

Public Document Pack

Argyll and Bute Council

Comhairle Earra-Ghàidheal Agus Bhòid

Executive Director: Douglas Hendry



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24 February 2022

NOTICE OF MEETING

A meeting of the **ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE** will be held **BY MS TEAMS** on **THURSDAY, 3 MARCH 2022** at **10:30 AM**, which you are requested to attend.

Douglas Hendry
Executive Director

BUSINESS

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES** (Pages 3 - 6)
Environment, Development and Infrastructure Committee held on 2 December 2021
4. **KEY PERFORMANCE INDICATORS FQ3 2021/22** (Pages 7 - 24)
Report by Executive Director with responsibility for Customer Support Services
5. **ROADS CAPITAL RECONSTRUCTION PROGRAMME (TO FOLLOW)**
Report by Executive Director with responsibility for Roads and Infrastructure
6. **CAMPBELTOWN FLOOD PROTECTION SCHEME BUSINESS CASE (TO FOLLOW)**
Report by Executive Director with responsibility for Roads and Infrastructure
7. **WASTE PPP AND LANDFILL BAN COMPLIANCE - PROGRESS UPDATE ON OPTIONS** (Pages 25 - 38)
Report by Executive Director with responsibility for Roads and Infrastructure
8. **ARGYLL AND BUTE COVID 19 RECOVERY: RESTART, RECOVER AND RENEW: DELIVERING AND RESETTING OUR RECOVERY STRATEGY AND ACTION PLAN** (Pages 39 - 54)
Report by Executive Director with responsibility for Development and Economic Growth

- 9. SCOTTISH GOVERNMENT TOWN CENTRE FUND AND PLACE BASED INVESTMENT FUND UPDATE** (Pages 55 - 64)
Report by Executive Director with responsibility for Development and Economic Growth
- 10. TRANSFORMATIONAL PROJECTS & REGENERATION TEAM - LARGE SCALE PROJECT UPDATE REPORT** (Pages 65 - 78)
Report by Executive Director with responsibility for Development and Economic Growth
- 11. STRATEGIC TRANSPORT PROJECTS REVIEW 2 - CONSULTATION RESPONSE** (Pages 79 - 102)
Report by Executive Director with responsibility for Development and Economic Growth
- 12. TRANSPORT FOR STRATHCLYDE: A NEW PUBLIC TRANSPORT NETWORK** (Pages 103 - 106)
Report by Executive Director with responsibility for Development and Economic Growth
- REPORTS FOR NOTING**
- 13. CEMETERY ASSET UPDATE REPORT** (Pages 107 - 108)
Report by Executive Director with responsibility for Roads and Infrastructure
- 14. ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORKPLAN** (Pages 109 - 110)

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 | Councillor Bobby Good |

Contact: Hazel MacInnes Tel: 01546 604269

**MINUTES of MEETING of ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE
COMMITTEE held BY MS TEAMS on THURSDAY, 2 DECEMBER 2021**

Present: Councillor Robin Currie (Chair)

| | |
|-------------------------------|----------------------------|
| Councillor Rory Colville | Councillor Aileen Morton |
| Councillor John Armour | Councillor Alastair Redman |
| Councillor Donald Kelly | Councillor Alan Reid |
| Councillor David Kinniburgh | Councillor Andrew Vennard |
| Councillor Sir Jamie McGrigor | Councillor Anne Horn |
| Councillor Jean Moffat | Councillor Jim Lynch |

Also Present: Councillor Elaine Robertson

Attending: Kirsty Flanagan, Executive Director
Fergus Murray, Head of Development and Economic Growth
Jim Smith, Head of Roads and Infrastructure Services
Stuart McLean, Committee Manager

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Gary Mulvaney.

2. DECLARATIONS OF INTEREST

Councillor Jim Lynch declared a non-financial interest in item 10 of the agenda (Update On Staycation Proposals) by virtue of his Council appointment to the Board of the GRAB Trust. He claimed the benefit of the dispensation contained at Section 5.18(2) of the Standards Commission's Guidance and Dispensations Note dated July 2018 to allow him to speak and vote on this item of business.

Councillor Jean Moffat advised that she had been involved in discussions in respect of item 8 (Ardencraig Gardens) but intended to remain in the meeting during consideration of this item of business.

3. MINUTES

The Minutes of the meeting of the Environment, Development and Infrastructure Committee held on 2 September were approved as a correct record.

Councillor Rory Colville joined the meeting during consideration of the following item of business.

4. KEY PERFORMANCE INDICATORS FQ2 2021/22

The Committee gave consideration to a report presenting the FQ2 2021/22 Key Performance Indicators for Development and Economic Growth; and Roads and Infrastructure Services.

Decision

The Environment, Development and Infrastructure Committee noted the FQ2 2021/22 Key Performance Indicator report as presented.

(Reference: Report by Executive Director with responsibility for Customer Support Services dated 9 November 2021, submitted)

5. ANNUAL STATUS AND OPTIONS REPORT 2021

The Committee gave consideration to a report introducing the Annual Status and Options Report which makes 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 endorsed the Annual Status and Options Report and the positive analytical feedback it provided.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated November 2021, submitted)

*** 6. CAMPBELTOWN FLOOD PROTECTION SCHEME**

The Committee gave consideration to a report providing an update on progress with the Campbeltown Flood Protection Scheme (CFPS), including work completed, key dates and risks going forward.

Decision

The Environment, Development and Infrastructure Committee –

1. Noted that a paper detailing the full Business Case would be brought back to the Environment, Development and Infrastructure Committee in March 2022. Construction of the final scheme would be subject to approval of the full Business Case prior to tender award.
2. Approved the acquisition of required land to minimise delays after full Business Case approval.
3. Agreed to refer the estimated additional funding requirements of £0.042m to be considered as part of the budget in February 2022.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated 2 December 2021, submitted)

7. UPDATE ON ELECTRIC VEHICLE CHARGING STRATEGY

The Committee gave consideration to a report providing a further update on the development of a medium to long term future strategy for electric vehicle charging (EVC) infrastructure across Argyll and Bute following on from the update given to the Committee in June.

Decision

The Environment, Development and Infrastructure Committee –

1. Agreed to the adaptations to the asset development methodology for EVC at Appendix One to the submitted report.
2. Agreed to the draft list of future EVC sites at Appendix Two to the submitted report, and agreed that this list should go forward for public consultation.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated 9 November 2021, submitted)

8. ARDENCRAIG GARDENS

The Committee gave consideration to a report providing an update on the progression of a possible partnership with a community group on Bute in respect of Arden Craig Gardens.

Decision

The Environment, Development and Infrastructure Committee –

1. Endorsed the proposal from the Arden Craig Gardens Friends' Group outlined at paragraph 3.7 of the submitted report.
2. Noted that the Head of Roads and Infrastructure would make arrangements to progress the partnership in the normal way.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated November 2021, submitted)

9. LISMORE FERRY REPLACEMENT VESSEL

The Committee gave consideration to a report providing an update on the progress of the new Lismore Ferry and seeking endorsement of the name "Lady of Lismore" for the vessel.

Decision

The Environment, Development and Infrastructure Committee noted the content of the submitted report and endorsed the name "Lady of Lismore" for the new vessel.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure Services dated November 2021, submitted)

10. UPDATE ON STAYCATION PROPOSALS

The Committee gave consideration to a report providing an update on proposals for the utilisation of funding to support Staycations in Argyll and Bute.

Decision

The Environment, Development and Infrastructure Committee –

1. Noted the content of the report and approved the options in Table A contained within the submitted report.
2. Noted that this was a continually evolving process with milestones throughout the year and beyond.
3. Approved the proposals for 2022 as outlined in paragraph 6.2 of the submitted report to be funded from the Staycation funding agreed at the Council budget meeting to be spent in 2021/22 and 2022/23.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth dated 2 December 2021, submitted)

11. SCOTTISH GOVERNMENT AVIATION STRATEGY CONSULTATION

The Committee gave consideration to a report providing details on the consultation by Scottish Government to help inform the development of an Aviation Strategy for Scotland.

Decision

The Environment, Development and Infrastructure Committee –

1. Noted the proposed approach to raise awareness with Community Councils regarding the consultation, with the offer that if they didn't want to respond directly, their response could be included within the Council's official response.
2. Approved delegated powers to the Executive Director with responsibility for Air Services and Economic Growth, to approve the final Council response to the Scottish Government Aviation Strategy Consultation, in consultation with the Leader, Deputy Leader and Leader of the main opposition.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth dated 5 November 2021, submitted)

12. ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORK PLAN

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

Decision

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

(Reference: Environment, Development and Infrastructure Committee Workplan dated December 2021, submitted)

ARGYLL AND BUTE COUNCIL

**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE**

CUSTOMER SUPPORT SERVICES

3 MARCH 2022

**KEY PERFORMANCE INDICATORS FQ3 2021/22 –
DEVELOPMENT AND ECONOMIC GROWTH
ROADS AND INFRASTRUCTURE SERVICES**

1.0 EXECUTIVE SUMMARY

- 1.1 The Council's Performance and Improvement Framework (PIF) sets out the presentation process for regular performance reporting. As a consequence of Covid-19 alternative options for each PIF activity have been agreed by the Executive Leadership Team (ELT).
- 1.2 This paper presents the Environment, Development and Infrastructure (EDI) Committee with the FQ3 2021/22 Key Performance Indicators (KPIs) for Development and Economic Growth and Roads and Infrastructure Services.
- 1.3 It is recommended that the EDI Committee reviews and scrutinises the FQ3 2021/22 KPI Report as presented.

ARGYLL AND BUTE COUNCIL

**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE**

CUSTOMER SUPPORT SERVICES

3 MARCH 2022

KEY PERFORMANCE INDICATORS FQ3 2021/22 –

DEVELOPMENT AND ECONOMIC GROWTH

ROADS AND INFRASTRUCTURE SERVICES

2.0 INTRODUCTION

2.1. The Council's Performance and Improvement Framework (PIF) sets out the presentation process for regular performance reporting. As a consequence of Covid-19 alternative options for each PIF activity have been agreed by the Executive Leadership Team (ELT).

2.2 This paper presents the Environment, Development and Infrastructure (EDI) with the FQ3 2021/22 Key Performance Indicators (KPIs) for Development and Economic Growth and Roads and Infrastructure Services, as agreed by Council.

3.0 RECOMMENDATIONS

3.1 That members review and scrutinise the FQ3 2021/22 KPI Reports as presented.

4.0 DETAIL

4.1 To ensure appropriate monitoring and scrutiny of performance management during the Council's Covid-19 response and recovery the ELT have identified a Council-wide suite of 85 Success Measures detailed within the Service Plans.

From within the Service Plans some measures have been identified as Key Performance Indicators (KPIs) for 2021/22, which will be reported quarterly to the appropriate Strategic Committees.

Pyramid remains 'live' with all Success Measures aligned to Service Plans and updated as agreed.

4.2 Attached are the KPIs FQ3 2021/22 that are relevant to the EDI Committee (Appendix 1).

5.0 CONCLUSION

5.1 Simplifying and focusing the performance reports in this manner is a proactive approach to help minimise back office function/non-essential activities whilst maintaining a level of service that supports scrutiny, performance monitoring and out statutory duties.

6.0 IMPLICATIONS

6.1 Policy: None

6.2 Financial: None

6.3 Legal: The Council has a duty to deliver best value under the Local Government in Scotland Act 2003

6.4 HR: None

6.5 Fairer Scotland Duty: None

6.5.1 Equalities - protected characteristics: None

6.5.2 Socio-economic Duty: None

6.5.3 Islands: None

6.6 Climate Change: None

6.7 Risk: Ensures that all our performance information is reported in a balanced manner

6.8 Customer Service: None

Kirsty Flanagan

Executive Director with responsibility for Customer Support Services

Policy Leads: Councillors David Kinniburgh, Gary Mulvaney, Robin Currie and Rory Colville.

