Grant)	£5,724,898	£3,000,000	£1,343,131	2018	On going
Hermitage Park (Includes TCF Grant)	£3,754,625	£455,000	£3,299,625	2016	2021
Rockfield Centre RCGF ( Includes TCF Grant)	£3,038,177	£0	£730,000	2018	2021
Kilmartin Museum RCGF & Council grant	£6,620,826	£400,000	£200,000	2019	2022
MACPool RCGF Grant	£1,284,097	£0	£400,000	2020	2021/22
Storas Ulbha RCGF Grant	£1,401,495	£0	£194,090	2020	2021/22
Port Ellen Community hub, Islay	£1,365,223	£0	£746,223	2021/22	2021/22
Scalasaig business units, Colonsay	£467,398	£0	£335,000	2021/22	2021/22
Kilmory Business Park in Lochgilphead	£1,800,000	TBC	£650,000	2021/22	2021/22
Shop Local	£46,000	£0	£46,000	2020	2021
Lochgilphead CARS	£1,606,096	£386,220	£969,731	2020	2025 (possible extension for 1 yr)
Events and Festivals grants (including annual Mod)	£110,000	£110,000	-	2020	2021
Town Centre Fund 19/20 and 20/21 (28 projects - Council projects plus grants to third parties ) *	£2,161,826 **	£0	£1,361,000 ***	2019	2021
<b>Total</b>	<b>£37,449,433</b>	<b>£6,247,726</b>	<b>£14,775,929</b>		

\* See separate committee report for breakdown of projects and values

\*\* The overall TCF project value is £10,597,759 however, the individual allocations for the 3 projects above have been deducted from this figure

\*\*\* The overall TCF is £1,646,000, however, the individual allocations for the 3 projects above have been deducted from this figure

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT &  
INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND ECONOMIC  
GROWTH****4 MARCH 2021**

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**Strategic Transport Projects Review 2 (STPR2) – Update**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 The Strategic Transport Projects Review (STPR2) will inform transport investment in Scotland for the next 20 years. STPR2 will review Scotland's transport network across a range of modes including walking, cycling, bus, rail and road plus wider island connectivity to identify options which will support the delivery of Scotland's Economic Strategy.
- 1.2 Argyll and Bute Council have been a key stakeholder in the STPR2 process working collaboratively with Transport Scotland and their appointed consultants Jacobs / Aecom. To date, this process has included a number of key stakeholder workshops across Argyll and Bute including representation from the public and private sector.
- 1.3 A Regional Transport Working Group (RTWG) has also been established for Argyll and Bute and this includes representation from the Council, Transport Scotland, the Regional Transport Partnerships, LLTNP and Enterprise Agencies. To date, the RTWG has been instrumental in raising concerns over the Case for Change Report and Interventions that have been scoped out of the list of transport options.
- 1.4 As a result of the COVID-19 pandemic, STPR2 has a two Phased approach, with Phase 1 reporting to the original timescale of Winter 2020/21. Phase 2 will report later in 2021 and will inform the Scottish Government's future investment plans and spending reviews.
- 1.5 On 3 February 2021, Transport Scotland published the STPR2: Update and Phase 1 Recommendations report along with the associated impact assessment reports. These are the first STPR2 recommendations for transport investment and focus on transport projects or interventions that significantly contribute to STPR2 objectives, align well with NTS2 priorities, and can be progressed or delivered within the current spending period and will help support a green recovery from the COVID-19 pandemic.
- 1.6 The STPR2 Phase 1 report includes the following themes and associated interventions set out in Table 1 below:-

**Table 1: STPR2 Phase 1 Themes and Interventions**

Theme	Proposed Interventions
Supporting smart and sustainable travel across Scotland	1. Development and delivery of Active Freeways
	2. Expansion of 20mph zones
	3. Influencing travel choices
Creating Smart and sustainable towns and villages	4. Transports contribution towards place-making principals in neighbourhoods.
	5. Guidance and framework for delivering mobility hubs
Improving accessibility in rural, island and peripheral areas and vulnerable groups	6. Investment in Demand Responsive Transport and Mobility As a Service
Transforming Cities	7. Reallocation of road space for active travel
	8. Enhancing facilities at major rail stations
	9. Development of Glasgow Metro and Edinburgh Mass Transit strategies
Enhancing public transport provision	10. Reallocation of road space for buses
	11. Supporting integrated journeys at ferry terminals
	12. Infrastructure to provide access for all at rail stations
Supporting transition to low-carbon transport	13. Investment in low carbon and alternative fuel systems
	14. Delivery of Rail Decarbonisation Programme (Phase 1)
Supporting a viable freight industry	15. Strategy for improving rest and welfare facilities for hauliers
	16. Infrastructure to encourage rail freight
Enhancing safety and resilience on the strategic transport network	17. Investment in the trunk road network asset
	18. Access to Argyll and Bute (A83)
	19. Investment in ferries and ports
	20. Speed Management Plan

- 1.7 Many of the above interventions may have implications for Argyll and Bute however clearly the most significant is intervention 18 which proposes improvements to the A83 trunk road network to provide improved resilience

including a long-term solution at the Rest & Be Thankful (further details available on the Transport Scotland [website](#)). A number of potential transport interventions for Argyll and Bute have also been sifted out of STPR2 as Transport Scotland consider these to be out of scope. Further details of these are available on Transport Scotland's website and can be viewed at the following [link](#) (pages 50 – 71).

- 1.8 Alongside the Phase 1 report, Transport Scotland have also published an updated National Case for Change which contains the options that will be taken forward for further appraisal in Phase 2 of STPR2 as well as an Appendix on COVID-19. Updated Case for Change reports have also been published for STPR2 regions including Argyll and Bute. The Argyll and Bute options that will be taken forward for further appraisal in Phase 2 can be viewed [here](#) (pages 34 – 47).
- 1.9 Transport Scotland are now inviting feedback on the STPR2 Update and Phase 1 Recommendation Report and the STPR2 options and COVID -19 scenarios. Online comment forms have been provided on the Transport Scotland STPR2 webpages and feedback is sought by midnight on 31st March 2021.
- 1.10 Officers from the Strategic Transportation Team will review these documents and draft a response to Transport Scotland. As part of this process, a members seminar has been arranged for the 23rd March and this will give members an opportunity to feed into the Council's response.
- 1.11 This report recommends that the EDI Committee delegate authority to the Executive Director of Development and Infrastructure Services in consultation with the Chair and Vice Chair of the EDI Committee to agree a consultation response which will be informed by discussion and comments at the Elected Members Seminar on 23 March.

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**ARGYLL AND BUTE COUNCIL**

**ENVIRONMENT, DEVELOPMENT &  
INFRASTRUCTURE COMMITTEE**

**DEVELOPMENT AND ECONOMIC  
GROWTH**

**4 MARCH 2021**

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**Strategic Transport Projects Review 2 (STPR2) – Update**

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**2.0 INTRODUCTION**

- 2.1 The Strategic Transport Projects Review (STPR2) will inform transport investment in Scotland for the next 20 years. Transport Scotland have recently published STPR2: Update and Phase 1 Recommendations report along with the associated impact assessment reports.
- 2.2 These are the first STPR2 recommendations for transport investment and focus on transport projects or interventions that significantly contribute to STPR2 objectives, align well with NTS2 priorities, and can be progressed or delivered within the current spending period and will help support a green recovery from the COVID-19 pandemic.
- 2.3 Transport Scotland are now inviting feedback on the STPR2 Update and Phase 1 Recommendation Report and the STPR2 options and COVID -19 scenarios by midnight on 31st March 2021.
- 2.4 Officers from the Strategic Transportation Team will review these documents and draft a response to Transport Scotland. As part of this process, a member's seminar has been arranged for the 23rd March.

**3.0 RECOMMENDATIONS**

- 3.1 This report recommends that the EDI Committee delegate authority to the Executive Director of Development and Infrastructure Services in consultation with the Chair and Vice Chair of the EDI Committee to agree a consultation response which will be informed by discussion and comments at the Elected Members Seminar on 23 March.
- 3.2 The EDI Committee are also asked to note some of the emerging concerns set out in this report. These are initial thoughts from officers who at the time of writing this report are still reviewing the material recently published by Transport Scotland.

**4.0 DETAIL**

- 4.1 Transport Scotland have provided the following timeline for the STPR2 process:-

- Option Appraisal to run from early 2021 throughout the pre-election period to the early summer.
- **February 2021 - Publish Phase 1 Option Sifting & Case for Change reports for 8 week consultation.**
- Feb – March 2021 –Feedback form for Phase 1 and case for change reports closes.
- April – Summer 2021 – Detail Appraisal.
- Autumn 2021 – Publish Phase 2 Report + Strategic Economic Assessment.