24 January 2022

For further information contact:

Jane Fowler, Head of Customer Support Services

Tel: 01546 604466

APPENDICES

Appendix 1 – Key Performance Indicators for -

- Development and Economic Growth FQ3 2021/22
- Roads and Infrastructure Services FQ3 2021/22

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FQ3 2021/22 Key Performance Indicators for Development and Economic Growth

Delivering Our Outcomes – This highlights past performance as illustrated through our Key Performance Indicators (KPIs)

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

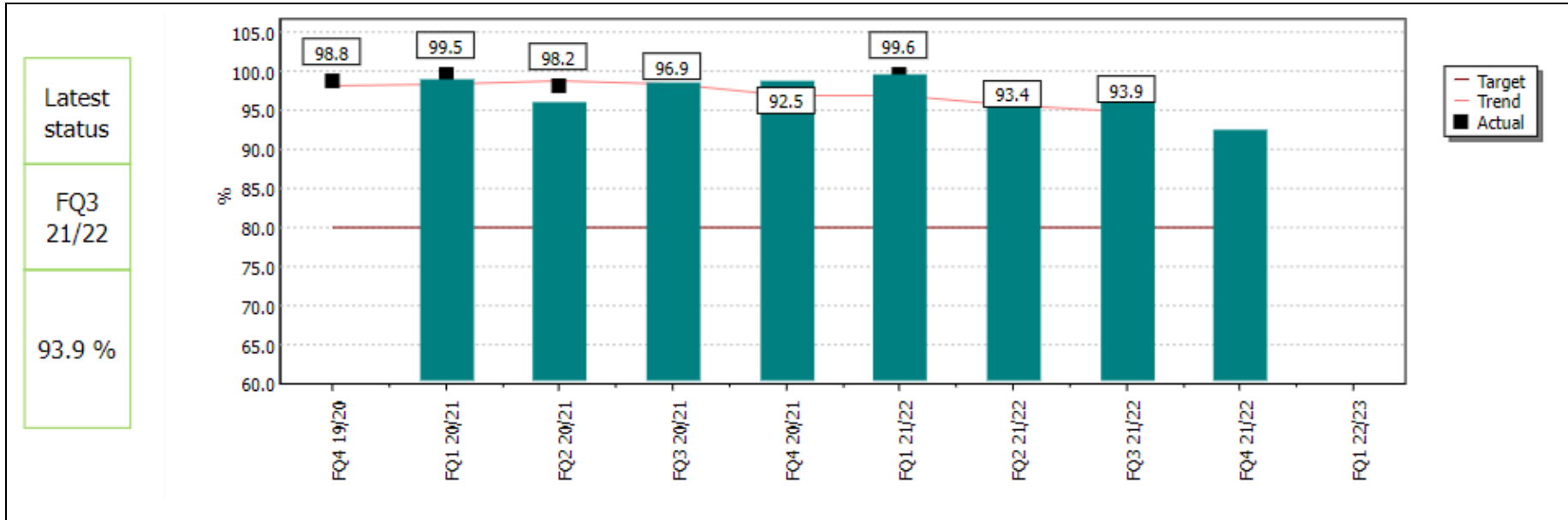
FQ3 2021/22 Key Performance Indicators for Development and Economic Growth

| DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--|--|---------|--------|-----------|--------|-----------|-----|-----|-----|-----------|-----|-----|-----|-----------|-----|-----|-----|-----------|-----|-----|-----|-----------|-----|-----|-----|
| <p>Indicator: DEG103_02 The percentage of positive homeless prevention interventions (prevent 1). 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.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Commentary: This target is focused on the effective prevention work carried out by Housing staff and during the period of the Covid-19 pandemic the Housing Service has continued to provide housing advice and assistance via a virtual service. During FQ3 this has resulted in positive interventions for 57% of households seeking advice. Of the remaining 43%: 27% made a homeless application, 2% lost contact, 10% Not Known and 4% Moved in with Family or Friends. Positive interventions by Housing staff enabled 65 (86%) of households to remain in their own accommodation, 11 households (14%) secured an RSL tenancy. The number of households requiring to make a homeless application per area:- Bute and Cowal: 1 (3%) of households seeking advice within this area Helensburgh & Lomond: 2 (6%) of households seeking advice within this area Oban, Lorn and the Isles: 23 (68%) of households seeking advice within this area Mid Argyll, Kintyre and Islay: 8 (23%) of households seeking advice within this area.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>This indicator is above target however performance has decreased slightly since the last reporting period</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TARGET FQ3 50% | ACTUAL FQ3 57% G | BENCHMARK Local Housing Strategy: 50% | PERFORMANCE <div style="font-size: 2em; margin-top: 10px;">↓</div> | | | | | | | | | | | | | | | | | | | | | | | | |
| <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Latest status</div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">FQ3 21/22</div> <div style="border: 1px solid black; padding: 5px;">57 %</div> | <table border="1" style="margin: 10px auto; border-collapse: collapse; font-size: 0.8em;"> <caption>Performance Data (Percentage)</caption> <thead> <tr> <th>Quarter</th> <th>Actual</th> <th>Benchmark</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>FQ4 20/21</td> <td>57%</td> <td>50%</td> <td>50%</td> </tr> <tr> <td>FQ1 21/22</td> <td>75%</td> <td>50%</td> <td>50%</td> </tr> <tr> <td>FQ2 21/22</td> <td>68%</td> <td>50%</td> <td>50%</td> </tr> <tr> <td>FQ3 21/22</td> <td>57%</td> <td>50%</td> <td>50%</td> </tr> <tr> <td>FQ4 21/22</td> <td>57%</td> <td>50%</td> <td>50%</td> </tr> </tbody> </table> | | | Quarter | Actual | Benchmark | Target | FQ4 20/21 | 57% | 50% | 50% | FQ1 21/22 | 75% | 50% | 50% | FQ2 21/22 | 68% | 50% | 50% | FQ3 21/22 | 57% | 50% | 50% | FQ4 21/22 | 57% | 50% | 50% |
| Quarter | Actual | Benchmark | Target | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ4 20/21 | 57% | 50% | 50% | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ1 21/22 | 75% | 50% | 50% | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ2 21/22 | 68% | 50% | 50% | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ3 21/22 | 57% | 50% | 50% | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ4 21/22 | 57% | 50% | 50% | | | | | | | | | | | | | | | | | | | | | | | | |

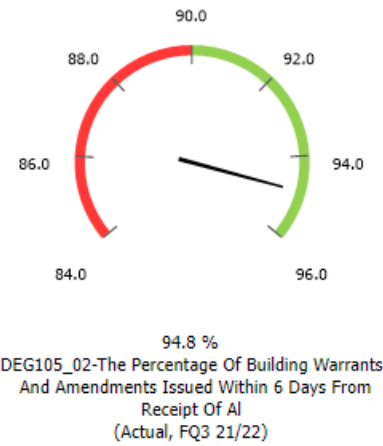
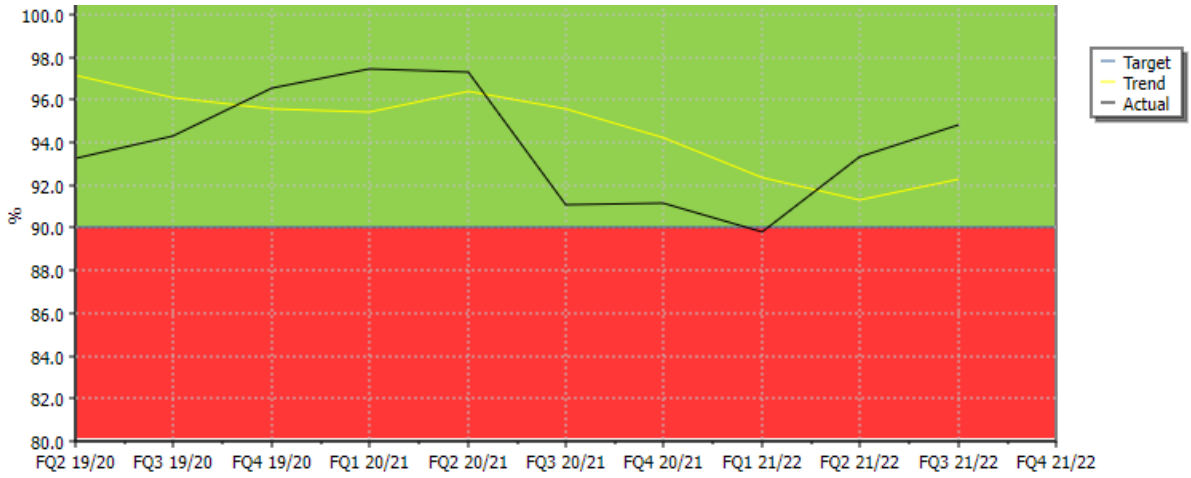
FQ3 2021/22 Key Performance Indicators for Development and Economic Growth

| DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS | | | |
|--|--|---|-----------------------------|
| <p>Indicator: DEG105_01 Respond to Building Warrant applications within 20 days.</p> <p>Why measure this? Providing a prompt service helps support the local economy. This national target allows us to benchmark our performance.</p> | | | |
| <p>Commentary: This is one of the national performance measures for building standards in Scotland. In quarter 3, there has been an increase in performance of 0.5% to 93.9% which is well above the 80% target. This is excellent performance and has been achieved in a period where:</p> <ol style="list-style-type: none"> 1. In quarter 3 we had annual leave entitlement being used by the majority of staff 2. Dangerous building work continued across the area in Campbeltown, Oban (Taynuilt Hotel), Dunoon (Argyll Street) and 5-7 East Clyde Street, Helensburgh. 3. Building warrant numbers are higher than 20/21 but lower than 19/20 as a result of Covid and also increase in price/available of building materials. To offset this, we undertook commercial work on behalf of Scottish Borders Council in quarter 3. 4. The team have prioritised work well, are predominately working from home and are using a variety of different means to undertake work (e.g. remote verification inspections etc.) Corrective actions We will continue to monitor the situation proactively as there is 2.5FTE vacancies for building surveyors which may impact on FQ4 performance. | | | |
| <p>This indicator is above target and performance has improved since the last reporting period</p> | | | |
| TARGET FQ3 80% | ACTUAL FQ3 93.9% G | BENCHMARK FQ2 2020/21: 96.9% Previous quarter performance | PERFORMANCE ↑ |
| | | | |

FQ3 2021/22 Key Performance Indicators for Development and Economic Growth



FQ3 2021/22 Key Performance Indicators for Development and Economic Growth

| DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---|---------|------------|-----------|------------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|-----------|------|------|------|
| <p>Indicator: DEG105_02 The percentage of building warrants and amendments issued within 6 days from receipt of all satisfactory information.</p> <p>Why measure this? Providing a prompt service helps support the local economy. This national target allows us to benchmark our performance.</p> <p>Commentary: This is a local performance measure as the national measure is 10 days, as opposed to 6 days. It is proposed that we now report on 10 days, so we can benchmark with our peers. Performance for 10 days (and indeed 6 days) is above target and in quarter 3, there is 94.8% of all applications were issued within target. This is excellent performance of the team and the use of remote verification inspections support this work. Corrective actions We will continue to monitor the situation proactively as there is 2.5FTE vacancies for building surveyors which may impact on FQ4 performance.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>This indicator is above target and performance has improved since the last reporting period.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>TARGET FQ3 90%</p> | <p>ACTUAL FQ3 94.8%</p> <p style="color: green; font-size: 1.5em; font-weight: bold;">G</p> | <p>BENCHMARK No benchmark</p> | <p>PERFORMANCE</p> <p style="font-size: 2em; font-weight: bold;">↑</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  <p style="text-align: center;">94.8 % DEG105_02-The Percentage Of Building Warrants And Amendments Issued Within 6 Days From Receipt Of All (Actual, FQ3 21/22)</p> | |  <table border="1" style="display: none;"> <caption>Line Chart Data: Performance (%)</caption> <thead> <tr> <th>Quarter</th> <th>Actual (%)</th> <th>Trend (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>FQ2 19/20</td><td>93.5</td><td>97.5</td><td>90.0</td></tr> <tr><td>FQ3 19/20</td><td>94.5</td><td>96.5</td><td>90.0</td></tr> <tr><td>FQ4 19/20</td><td>96.5</td><td>95.5</td><td>90.0</td></tr> <tr><td>FQ1 20/21</td><td>97.5</td><td>95.5</td><td>90.0</td></tr> <tr><td>FQ2 20/21</td><td>97.5</td><td>96.5</td><td>90.0</td></tr> <tr><td>FQ3 20/21</td><td>91.5</td><td>95.5</td><td>90.0</td></tr> <tr><td>FQ4 20/21</td><td>91.5</td><td>94.5</td><td>90.0</td></tr> <tr><td>FQ1 21/22</td><td>90.0</td><td>92.5</td><td>90.0</td></tr> <tr><td>FQ2 21/22</td><td>93.5</td><td>91.5</td><td>90.0</td></tr> <tr><td>FQ3 21/22</td><td>95.0</td><td>92.5</td><td>90.0</td></tr> <tr><td>FQ4 21/22</td><td>94.8</td><td>92.5</td><td>90.0</td></tr> </tbody> </table> | | Quarter | Actual (%) | Trend (%) | Target (%) | FQ2 19/20 | 93.5 | 97.5 | 90.0 | FQ3 19/20 | 94.5 | 96.5 | 90.0 | FQ4 19/20 | 96.5 | 95.5 | 90.0 | FQ1 20/21 | 97.5 | 95.5 | 90.0 | FQ2 20/21 | 97.5 | 96.5 | 90.0 | FQ3 20/21 | 91.5 | 95.5 | 90.0 | FQ4 20/21 | 91.5 | 94.5 | 90.0 | FQ1 21/22 | 90.0 | 92.5 | 90.0 | FQ2 21/22 | 93.5 | 91.5 | 90.0 | FQ3 21/22 | 95.0 | 92.5 | 90.0 | FQ4 21/22 | 94.8 | 92.5 | 90.0 |
| Quarter | Actual (%) | Trend (%) | Target (%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| FQ3 21/22 | 95.0 | 92.5 | 90.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ4 21/22 | 94.8 | 92.5 | 90.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FQ3 2021/22 Key Performance Indicators for Development and Economic Growth

| DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|---|-------------------------|------------------|--------------|--------------|-----------|-----|------|-----------|------|------|-----------|------|------|-----------|------|------|-----------|------|------|-----------|------|------|-----------|------|------|-----------|------|------|-----------|---|------|-----------|---|------|
| <p>Indicator: DEG110_03 The time it takes to determine 'local' planning applications is no longer than 10% above the National Average.</p> <p>Why measure this? This indicates the efficiency of the Council's planning process. Prompt planning application decisions is a driver to support and help grow the local economy.</p> <p>Commentary: The Development Management Team continues to operate with reduced resource. Although the situation improved slightly in FQ3 following some success in recruitment, it will naturally take time for those taking up vacant posts to get up to speed. During FQ3, several legacy applications were finalised and determined, the majority of which were in the OLI team, a team which has carried vacancies and experienced staff turnover in posts over a prolonged period. The headline performance figure of an average of 15.8 weeks to determine these applications, is badly skewed by 7 applications which took between 1 and 4 years to determine. Those taking in excess of a year can be broken down into areas, as follows:- OLI: 5 applications, varying between 1 year and 4 years MAKI: 1 application, which took 2 years H&L: 1 application, which took 2 years Without these 7 excessive applications, the average time to determine would have been 12.2 weeks.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>This indicator is below target and performance has decreased since the last reporting period</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TARGET FQ3 10 Weeks | ACTUAL FQ3 15.8 Weeks R | BENCHMARK Scottish National Average: 2020/21: 10.7 Weeks | PERFORMANCE ↓ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div style="border: 1px solid red; padding: 5px; margin-bottom: 5px;">Latest status</div> <div style="border: 1px solid red; padding: 5px; margin-bottom: 5px;">FQ3 21/22</div> <div style="border: 1px solid red; padding: 5px;">15.8 Wks</div> | <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <caption>Weekly Performance Data</caption> <thead> <tr> <th>Reporting Period</th> <th>Actual (Wks)</th> <th>Target (Wks)</th> </tr> </thead> <tbody> <tr><td>FQ4 19/20</td><td>9.6</td><td>10.0</td></tr> <tr><td>FQ1 20/21</td><td>10.0</td><td>10.0</td></tr> <tr><td>FQ2 20/21</td><td>13.8</td><td>10.0</td></tr> <tr><td>FQ3 20/21</td><td>13.5</td><td>10.0</td></tr> <tr><td>FQ4 20/21</td><td>13.3</td><td>10.0</td></tr> <tr><td>FQ1 21/22</td><td>12.8</td><td>10.0</td></tr> <tr><td>FQ2 21/22</td><td>14.3</td><td>10.0</td></tr> <tr><td>FQ3 21/22</td><td>15.8</td><td>10.0</td></tr> <tr><td>FQ4 21/22</td><td>-</td><td>10.0</td></tr> <tr><td>FQ1 22/23</td><td>-</td><td>10.0</td></tr> </tbody> </table> | | | Reporting Period | Actual (Wks) | Target (Wks) | FQ4 19/20 | 9.6 | 10.0 | FQ1 20/21 | 10.0 | 10.0 | FQ2 20/21 | 13.8 | 10.0 | FQ3 20/21 | 13.5 | 10.0 | FQ4 20/21 | 13.3 | 10.0 | FQ1 21/22 | 12.8 | 10.0 | FQ2 21/22 | 14.3 | 10.0 | FQ3 21/22 | 15.8 | 10.0 | FQ4 21/22 | - | 10.0 | FQ1 22/23 | - | 10.0 |
| Reporting Period | Actual (Wks) | Target (Wks) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ4 19/20 | 9.6 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ1 20/21 | 10.0 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ2 20/21 | 13.8 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ3 20/21 | 13.5 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ4 20/21 | 13.3 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ1 21/22 | 12.8 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ2 21/22 | 14.3 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ3 21/22 | 15.8 | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ4 21/22 | - | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FQ1 22/23 | - | 10.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FQ3 2021/22 Key Performance Indicators for Road and Infrastructure Services

Delivering Our Outcomes – This highlights past performance as illustrated through our Key Performance Indicators (KPIs)

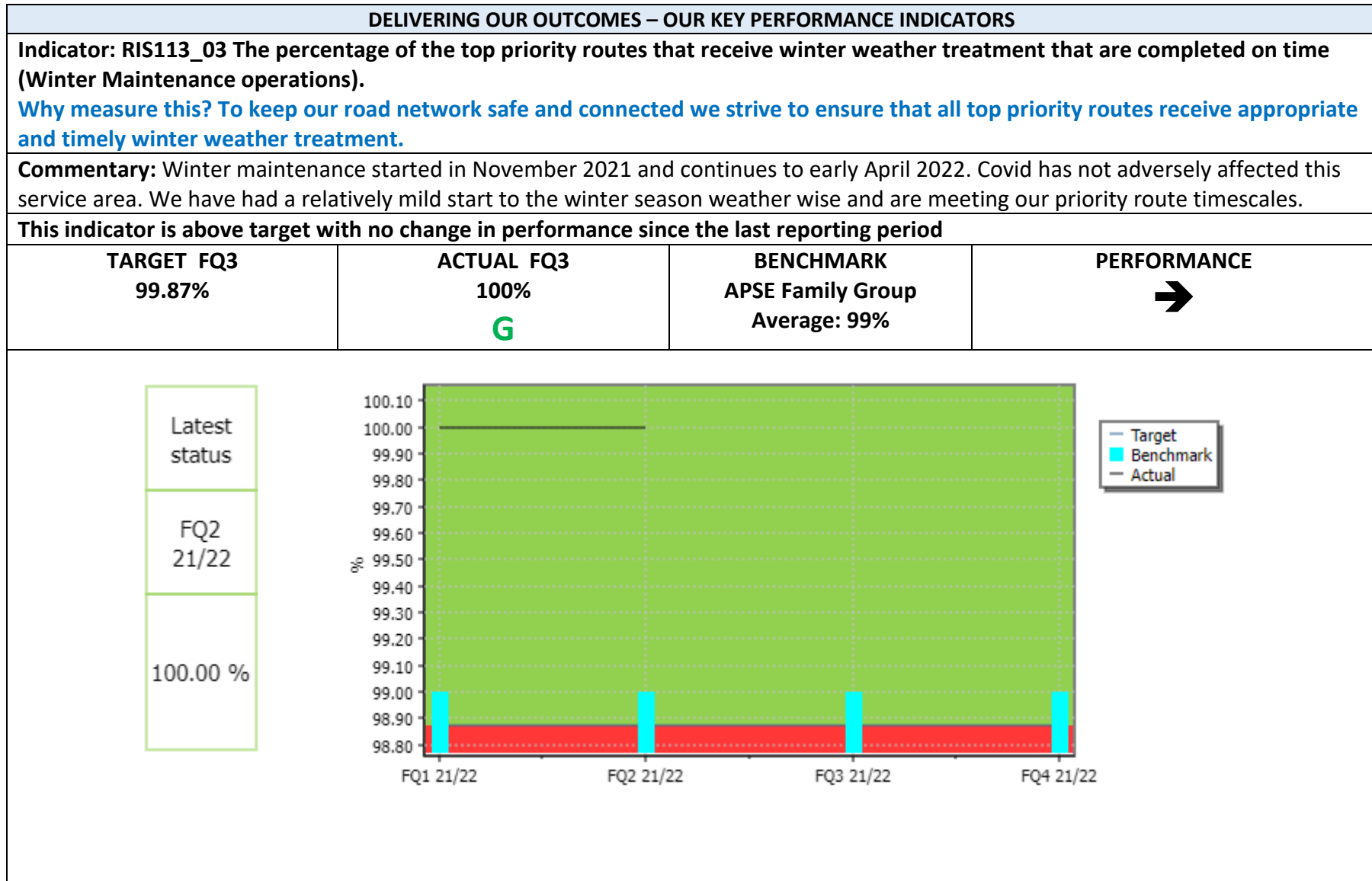
KEY TO SYMBOLS

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 2021/22 Key Performance Indicators for Road and Infrastructure Services



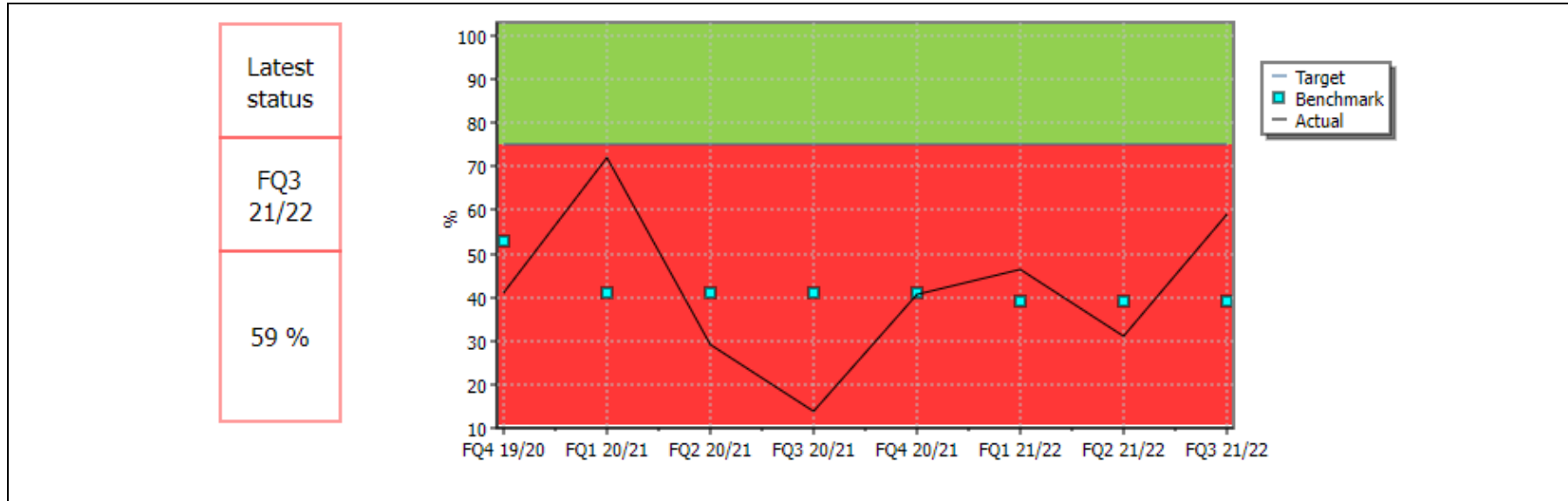
FQ3 2021/22 Key Performance Indicators for Road and Infrastructure Services

| DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS | | | | | | | | | | | | | | | | | | | | | |
|---|---|---------------------------|---|---------|------------|------------|-----------|-----|-----|-----------|-----|-----|-----------|-----|-----|-----------|-----|-----|-----------|-----|-----|
| Indicator: RIS113_04 The percentage of Class 1 potholes that are repaired within 36 hours. Why measure this? Robust pot hole repairs help keep our communities and roads safe. Insurance claims against the council are also kept to a minimum whereby reducing avoidable spend. | | | | | | | | | | | | | | | | | | | | | |
| Commentary: Only 2 Cat 1 potholes were reported and both were dealt with inside the 36hrs. | | | | | | | | | | | | | | | | | | | | | |
| This indicator is above target with no change in performance since the last reporting period | | | | | | | | | | | | | | | | | | | | | |
| TARGET FQ3 100% | ACTUAL FQ3 100% G | BENCHMARK No benchmark | PERFORMANCE ➔ | | | | | | | | | | | | | | | | | | |
| <div style="display: flex; align-items: center;"> <div style="border: 1px solid #ccc; padding: 10px; margin-right: 20px;"> <p style="text-align: center;">Latest status</p> <hr/> <p style="text-align: center;">FQ3 21/22</p> <hr/> <p style="text-align: center;">100 %</p> </div> <div style="flex-grow: 1;"> <table border="1" style="margin-top: 10px; width: 100%; border-collapse: collapse;"> <caption>Performance Data from Chart</caption> <thead> <tr> <th>Quarter</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>FQ4 20/21</td> <td>~93</td> <td>100</td> </tr> <tr> <td>FQ1 21/22</td> <td>100</td> <td>100</td> </tr> <tr> <td>FQ2 21/22</td> <td>100</td> <td>100</td> </tr> <tr> <td>FQ3 21/22</td> <td>100</td> <td>100</td> </tr> <tr> <td>FQ4 21/22</td> <td>100</td> <td>100</td> </tr> </tbody> </table> </div> </div> | | | | Quarter | Actual (%) | Target (%) | FQ4 20/21 | ~93 | 100 | FQ1 21/22 | 100 | 100 | FQ2 21/22 | 100 | 100 | FQ3 21/22 | 100 | 100 | FQ4 21/22 | 100 | 100 |
| Quarter | Actual (%) | Target (%) | | | | | | | | | | | | | | | | | | | |
| FQ4 20/21 | ~93 | 100 | | | | | | | | | | | | | | | | | | | |
| FQ1 21/22 | 100 | 100 | | | | | | | | | | | | | | | | | | | |
| FQ2 21/22 | 100 | 100 | | | | | | | | | | | | | | | | | | | |
| FQ3 21/22 | 100 | 100 | | | | | | | | | | | | | | | | | | | |
| FQ4 21/22 | 100 | 100 | | | | | | | | | | | | | | | | | | | |

FQ3 2021/22 Key Performance Indicators for Road and Infrastructure Services

| DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS | | | |
|---|--|---|--|
| <p>Indicator: RIS113_05 The percentage of street lighting fault repairs are completed within 10 working days.</p> <p>Why measure this? Robust street lighting repairs help keep our communities and roads safe.</p> | | | |
| <p>Commentary: Due to the darker evenings, the winter period is the most common time of year for reports of dark lamps and lighting faults, coupled with the Festive Council shut down, we saw an increase in the number of lighting issues being reported. In FQ2 the number of street lighting outstanding faults reported sat at c.180 with 31% being repaired within the 10 day timeframe. In FQ3 the number of street lighting outstanding faults reported, increased to c.250, with 59% being repaired within the 10 day timeframe.</p> <p>The service acknowledges that performance is still below target and is continuing to work with the action plan, which has been implemented to improve performance. This is reflective of the festive shut down as well as staff absence and staffing levels in line with our budget. Options to supplementing staffing levels are being progressed to reduce the number of faults currently outstanding which is in excess of 250. Again, this should be taken in context with the service managing in excess of 14000 street lights, with c.250 issues being less than 2% of our total lighting responsibilities.</p> <p>Management will continue to review this matter as a high priority, and monitor performance on a weekly basis.</p> | | | |
| <p>This indicator is below target however performance has improved since the last reporting period.</p> | | | |
| <p>TARGET FQ3 75%</p> | <p>ACTUAL FQ3 59%</p> <p style="color: red; font-weight: bold; font-size: 1.2em;">R</p> | <p>BENCHMARK 2020/21: avg. 39% 2019/20: avg. 41%</p> | <p>PERFORMANCE</p> <p style="font-size: 2em; color: black;">↑</p> |
| | | | |

FQ3 2021/22 Key Performance Indicators for Road and Infrastructure Services



FQ3 2021/22 Key Performance Indicators for Road and Infrastructure Services

DELIVERING OUR OUTCOMES – OUR KEY PERFORMANCE INDICATORS

Indicator: RIS114_01 The percentage of waste that is recycled, composted or recovered.

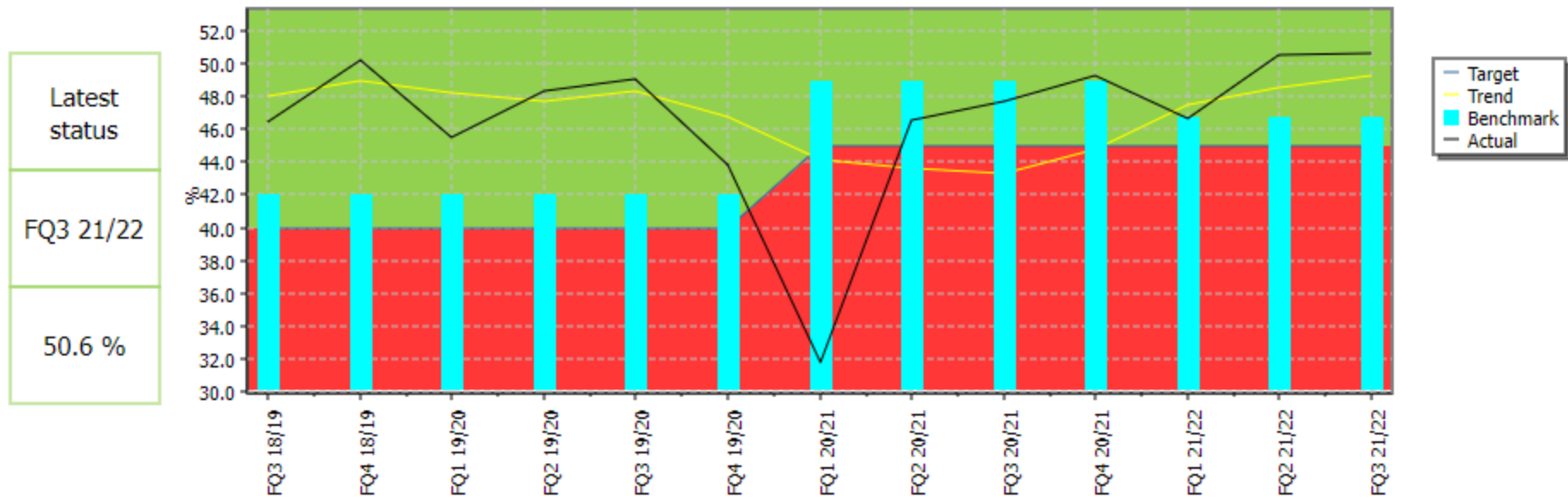
Why measure this? We aim to reduce the amount of material going to landfill. Managing the percentage of waste that is recycled, composted or recovered helps to better understand landfill trends and, where possible, apply interventions to increase diversions from landfill.

Commentary: 50.6% recycling, composting and recovery (37.9% recycling/composting plus 12.7% recovery).

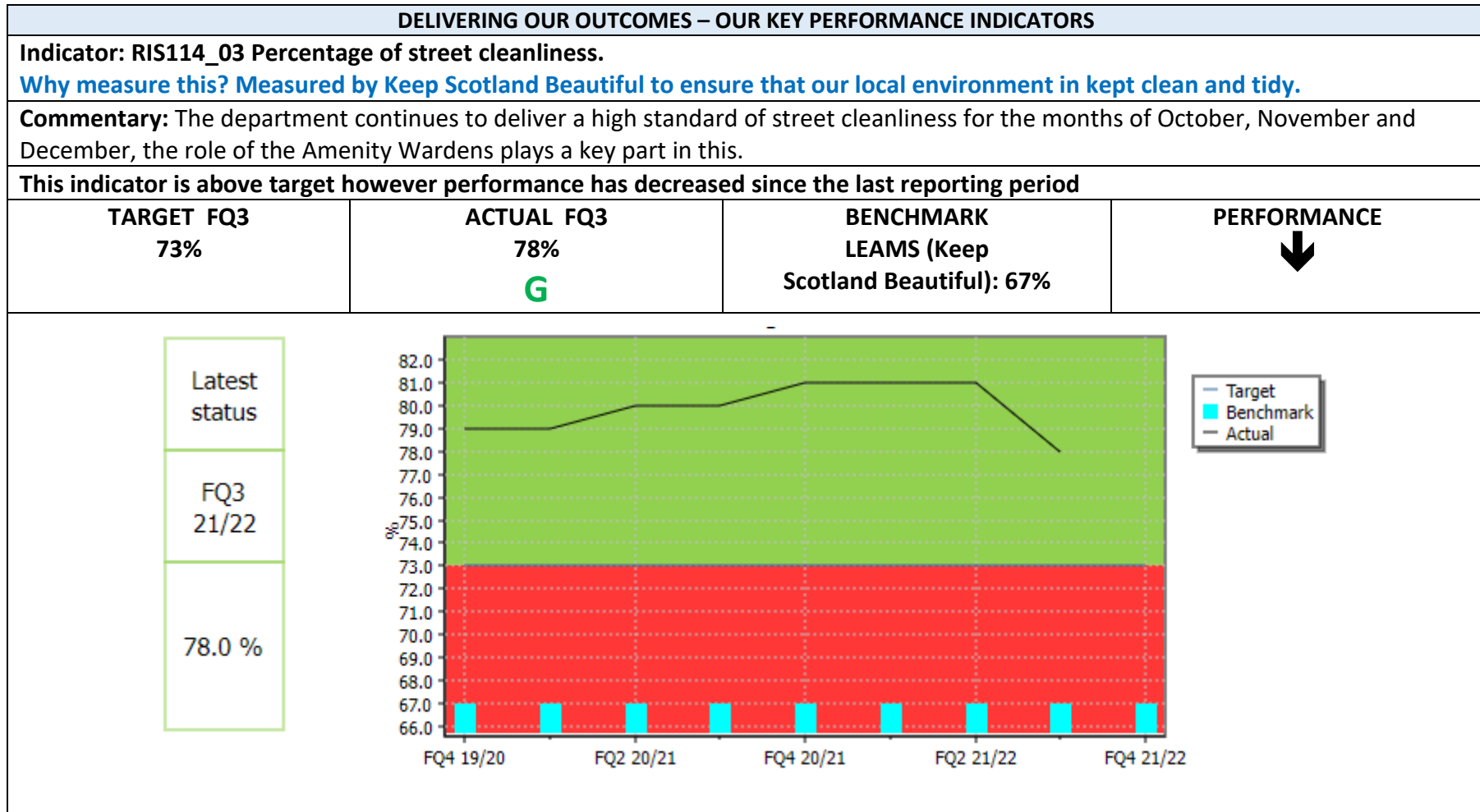
Year to date rate of 49.2% similar to pre-Covid levels. Overall municipal waste tonnages however, have risen so far in 21/22 year compared to first 3 quarters combined in 19/20 year (pre-Covid) by circa 5%. This is likely in part due to high visitor numbers during the summer months and some new housing developments coming on stream in 2021.