- 4.2 Argyll and Bute Council have been a key stakeholder in the STPR2 process from the outset, working collaboratively with Transport Scotland and their appointed consultants Jacobs / Aecom. To date, this process has included establishing the Argyll RTWG which includes representation from key stakeholders such as Transport Scotland, the Regional Transport Partnerships, LLTNP and Enterprise Agencies. To date, the RTWG has been instrumental in raising concerns over the Case for Change Report and Interventions that have been scoped out of the list of transport options.
- 4.3 The RTWG will next meet on the 16<sup>th</sup> February and at this meeting stakeholders will agree to coordinate a joint response to Transport Scotland's consultation. Officers from Strategic Transportation also attend the HITRANS RTWG meetings which include representation from other rural local authorities such as Highland, Moray and the Islands Councils. To date, all of these local authorities and HITRANS have expressed similar concerns to those of the Argyll RTWG.
- 4.4 It should be noted that stakeholders on the RTWG previously submitted a response to the draft Case for Change Report in May 2020. This response was approved by the Council's P&R Committee and copies can be provided if required.
- 4.5 On 3 February 2021, Transport Scotland published the STPR2: Update and Phase 1 Recommendations report along with the associated impact assessment reports. These are the first STPR2 recommendations for transport investment and focus on transport projects or interventions that significantly contribute to STPR2 objectives, align well with NTS2 priorities, and can be progressed or delivered within the current spending period and will help support a green recovery from the COVID-19 pandemic.
- 4.6 Details of the Themes and Interventions set out in the STPR2 Phase 1 report are included in **Table 1** above. A number of potential transport interventions for Argyll and Bute have also been sifted out of STPR2 as Transport Scotland consider these to be out of scope. Further details of these are available on Transport Scotland's website and can be viewed at the following [link](#) (pages 50 – 71).
- 4.7 To date, the Council and wider RTWG have raised a number of concerns relating to the emerging STPR2 including:-

- The current transport policy network is increasingly complex and very difficult to understand. For example we have a National Transport Strategy 2, STPR2 which will now be delivered in 2 phases, the Islands Connectivity Plan will be the successor to the National Ferries Plan and there are proposals for a separate national review of aviation (although yet to be confirmed).
- Governance of transport is also overly complicated with a lack of consistency around funding and roles / responsibilities.
- STPR2 focuses almost exclusively on infrastructure owned and operated by Transport Scotland with other infrastructure such as local authority roads and transport services considered out of scope.
- Local roads make up 94% of the road network and carry 65% of traffic in Scotland however the majority are out of scope of STPR2. Trunk roads also account for 50% of the national funding for roads maintenance resulting in huge challenges for the funding of local roads.
- Aviation – fundamental mode of transport. Provides lifeline connections to Country's most fragile and remote communities and yet out of scope. How can a comprehensive national review of transport exclude a key mode?
- Definition of strategic airports focus exclusively on city airports and those operated by the Scottish Government.
- No definition given of what constitutes a strategic ferry port in Scotland. This could have significant consequences for Argyll and Bute which has more inhabited islands than any other local authority.
- STPR2 should consider ferry Services operated by local authorities in addition to the CHIFS and NIFS networks as these are also lifeline connections to local island communities.
- Funding, Fares and Subsidy – funding of transport infrastructure and services is key barrier. Without adequate funding, we will see a continued contraction of rural public transport services.
- Active travel – funding models require to be revised as there is currently too much focus on challenge funds and LA's / RTP's are the key delivery agencies yet are required to bid via third parties and charities who manage funding on behalf of Transport Scotland. Active travel funding should be brought in line with funding models for other strategic transport infrastructure.
- Scottish Government policy and grant funding for transport is often too focused on urban transport issues e.g. active travel funding and associated design criteria requiring, Bus Partnership Funding – focus on congestion, sustainable investment hierarchy priorities active travel infrastructure over investment in road infrastructure.

4.8 These are some initial high level concerns and it should be noted that at the time of writing this report officers from the Strategic Transportation Team are still reviewing the documents published most recently by Transport Scotland. A detailed consultation response will be drafted in due course and this will take cognisance of feedback received by elected members at the seminar on the 23<sup>rd</sup> March.

4.9 In response to some of the concerns set out above, Transport Scotland have subsequently advised the following:-

- Island Connectivity Plan – will now be new successor to the Scottish Ferries Plan.
- They intend to undertake an Aviation Strategy – public Consultation to now be held in 2021 (no further commitments given to date).
- Transport Governance and Collaboration Review Group has been established to update and revise the evidence base on Scotland's transport governance structures. This will link to wider Local Governance Review which is considering how powers and resources should be shared between national and local government and with our communities.
- Transport Scotland is still working on the definition of a major port.
- There will be a review of public transport funding and delivery, including the impacts of Covid-19.

4.10 Given the national importance of STPR2, we are also liaising with colleagues from our Communications Team to ensure that Transport Scotland's consultation is adequately promoted by the Council.