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

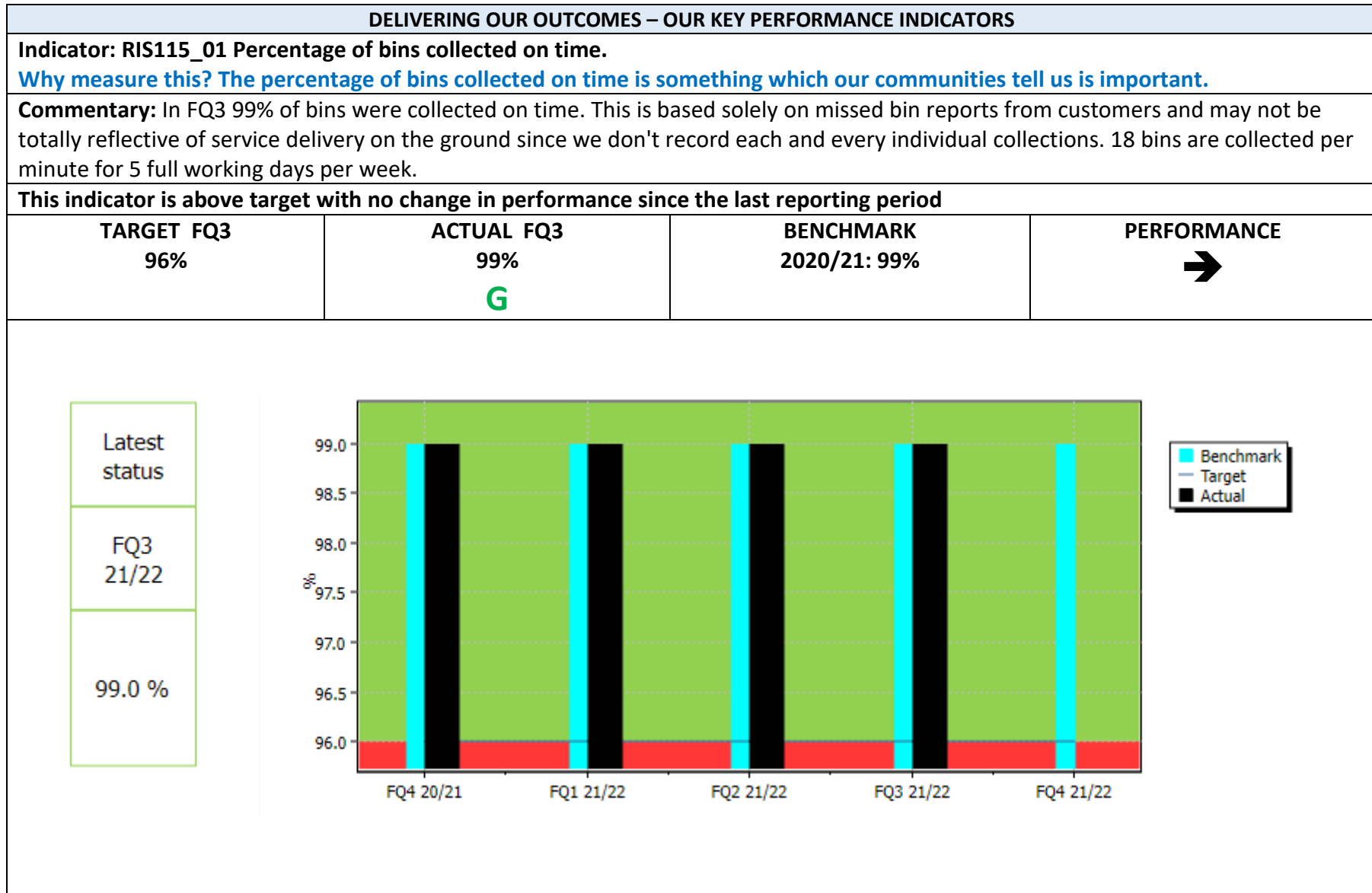
| TARGET FQ3 | ACTUAL FQ3 | BENCHMARK | PERFORMANCE |
|------------|------------|--|-------------|
| 45% | 50.6% | 2019/20 actual: 46.7% 2018/19 actual: 48.9% | ↑ |



FQ3 2021/22 Key Performance Indicators for Road and Infrastructure Services



FQ3 2021/22 Key Performance Indicators for Road and Infrastructure Services



ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT &
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE SERVICES****3 MARCH 2022**

**WASTE PPP AND LANDFILL BAN COMPLIANCE - PROGRESS UPDATE ON
OPTIONS**

1.0 EXECUTIVE SUMMARY

- 1.1 This report is an update on the options being appraised to identify the most appropriate choice for the future of the Waste PPP that supports compliance with the Landfill ban and provides overall best value to Argyll & Bute Council. The transition to Landfill ban compliance will result in increased revenue costs from a combination of a higher gate fee and haulage costs. The purpose of the options appraisal is to identify what option offers the best overall value and the option that is the most deliverable. The review will identify and future proof the Councils journey in the respect of the handback of the PPP contract and will focus on the workable solution to accommodate the landfill ban ensuring that appropriate timescales are identified and the work process that is to be undertaken.

RECOMMENDATIONS

Members are recommended to:-

- Endorse the report and the approach being taken to determine the most appropriate option for the Council regarding waste disposal;
- To note that a further report detailing an options appraisal will come forward to the September EDI Committee, providing information on the preferred option and outlining any capital and revenue cost implications.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT &
INFRASTRUCTURE COMMITTEE

ROAD AND INFRASTRUCTURE SERVICES

3 MARCH 2022

**WASTE PPP AND LANDFILL BAN COMPLIANCE - PROGRESS UPDATE ON
OPTIONS**

2.0 INTRODUCTION

- 2.1 This report is an update on progress on the options to identify the most suitable option for the future of the Waste PPP contract to enable Officers to support compliance with the Landfill ban and provide overall best value to Argyll & Bute Council. The recommendations of this report form the basis of the request to the Scottish Government to mitigate against increased costs resulting from the PPP agreement.
- 2.2 The Council have a Waste PPP agreement with Renewi (formerly Shanks) that began in 2001. The 25 year PPP agreement subsists until September 2026.
- 2.3 Within the PPP area, around 25,000 tonnes of residual (general) waste is processed every year. The Waste PPP agreement covers the majority of the Council's area and population. Argyll & Bute Council is the most expensive cost per household out of all of the local authorities in Scotland at around £200 per premise; the national average is around £100 per premise for waste disposal due to geography and PPP contract which processes general waste to provide a higher level of diversion from landfill than provided by many other Scottish Authorities.
- 2.4 The ban on the disposal of Biodegradable Municipal Waste ban to Landfill is a measure brought in under the Waste (Scotland) Regulations 2012. The alternative to Landfill is a transition from Waste Disposal to Waste recovery via Energy from Waste (EfW). The Scottish Government announced a national review of EfW which will run until March 2022. Further information on the outputs from this review will be shared with members post March 2022.
- 2.5 To comply with the Landfill ban the Council is required to ensure that residual waste will go for recovery via EfW rather than disposal at landfill. Increasing uncertainty in terms of national policy for waste disposal is impacting on the Council's time line for having in place a compliant solution.

3.0 RECOMMENDATIONS

3.1 Members are recommended to:-

- Endorse the report and the approach being taken to determine the most appropriate option for the Council regarding waste disposal;
- To note that a further report detailing an options appraisal will come forward to the September EDI Committee, providing information on the preferred option and outlining any capital and revenue cost implications.

4.0 DETAIL

PROGRESS UPDATES

4.1 To comply with the landfill ban officers identified changes required on Island sites for future proofing and compliance with the landfill ban. Various infrastructure improvements have taken place.

4.2 The Council site located at Glengorm on Mull has seen the build of a landfill cell and the conversion of the existing shed to a Waste Transfer Station.

4.3 The Islay site located at Gartbreck has a new Waste Transfer Station under development. This is converted from the original shed at that location. In early 2022 the tender will be released for the build of a new landfill cell at Gartbreck.

4.4 Joint procurement has taken place between Argyll & Bute Council and West Dunbartonshire Council for residual waste for the Helensburgh and Lomond area. This residual waste material is transported to Auchencarroch, Barr Environmental Limited's site in Alexandria.

4.5 Barr Environmental have been the subject to a Tax Tribunal which has resulted in Barr Environmental being liable to a large tax repayment. It is understood that Barr Environmental (BE) have appealed the Tax Tribunal outcome and that the appeal will be taken in March this year. With the size of the tax liability there is a risk to the viability of BE, and officers have taken the following action to mitigate BE not being able to continue to deliver the existing contract:-

- Engaged with the other 5 Councils who currently procure services from BE, Scottish Government and Zero Waste Scotland to ensure that mutual support is available and information sharing takes place
- Made contact with other suppliers to ensure that arrangements can be quickly procured should the BE contract not be available
- Held meetings with SEPA regarding both a temporary and permanent waste transfer station which would be required, should an alternative (and more distant) off taker be utilised
- Carried out design work for a waste transfer station to ensure that a solution could be quickly progressed

4.6 Officers are engaging with Renewi in relation to the handback of the Waste PPP contract. Progress to date includes:-

- The introduction of a working group of Council colleagues to enable the smooth transition of the handback;
- A draft Project Initiation Document has been developed;
- A combined share point is in place for the sharing of contract documentation/file sharing;
- A document review agreement has been initiated;
- A risk issues log is in use by both Council and Renewi officers to identified risks and to rate them accordingly;
- Officers will be attending each Renewi site in 2022 to identify what changes will be required to adapt current Renewi operational landfill sites to Waste Transfer Stations prior to the handback of the contract in September 2026;
- A brief is being developed for an external consultant, which will review the options for the return of the contract at the end of its term in 2026.

4.7 Officers are procuring support from Caledonian Economics to carry out a study on the options available to the Council for future waste provision. This study will follow the Treasury Green Book on Investment Appraisal. Work already completed by the Council forms the first part of the Options process set out in the Green Book (“Generating Options and Long-list Appraisal”), and the four work streams detailed below form the “Shortlist Options Appraisal” and “Valuation of Costs and Benefits”. The workstream of options are noted in Appendix 1. The options at this stage are in draft with the final requirements are to be completed prior to works commencing. The Workstreams are summarised below.

Workstreams:-

- Workstream A – Analysis of options for Waste PPP

The purpose of Workstream A is to identify a preferred path out of the PPP contract, whether early termination under the terms of the contract, variation to make it technically complaint (perhaps an EfW solution specified by Renewi), or a separate mutual agreement (for example by altering the Expiry Date).

- Workstream B – Long Term Technical Options Mapping

Workstream B will identify a shortlist of ideal long term solutions beyond 2025/2026. There are several variables in this including the possibility of partnering solutions with neighbouring authorities (notably Highland Council, West Dunbartonshire, Eilean Siar).

- Workstream C – Short-to-Medium Term Technical Options Mapping

The purpose of Workstream C is to identify a shortlist of solutions to get to 2025/26. These solutions could be constituent parts of the long term solutions identified in Workstream 2 or separate shorter term arrangements.

- Workstream D – Valuation of Costs and Benefits

Workstream D will provide an analysis of and quantify the costs and benefits of each option identified by developing and running a flexible spreadsheet model (as recommended in the Green Book).

- 4.8 The consultant's report will include a timeline on the workstream requirements working backwards from the date of the PPP end and Landfill Ban implementation date, included will be key actions and options open to the Council. It is noteworthy to advise that there is a sufficient amount of time for any of the required works from the recommendations of the consultancy to be implemented.
- 4.9 Officers will arrange for further Member seminars to highlight the consultancy outputs and to offer direction in relation to the waste PPP and the requirements to comply with the Landfill ban.

LANDFILL BAN CHALLENGE

- 4.10 Officers have developed options for the transition to a Landfill ban compliant system of Waste Recovery. Argyll & Bute faces a unique set of circumstances that disproportionally increase the cost challenge of the change to accommodate landfill ban compliance.
- 4.11 The Council's low overall quantity of residual waste tonnage feedstock make the construction and operation of a standalone Argyll & Bute based EfW plant unviable. There is no pre-existing facility within the Council area, the only compliant recovery option available to the Council is to transport the waste material for recovery elsewhere, preferably within Scotland. The Councils distance from the majority of Scottish EfW plants in the central belt presents a significant and an ongoing increase in revenue costs as a result of haulage/ferry requirements.
- 4.12 There is continuous uncertainty which surrounds SG policy changes which is having an adverse effect on the delivery of works e.g. the Energy from Waste review which is currently being carried out by the SG. The Scottish Deposit Return Scheme and the potential effects that this may have on the Council. In addition, the Food Waste Review has also been mentioned by the SG. However, this review has no confirmed date to be undertaken.

WASTE PPP RESIDUAL WASTE

- 4.13 The transition to the Landfill of residual waste to its recovery as EfW will result in increased revenue costs for EfW gate fee and haulage costs. This is the case for a number of rural authorities in Scotland. However, this is notwithstanding that Argyll is disadvantaged by the Waste PPP agreement unlike other authorities.
- 4.14 All Waste and Recycled material collected by the Council within the PPP area must be disposed of through the PPP contract. Any change in policy or

regulation that occurs during the term of the agreement that requires disposal services to be altered, triggers a “Change of Law” clause in the agreement.

- 4.15 The likely technical solution that is available to the Council is to source a long-term (seven to fifteen year) contract with an EfW off-taker. The solution would require the conversion of existing Renewi operational landfill sites to Waste Transfer Stations to allow for the storage and haulage of residual waste material to EfW plants.

NEXT STEPS

- 4.16 Officers continue to progress all Waste related matters and have noted below the next steps that are being taken. A timeline is drafted which includes the next steps and recommendations which should be noted.
- Officers will continue to engage with Renewi in relation to the handback process of the Waste PPP contract.
 - Officers will be attending each Renewi site in 2022 to identify what changes will be required to adapt current Renewi sites to Waste Transfer Stations prior to the handback of the contract in September 2026.
 - Officers will further engage with Scottish Government regarding options and implications for Argyll and Bute Council.
 - The options appraisal as noted above will be progressed with results reported back to Members in the early course of the new Council.

| TIMELINE – NEXT STEPS/ PROGRESS | | | |
|--|--|---|-------------------------------|
| Action/Event | Progress | Owner | Implementation Date |
| Officers continue to engage with Renewi for Waste PPP contract handback | Meetings have taken place with various documents being shared. This engagement will be ongoing until September 2026 or prior to any change in the contract. | Fleet, Waste & Transport Manager | September 2026 |
| Officers will be attending all Renewi managed sites between January and April 2022 to identify requirements for the site handback and lead-in to compliance with the landfill ban | Meetings to be arranged, tours of all facilities with photographs, videos taken as required. | Fleet, Waste & Transport Manager | January – April 2022 |
| Officers are procuring the services of specialist advisors to carry out an options appraisal of the available options for future waste disposal options. This is detailed in the report above. | A terms of reference has been pulled together based on the work streams detailed above. The procurement process is being concluded in January. Options appraisal report to be complete by June 2022. | Head of Roads and Infrastructure | June 2022 |
| Barr Environmental. Possibility of BE not being able to provide the waste disposal contract to ABC as a result of the Tax Tribunal | Meetings with BE, the other 5 councils who procure services from BE and Scottish Government. Meetings with SEPA regarding waste transfer station licensing etc. Soft market testing and procurement exercises for alternative suppliers should BE not be able to deliver contract obligations. | Head of Roads and Infrastructure and Fleet, Waste & Transport Manager | Appeal decision date unknown. |

| | | | |
|--|--|--|--|
| Members are requested to support the Chief Executive to approach all aspects of support through COSLA. | A&BC Chief Executive to engage with COSLA. | Chief Executive Dates to be confirmed | |
|--|--|--|--|

5.0 CONCLUSION

- 5.1 Officers have been progressing a number of issues in preparation for the landfill ban in December 2025. Support is being procured from Caledonian Economics to carry out a study on the options available to the Council for future waste provision and a further report will be brought back to the EDI Committee in September.

6.0 IMPLICATIONS

- 6.1 Policy – This work stream is noted in the Council’s waste policy. Delays in the Scottish Deposit Return Scheme and Energy from Waste SG review increase uncertainty in policy issues.
- 6.2 Financial – Compliance with the 2025 Landfill ban will require financial resource from the Council. As the Scottish Government are initiating the change, Officers will pursue financial support from the Scottish Government for this change to provide a long-term financially sustainable solution. Further financial risk concerns relate to Barr Environmental Ltd entering liquidation and the Council having to procure services at a higher cost. Additional costs for an options appraisal by external consultants should be noted.
- 6.3 Legal – The Council is required to comply with the national ban on Biodegradable Municipal Waste to Landfill.
- 6.4 HR – HR issues will be addressed in the external options appraisal relating to the handback of the contract.
- 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 Climate Change – Transitioning from Landfill to Energy from Waste would result in a reduction in the annual quantity of Greenhouse Gas Generated in Argyll and Bute.
- 6.7 Risk – None
- 6.8 Customer Service – None

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

Jim Smith, Head of Road and Infrastructure Services

Policy Leads: Councillors Gary Mulvaney and Rory Colville

11th January 2022

For further information contact: John Blake - Fleet, Waste & Transport Manager
Jim Smith – Head of Roads and Infrastructure

APPENDIX 1

CONSULTANT SCOPE OF SERVICES

BACKGROUND

The Council are required to comply with the national ban on disposal of Biodegradable Municipal Waste to landfill which will come into force in December 2025.

The Environment Development and Infrastructure Committee (EDI) report of 3 June 2021 provided an update of the Council's Waste Strategy and summarised the opportunities, challenges and uncertainties that the Council is facing as it seeks a way forward that is Best Value and that will comply with the ban on the disposal of Biodegradable Municipal Waste to landfill.

The key points to note are:

- the cost of complying with the ban will entail significant capital and ongoing revenue challenges to the Council;
- the geography of Argyll and Bute presents particular challenges to the collection, treatment and disposal of waste. Three different models are used to cover the main islands (Tiree, Islay, Jura, Coll, Mull, Iona and adjacent small isles); Helensburgh and Lomond; and the remaining mainland and islands;
- the Council is committed to a PPP contract with Renewi which expires in 2026. The current disposal arrangements under the PPP will not comply with the 2025 ban. PPP contracts can be complicated to vary and expensive to terminate;
- the Council has an arrangement with Barr for the disposal of waste collected in the Helensburgh and Lomond area. The future of that contract is uncertain;
- a Deposit Return Scheme is being consulted on but its details are not known and its launch has been put back to summer 2023 at the earliest;
- the Council has signed up to the voluntary Household Recycling Charter and associated Code of Practice. This is expected to be made mandatory.

Regardless of what happens between the landfill ban coming into force in 2025 and the expiry of the PPP contract the following year, a solution that is permanent, compliant and Best Value must be found. The challenge of navigating the final months of the PPP should not stand in the way of identifying and implementing the best long term solution.

The Consultant will carry out an Options Appraisal to model potential changes in Local Authority waste and recycling provision. The Options Appraisal will seek to maximise operational efficiency and where possible reduce the cost of the service or align with policy requirements.

The Options Appraisal will consist of 4 workstreams.

The Consultant will provide:

Workstream A – Analysis of options for Waste PPP

The purpose of this workstream is to narrow down (ideally to one) the permutations of what could happen to the PPP contract between the date of the landfill ban and the expiry of the PPP.

The Consultant will:

1. review the PPP contract to identify termination/variation options;
2. review the financial model;
3. provide an estimate of fixed costs of variation/termination.

The purpose of this workstream is to identify a preferred path out of the PPP contract, whether early termination under the terms of the contract, variation to make it technically compliant (perhaps an EfW solution specified by Renewi), or a separate mutual agreement (for example by altering the Expiry Date).

This is primarily a desktop exercise although some discussions with the relevant officers in Scottish Government will be needed (we note that engagement is ongoing).

Workstream B – Long Term Technical Options Mapping

The Consultant will:

1. identify a shortlist of ideal long term solutions beyond 2025/2026. There are several variables in this including the possibility of partnering solutions with neighbouring authorities (notably Highland Council, West Dunbartonshire, Eilean Siar).

The findings of Workstream A regarding the future of the PPP is key to keeping the shortlist manageable. The technical sectoral expertise to map out the options already exists in the Council. The Consultant will facilitate the process and to ensure that there is sufficient clarity on the options for them to be expanded in a Green Book appraisal. A workshop would be the most effective and efficient way of agreeing which options to be taken forward into more detailed analysis.

Workstream C – Short-to-Medium Term Technical Options Mapping

The Consultant will:

1. identify a shortlist of technical solutions to get to 2025/26

The purpose of the third workstream is to identify a shortlist of solutions to get to 2025/26. These solutions could be constituent parts of the long term solutions identified in Workstream 2 or separate shorter term arrangements.

As with Workstream 2, making assumptions to fix as many of the variables as possible provides the key to developing a manageable shortlist. This means agreeing which variables will have a major influence on the outputs, and which are less significant. For example it could be assumed that the Deposit Return Scheme will initially have an insignificant impact on the waste stream in its early days, but will gradually divert more as time goes on. If necessary, the results of Green Book analysis can be examined to test for sensitivity to these input assumptions.

As discussed above, the technical sectoral expertise exists in the Council and our role would be to facilitate the process and to ensure that there is sufficient clarity on the options for them to be expanded in a Green Book appraisal. This can be done during the same workshop as Workstream B.

Workstream D – Valuation of Costs and Benefits

Workstreams A, B and C will provide a set of pathways that lead from the present day to long term arrangements that meet the needs of the area, are compliant, and have the flexibility to cope with foreseeable changes in demand and regulations.

The Consultant will provide an analysis of and quantify the costs and benefits of each option identified by developing and running a flexible spreadsheet model (as recommended in the Green Book), following these steps:

1. identify and value costs and benefits of all the pathways identified and for each:
 - a. estimate the financial cost to the public sector (in real base year prices);
 - b. qualitatively assess non-monetisable costs and benefits;
 - c. apply Optimism Bias and adjustments for avoidable, transferable and retained risks;
 - d. maintain Risk and Benefits Registers;
 - e. sum the values of costs and benefits in each year;
 - f. discount the yearly sums of costs and benefits and add these over time to produce the Net Present Social Value (NPSV) of each option;
2. then:
 - a. calculate Benefit-Cost Ratios (BCRs);
 - b. identify the preferred option considering NPSV, BCR, non-monetisable features risks and uncertainties;
 - c. conduct sensitivity analysis and calculate switching values for options.

REPORTING

The consultant will prepare a report and deliver a summary presentation to a relevant group from the Council summarising:

- a. the analysis under the four workstreams set out above;
- b. a preferred way forward for the Council;
- c. recommendation for next steps and outline implementation plan.

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH SERVICE

03 MARCH 2022

**ARGYLL AND BUTE COVID 19 RECOVERY
RESTART, RECOVER AND RENEW:
DELIVERING AND RESETTING OUR RECOVERY STRATEGY AND ACTION
PLAN**

1.0 EXECUTIVE SUMMARY

- 1.1 This report, presents to Members, the progress report providing details of the work undertaken to recover from the Covid pandemic. The report, from the Recovery Working Group, outlines actions and achievements to date, and the medium to long-term priorities to support the area recovering from the impact of the pandemic, to the “new normal”.
- 1.2 This document provides an overview of progress with the Argyll and Bute Recovery Strategy and Action Plan, our achievements and our current priorities. This work focussing on **restart, recover and renew**, recognises the importance of restarting public services and adapting our continued response to tackling the impacts, both positive and negative, of the COVID pandemic to our local communities, our services, the economy and to public health.
- 1.3 There has been significant progress restarting services, embedding new practice and learning from the pandemic and in considering the critical areas affected by the Covid pandemic and associated restrictions. A partnership approach engaging with other agencies, including Highland and Islands Enterprise, Scottish Enterprise and Third Sector Interphase, is critical in maintaining recovery to the “new normal” post Covid.

RECOMMENDATION

It is recommended that the Environment, Development and Infrastructure Committee consider this update report, along with the attached appendix.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH SERVICE

03 MARCH 2022

**ARGYLL AND BUTE COVID 19 RECOVERY
RESTART, RECOVER AND RENEW:
DELIVERING AND RESETTING OUR RECOVERY STRATEGY AND ACTION
PLAN**

2.0 INTRODUCTION

- 2.1 In response to the Covid pandemic, the Council agreed a Recovery Strategy and Framework, to support the recovery to the “new norm”. This work is being coordinated through the well-established Recovery Working Group and the specific thematic working groups.
- 2.2 This attached document (**Appendix 1**) provides an overview of progress with the Argyll and Bute Recovery Strategy and Action Plan, our achievements and our current priorities. This work, focusing on *restart, recover and renew*, recognises the importance of restarting public services and adapting our continued response to tackling the impacts, both positive and negative, of the COVID pandemic to our local communities, our services, the economy and to public health.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee consider this update report, along with the attached appendix.