## **5.0 CONCLUSION**

5.1 STPR2 will inform transport investment in Scotland for the next 20 years across all modes. Argyll and Bute Council will continue to be a key stakeholder as part of this process working collaboratively with Transport Scotland and their appointed consultants Jacobs/Aecom via the Argyll RTWG.

5.2 Transport Scotland are now inviting feedback on the STPR2 Update and Phase 1 Recommendation Report and the STPR2 options and COVID -19 scenarios by midnight on 31st March 2021. A members seminar has been scheduled for the 23<sup>rd</sup> March to ensure that the views of local elected members are captured in the Council's response.

5.3 This report recommends that the EDI Committee delegate authority to the Executive Director of Development and Infrastructure Services in consultation with the Chair and Vice Chair of the EDI Committee to agree a consultation response which will be informed by discussion and comments at the Elected Members Seminar on 23 March.

## **6.0 IMPLICATIONS**

6.1 Policy – STPR2 will set out the governments transport investment priorities over the next 20 years.

6.2 Financial – The Council fund local transport infrastructure and services including roads, active travel, bus, air and ferry services.

- 6.3 Legal – None at this stage
- 6.4 HR – None at this stage
- 6.5 Fairer Scotland Duty: (please refer to guidance on Hub) – transport is critical to inclusive growth in rural regions. We will lobby Transport Scotland for increased investment at part of the STPR2 process.
  - 6.5.1 Equalities - protected characteristics – as above
  - 6.5.2 Socio-economic Duty – as above
  - 6.5.3 Islands – STPR2 and the Islands Connectivity Plan will be critical to the connectivity of our island communities.
- 6.6 Risk – There is a risk that current government transport policy is too focused on urban regions which may exacerbate issues such as depopulation of rural areas.
- 6.7 Customer Service – None at present

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

**Policy Lead Robin Currie**

15<sup>th</sup> February 2021

**For further information contact:**

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## Environment, Development and Infrastructure Committee Work Plan 2020/21

<b>This is an outline plan to facilitate forward planning of reports to the Environment, Development and Infrastructure Committee.</b>				
<b>Date</b>	<b>Title</b>	<b>Service/Officer</b>	<b>Date Due</b>	<b>Comments</b>
4 March 2021	Performance Report FQ3	HR and OD Sonya Thomas	9 February 2021	
	Roads Capital Reconstruction Programme	Roads and Infrastructure – Jim Smith		
	Film in Argyll – Screen Industries Update Report	Development and Economic Growth		
	Town Centre Fund Update	Development and Economic Growth		
	Housing Occupational Therapist – Strategic Housing Fund	Development and Economic Growth		
	Housing Development – Loan Extension Request: Fyne Homes – Old Courthouse, Rothesay	Development and Economic Growth		
	Street Lighting Maintenance	Roads and Infrastructure		
	Transformation Projects and Regeneration Update	Development and Economic Growth		
	Strategic Transport Projects Review 2 (STPR2)	Development and Economic Growth		
<b>Date</b>	<b>Title</b>	<b>Service/Officer</b>	<b>Date Due</b>	<b>Comments</b>
3 June 2021	Performance Report FQ4	Director	11 May 2021	
	Winter Maintenance – Community Engagement	Roads and Infrastructure		3 December 2020 - Agreed update report to come back to committee following winter season
<b>Date</b>	<b>Title</b>	<b>Service/Officer</b>	<b>Date Due</b>	<b>Comments</b>

## Environment, Development and Infrastructure Committee Work Plan 2020/21

2 September 2021	Update on Capital Roads Reconstruction Programme	Roads and Infrastructure	10 August 2021	
	Winter Service Policy 2021/22	Roads and Infrastructure		
<b>Date</b>	<b>Title</b>	<b>Service/Officer</b>	<b>Date Due</b>	<b>Comments</b>
2 December 2021	Annual Status and Options Report	Hugh O'Neill	9 November 2021	
	FQ2 Performance Report	Sonya Thomas		
	Draft Service Plans	Sonya Thomas		
	Housing Annual Assurance	Douglas Whyte		
<b>Future Items</b>				
	Shared Prosperity Fund: Argyll And Bute Regional Policy Position	Development and Economic Growth		March 2019 - Agreed that officers come back to a future Environment, Development and Infrastructure Committee meeting to present and seek approval on appropriate criteria and indicators.
	Roads Resurfacing Scrutiny Review	Roads and Infrastructure Services		December 2019 – Agreed that a report containing an Action Plan would come forward to a future meeting of the Committee
	LED Project Update	Kevin McIntosh		Moved from March 2020 to June 2020. June meeting cancelled due to Covid-19. Removed from September Agenda by Department

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