4.0 DETAIL

- 4.1 The attached report, “*RESTART, RECOVER AND RENEW*” details the achievements made in “recovery”; medium term priorities and the intention that the longer term issues are embedded within the strategic and corporate plans for key agencies and partners.
- 4.2 There are a number of medium term projects that target key areas for recovery over a 1-2 year delivery period. These address a range of issues including the challenging economic outlook of Argyll and Bute where the number of people claiming unemployment benefits, is higher than that pre-pandemic and optimising the opportunities through the Economic Strategy and other means, including the Council’s Staycation Programme. These critical issues include:-

1. Skills shortage in Argyll and Bute across a range of business sectors and occupations;
2. High unemployment focused on particular areas and under employment;
3. Medium to longer term recovery difficult to plan with annualised budgets;
4. Continuing population decline and aging population underpins all Covid impact and recovery efforts;
5. Targeting recovery activity at the sectors and demographics most affected by the Covid pandemic;
6. Vulnerability of community groups and organisations from the impact of Covid, including capacity, volunteers, financial impacts from changes to income generating activities;
7. Rising build costs and supply chain issues.

4.3 Economic and Social recovery, together with building back stronger communities and longer term outcomes. Recovery and renew requires to be an integral part of what the Council and our Community Planning Partners do, going forward. Recovery from this pandemic will need collaboration, networking and partnership between the Council and our many partners including the local community. The intention is to embed and mainstream Recovery into the strategic and service plans of the Council, Health and Social Care Partnership and other external partners. This requires agreement by the Council, the Community Planning Partnership and Local Resilience Partners

5.0 CONCLUSION

5.1 There has been significant progress restarting services, embedding new practice and learning from the pandemic and in considering the critical areas affected by the Covid pandemic and associated restrictions. A partnership approach engaging with other agencies, including Highland and Islands Enterprise, Scottish Enterprise and Third Sector Interphase, is critical in maintaining recovery to the “new normal” post Covid.

6.0 IMPLICATIONS

- 6.1 Policy - Consistent with current corporate policies and Council’s civil contingencies remit.
- 6.2 Financial - Financial management embedded within strategy.
- 6.3 Legal - Statutory duty on Local Authority.
- 6.4 HR – None.
- 6.5 Fairer Scotland Duty:
 - 6.5.1 Equalities - protected characteristics: Recovery Strategy encompasses all areas and communities.
 - 6.5.2 Socio-economic Duty: Embedded within the recovery process.
 - 6.5.3 Islands: Embedded within the recovery process.
- 6.6 Climate Change - positive impact as a result of new ways of working, enhanced use of technology and reduced travel

- 6.7 Risk - Strategy minimises risks.
- 6.8 Customer Service - Embedded into Recovering Council activities.

Executive Director with responsibility for Development and Economic Growth

Date 12/01/2022

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Appendix 1:

ARGYLL AND BUTE COVID 19 RECOVERY
RESTART, RECOVER AND RENEW: DELIVERING AND RESETTING OUR
RECOVERY STRATEGY AND ACTION PLAN

**ARGYLL AND BUTE COVID 19 RECOVERY
RESTART, RECOVER AND RENEW:
DELIVERING AND RESETTING OUR RECOVERY STRATEGY AND ACTION
PLAN**

1 EXECUTIVE SUMMARY

- 1.1 The Argyll and Bute Recovery Action Plan outlines the key themes and the actions to recover from the COVID-19 pandemic and to shape the “new normal”.
- 1.2 The COVID pandemic is unique in civil contingency terms, as we have a long active incident phase rather than having to deal with a finite incident and then moving swiftly on to a recovery stage and then on to business as usual. Despite this complexity, considerable progress has been made in delivering our Recovery Plan and identified actions. Although, this has been negatively impacted by the second national lockdown on 26th December 2020 which lasted until 26th April 2021, together with a series of transitional stages to 9th August 2021 and “beyond level 0” for Scotland, and further omicron restrictions.
- 1.3 This document provides an overview of progress with the Argyll and Bute Recovery Strategy and Action Plan, our achievements and our current priorities. This work focusing on **restart, recover and renew**, recognises the importance of restarting public services and adapting our continued response to tackling the impacts, both positive and negative, of the COVID pandemic to our local communities, our services, the economy and to public health.
- 1.4 As the impact of the Covid 19 pandemic continues, full recovery is still a long-term objective in some areas of operation that will require greater collaboration, networking and partnership working. The Council have a role to coordinate recovery in civil contingency terms, with the ultimate aim to embed the recovery priorities into the Council/ HSCP/Community Planning Partnership and other agencies strategic and operating plans. The recovery process provides an opportunity to learn from the Covid pandemic and to embed good practice, which includes pro-actively engaging with communities and workforce, and adopting new working practices (i.e. working from home and making better use of digital infrastructure.)

2 INTRODUCTION

- 2.1 The impacts of the COVID pandemic continuing to be felt on a global scale with an estimated 300m people having tested positive for Covid 19. There are also significant national, regional and local impacts that need to be carefully considered as part of an overall response. Responding to the pandemic, the Council, working with our partners, developed and approved the Argyll and Bute Covid Recovery Strategy and Framework that outlines its process for recovery over the short, medium and longer term. In very

fluid and changing circumstances, the Overarching Recovery Working Group, together with its sub groups, has been instrumental in implementing and delivering this strategy together with its associated action plan.

- 2.2 This document details our achievements to date, medium priorities and proposes an approach to embed recovery and renew into the strategic and operating plans for the Council, partner agencies and community partners. The adequacy of the Recovery Strategy was also been considered.

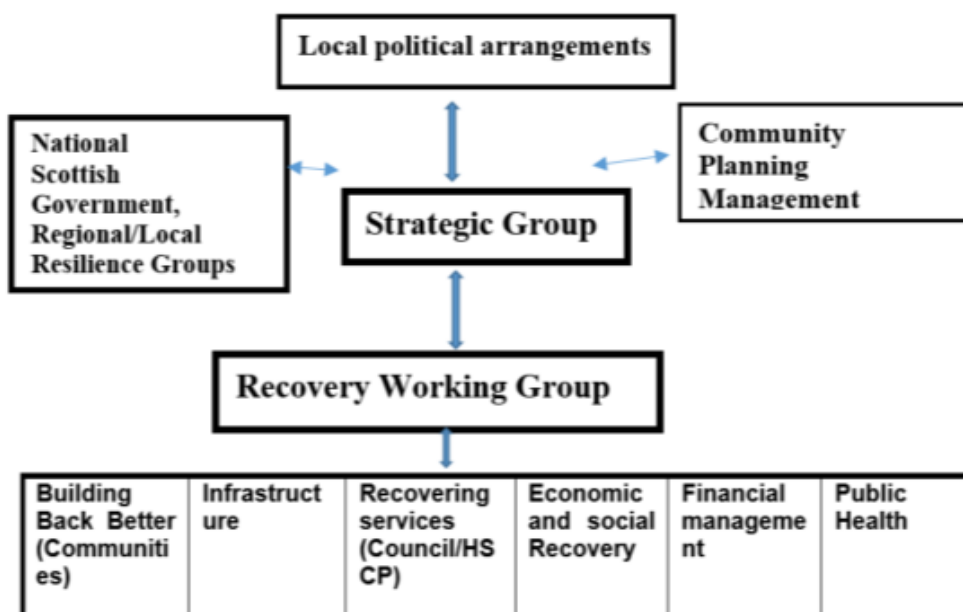
3. ARGYLL AND BUTE RECOVERY STRATEGY AND FRAMEWORK

- 3.1 Argyll and Bute’s Recovery Strategy and Framework, approved by the Council’s Business Continuity Committee on 25th June 2020, outlined the process being worked on with our partners including multiple public agencies, the third sector and local communities, to ensure a planned “**return to normality**” from the Covid 19 pandemic.

The Recovery Action Plan, agreed by the Council’s Policy and Resources Committee on 10th December, outlined the specific actions and priorities for the thematic groups, as we considered the “new norm”. The Strategy and Plan are available via [this link \(Argyll and Bute Recovery Action Plan Appendix.pdf \(argyll-bute.gov.uk\)\)](#)

- 3.2 Our plans focused on renewal, our desire to transform service delivery to support the long-term future of the Council and other services, and its people, to take the lessons from the Covid pandemic to ensure our ongoing readiness and enhance our economic and community resilience. The plan recognised the importance of economic and social factors in driving recovery and building back stronger communities.

- 3.3 The Framework and objectives outlined in the Strategy were:-



Objectives:

- Reinstatement of normality in terms of Council and HSCP services, including a new approach to our buildings with a focus on hybrid working, a hub model and smarter use of buildings.
- Continued protection of public health, including the safe reopening of local businesses and activities following closure and subsequent restrictions
- Develop and deliver a proactive and integrated framework for the care of vulnerable people in our communities in terms of social care, medical treatment and supplies.
- Support and encourage Economic wellbeing and recovery to business and communities.
- Reinstate transport networks as soon as practicable.
- A proactive and integrated framework for communication (public information, employee information and media relationships)
- Deliver a proactive response to the impacts of Covid 19 on community organisations and volunteers.
- Maintenance of detailed and audited financial records for all activity, decisions and expenditure.
- The involvement, and co-operation, of the community and all relevant agencies.

3.4 The nature of the pandemic has complicated recovery to the “new normal” with the reinstatement of public health restrictions on a number of different occasions due to increasing Covid cases and emerging variants of the virus. However, Government strategies are now moving towards “living with the virus” following the successful national vaccination programme, providing the opportunity to consider the full impacts of the pandemic. In addition, the EU Exit continues to have an impact on the local economy in terms of the ongoing shortages in available workforce across a number of key sectors and occupations. Recovery is now an integral focus for the delivery of the Council’s Economic Strategy 2019-2023 and subsequent Economic Recovery Strategy including securing additional funding streams associated with the likes of the UK Levelling Up Agenda and the Argyll and Bute Rural Growth Deal into the medium to longer term. In addition, Argyll and Bute has had to contend with the ongoing issues around the A83 trunk road poor reliability and an ageing Cal Mac ferry fleet with its passenger and freight capacity constrained through Covid restrictions. All this activity, much of it out with the control of the Council, impacts on the “recovery process” and has been built into the Recovery Working Groups overview.

4 ACHIEVEMENTS TO DATE: SHORT-TERM ACTIONS

4.1 The Overarching Recovery Working Group, established on 19th June 2020, continues to meet on a regular basis and report its work through regular Highlight Reports to the Council’s Strategic Management Team (and now Executive Leadership Team) with political scrutiny delivered through the Policy and Resources Committee, or full Council when considered

necessary.

4.2 Whilst progress has been hindered by the cyclical nature of the pandemic including the introduction of new variants that have given rise to increasing numbers of cases and further Covid restrictions, good progress has been made in recovery. It is important to recognise these achievements, as the priority, quite rightly, has focused on the incidence rate of Covid 19 rather than recovery. The key achievements of the Overarching Group, chaired by the Head of Development and Economic Growth, and also the thematic sub groups are listed below:-

(i) Overarching group.

Purpose: The Group has an overview of the recovery process and responsibility to deliver the Recovery Strategy, consider and identify specific issues and develop a range of specific actions to aid restart, recovery or renew.

Achievements:

- Recovery Strategy and Framework has been revised and no changes are proposed;
- Recovery Working Group and Framework is established with excellent engagement from key partners and agencies;
- Agreed Terms of Reference for the Recovery Working Group and the Thematic Groups;
- Governance arrangements have been agreed at strategic, political and partnership level;
- Reporting mechanism in place with regular Highlight Reports;
- Ensuring our Recovery Strategy is consistent with Scottish Government's Route Map and Regional Recovery Strategies;
- Established effective links with Greater Glasgow and Clyde Regional Resilience Partnership; Argyll and Bute Strategic Partnership Group and the Greater Glasgow and Clyde Recovery Groups ensuring a coordinated approach and sharing best practice;
- Effective communications Strategy implemented;
- Identified gaps in resource and achieved funding for delivery.

(ii) Recovering Council

Purpose: To create COVID safe and improved workplace and services for now and in the future, that benefits our staff and customers.

Achievements

- Majority of Council services have been reinstated, subject to Covid restrictions;

- Opportunity to take advantage of increased home working and flexibility of location that improves our prospect (across all partners) of attracting new people to work in Argyll and Bute;
- Council priorities have agreed Recovering Council priorities focusing on Modernising Workspaces, Digital first, minimising the need to travel and ongoing engagement with staff/unions.

(iii) Economic and social recovery

Purpose: Supporting the economic and social recovery of Argyll and Bute, sustaining jobs and communities.

Achievements

- Argyll and Bute Economic Strategy 2019-2023 agreed and in place;
- Substantial business support assistance provided through business support grants etc. For example, since March 2020, Argyll and Bute Council staff have collectively administered 20 types of grant funding, distributing over £86m across 11,637 awards. This figure does not include the ongoing business support and grant awards under existing programmes such as the Argyll and Bute Business Gateway Local Growth Accelerator Programme;
- Business supported to be COVID compliant through enforcement strategy adopted by Council;
- Town Centre Recovery funding secured and a programme of capital and revenue funding being implemented;
- Staycation Project funding, action plan approved and delivered with funding allocated of £800K;
- Argyll and Bute Rural Growth Deal Heads of Terms signed;
- Argyll Economic Resilience Forum established with industry representatives;
- Managing concurrent risks by integrating the economic risks associated with EU Exit into the COVID Economic and Social Recovery Group;
- £2m of Community Renewal Funding secured from UK Government.

(iv) Community strengthening: building back better

Purpose: Building on community resilience evidenced through the pandemic and developing the best ways in which to respond, engage and work in partnership with our community organisations for the future.

Achievements

- Active engagement with community organisations to establish key areas of concern and action plan taken forward to address these including:-

- Signposting to services for the vulnerable to receive appropriate support;
- Provision of food to the most vulnerable meets their nutritional needs;
- Development and delivery of a partnership project to tackle financial hardship for people in communities (Flexible Food Fund);
- Resilience Plan advice and guidance updated for community organisations;
- Funding of partnership work to prevent financial impact of fraud and telephone frauds;
- Launch of Micro-Grants fund to support community organisations in particular village halls following impacts of Covid;
- Flexible and proactive approach to managing customer and service user needs through the Customer Contact Centre (CSC). The CSC continues to carry out proactive call out functions for Scottish Government, and was extremely agile in absorbing new requirements – this has been built into business as usual through learning from the pandemic.

(v) Transportation and Infrastructure

Purpose: Reinstating services post pandemic and meeting emerging challenges relating to connectivity.

Achievements

- Maintaining the delivery of essential council services such as waste disposal;
- Transport services have been largely reinstated, working with reduced capacity due to Covid public health measures;
- Actively engaged in conversations regarding A83 and ferry capacity.

(vi) Financial management

Purpose: Ensuring sound financial management.

Achievements

- Sound financial management arrangements are in place for Council.

(vii) Public Health

Purpose: ensuring that Appropriate arrangements are in place to manage the incidence and minimise the risks to public health.

Achievements

- Enforcement of COVID standards in place through Council Regulatory Services and Police. An indication of this, 4655

enforcement interactions have been carried out by the Council, business compliance levels have been generally high with only 19 warning notices and 4 Prohibition Notice's served. A Memorandum of Understanding remains in place with Police Scotland to coordinate enforcement, and the Council's Environmental Health Team continue to actively respond to business referrals from NHS Highland Test and Protect, and in outbreak management;

- Design and delivery of the vaccination programme and booster programme across Argyll and Bute;
- Asymptomatic testing arrangements in place, supported by PCR testing facilities operated by Scottish Ambulance Service at designated locations, including some fire stations.

(viii) HSCP Recovery

Purpose: Remain on an emergency footing to respond to Covid 19 pandemic demands. Remobilise the Health and Care Service as per SGHD road map and targets, 70-80% of 2019/20 activity and reduce waiting times. Review and implement its new 3 year HSCP Strategic plan 2022-2025 and respond to the implementation of the National Care Service.

Achievements

- The HSCP has focused on the areas agreed as priorities with the Scottish Government and applying a Clinical Prioritisation framework within a Covid 19 compromised physical operating environment as below:
 - Priority level 1a Emergency and 1b Urgent – operation needed within 24 hours
 - Priority level 2 Surgery/Treatment – scheduled within 4 weeks
 - Priority level 3 Surgery/Treatment – scheduled within 12 weeks
 - Priority level 4 Surgery/Treatment – may be safely scheduled after 12 weeks.
- *NHSGG&C & the HSCP/NHS Highland are therefore prioritising P1 & P2 patients, this will continue until March 2022*
- The HSCP has also applied this target level of remobilisation and prioritisation within social care services.
- At the same time, the HSCP has delivered an unprecedented vaccination programme for Covid 19 and an expanded winter flu vaccination programme, covering 95% of the “targeted population” in the former and making good progress in the flu and Covid 19 booster programme.

Our health and care sector is under extreme stress at present due to NHSGG&C, and NHS Highland are having to prioritise P1 & P2 patients. The combination of the backlog of treatment/care resulting in an increase in demand due to the legacy and impact of Covid 19 and the imminence of

winter. The key issues the HSCP is looking to address:

- Inability to recruit staff across care sector (statutory & independent) due to Brexit loss of care workforce and competition with other sectors. Oban, Islay, Campbeltown;
- Social Work staff recruitment to vacancies is proving difficult i.e. Helensburgh and Cowal and Oban;
- Vacancies in key health professional groups due to retirement etc. Occupational Therapists, physiotherapy, radiography etc.
- Availability and affordability of housing for new staff continues to compromise recruitment;
- Increase in Delayed Discharges in hospitals due to lack of capacity in care sector etc;
- Care home resilience minimising the impact of Covid19 outbreaks in community to maintain ability to open;
- Treatment waiting times are increasing for non P1 and P2 patients;
- Strengthening and supporting our health and well-being support and services to health and care staff

5 MEDIUM TERM PRIORITIES

5.1 There are a number of medium term projects to target key areas for recovery over a 1-2 year delivery period. These address a range of issues including the challenging economic outlook of Argyll and Bute, where the number of people claiming unemployment benefits is higher than that pre-pandemic levels, and optimising opportunities through various means, including the Staycations program.

The critical issues being addressed are:

1. Skills shortage across Argyll and Bute across a range of business sectors and occupations;
2. High unemployment focused on particular areas and under employment;
3. Medium to longer term recovery difficult to plan with annualised budgets;
4. Continuing population decline and aging population underpins all Covid impact and recovery efforts;
5. Targeting recovery activity at the sectors and demographics most affected by the Covid pandemic;
6. Vulnerability of community groups and organisations from the impact of Covid, incl. capacity, volunteers, financial impacts from changes to income generating activities;
7. Rising build costs and supply chain issues.

5.2 These medium term priorities or projects include:

| Project | Outcome | Milestones | Timescales |
|-----------------------------------|--|--|--|
| Modernising our Workspaces | Rationalisation of Council offices, new service delivery models, new ways of working for our people | Design of new "Council hubs" | 2023 (timetable to be agreed by Council) |
| Vaccination roll out | Protecting public health and reducing demand on health services from Covid | Meeting national vaccination priorities at local level | Ongoing |
| Staycation | Enhancing visitor numbers to Argyll and Bute, whilst minimising impact to communities/protecting our environment | Visitor numbers will be reflected in the ongoing STEAM reports. | Annual data. |
| Economic Recovery Strategy | Delivering our economic and social recovery plan | Resilient businesses and local communities, with a focus on growth potential and opportunities. | Into 2022/23 and beyond. |
| Building stronger communities and | Develop and deliver action plan from community listening events. | Recruit Building Back Better (Communities) Worker post to engage and work with communities. Undertake extensive area-wide engagement to identify needs Develop plan linked to Community Strategy and identify any necessary funding Deliver the plan | Advertised January 2022 2022 By 2024 |
| Community Wealth Building | Established as a crosscutting theme with CPP. | Community Wealth Building is a thematic area which is being considered by HIE, TSI and Council on behalf of the CPP's | 2023 |

| | | | |
|------|--|---|---------|
| | | Management Committee. Through this, it has been suggested that it is a strategic theme to be considered within the revision of the LOIP due from March 2023. | |
| HSCP | HSCP is updating its 3 year Strategic plan to reflect impact of the pandemic and its plans to remobilise service to 2019/20 levels. This includes continuing to redesign services to focus on prevention, re-enablement, maintaining independence of people in their community as well as rapid diagnosis and treatment. Together with enhancing children’s services and delivering the “promise”. | Facilitating this also requires continuing and accelerating the digital modernisation of health and care services, reducing the burden of work on staff by enhancing mobility and productivity and sharing health and care data/information | 2021-24 |

5.3 These projects are critical in Covid recovery and require appropriate resourcing. The Recovery Working Group will monitor progress and report through existing governance arrangements.

6. LONGER TERM SOLUTIONS

6.1 Economic and Social recovery, together with building back stronger communities are long-term outcomes. Recovery and renew requires to be an integral part of what the Council and our community planning partners do, going forward. Recovery from this pandemic will need collaboration, networking and partnership between the Council and our many partners including the local community. The intention is to embed and mainstream Recovery into the strategic and service plans of the Council, Health and Social Care Partnership and other external partners. This requires agreement by the Council, the Community Planning Partnership and Local Resilience Partners

7 REVIEWING THE STRATEGY

- 7.1 A review of the Recovery Strategy confirmed that no changes are required to the framework or objectives. The role of the Community Planning Partnership has been included.
- 7.2 Progress in delivering actions identified in the Recovery Action Plan has been delayed due to the implementation of further lockdown restrictions and resourcing capacity. To aid the recovery and support the longer-term themes of economic and social recovery and building back stronger communities, Argyll and Bute Council are funding two temporary Project Officers to accelerate work in these critical areas and work with partners and communities in delivering this Plan.

8 CONCLUSIONS

- 8.1 The Argyll and Bute Recovery Strategy and associated Action Plan focuses on renewal, a desire to transform service delivery to support the long-term future of Argyll and Bute and its people, to take the lessons from the Covid pandemic to ensure our ongoing readiness and enhance our economic and community resilience. The plan will identify what transformational and organisational change is required to deliver a long-term vision for Argyll and Bute post Covid. It recognises the importance of economic factors in driving our recovery. A thriving local economy will underpin renewal, providing opportunities for local people although population decline will continue to be a major factor in our capacity for recovery and renewal.
- 8.2 There has been significant progress restarting services, embedding new practice and learning from the pandemic and in considering the critical areas affected by the Covid pandemic and associated restrictions. A partnership approach engaging with other agencies, including Highland and Islands Enterprise, Scottish Enterprise and Third Sector Interphase, is critical in maintaining recovery to the “new normal” post Covid.

References:

Argyll and Bute Covid Recovery Strategy and Framework ([Argyll and Bute Recovery Action Plan Appendix.pdf \(argyll-bute.gov.uk\)](#))
Argyll and Bute Economic Strategy 2019-2023 ([Economic Strategy \(argyll-bute.gov.uk\)](#))

ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT &
INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND ECONOMIC
GROWTH****3 MARCH 2022**

**SCOTTISH GOVERNMENT TOWN CENTRE FUND AND PLACE BASED
INVESTMENT FUND UPDATE**

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update Members on projects and funding associated with two capital programmes funded by Scottish Government: the 2019-2021 Town Centre Fund, and 2021-2026 Place Based Investment Fund.
- 1.2 Town Centre Funding of £1.686M was received by Argyll and Bute Council in two tranches over financial years 2019/20 and 2020/21. At their meetings of 27th June 2019 and 22nd October 2020, Council agreed to share this between 28 projects. This region-wide programme is now concluded, having successfully delivered 18 projects, supported 2 large-scale ongoing council projects and helped three, third party organisations deliver a further 8 projects, all of which meet with the specific criteria outlined in the programme guidance. The total value of the Town Centre Funded projects is over £9M.
- 1.3 A full Town Centre Fund project list and relative expenditure, is provided in **Appendix 1**.
- 1.4 The Scottish Government Place Based Investment (PBI) Programme replaces the Town Centre Fund but shares the earlier fund's objectives of place-based regeneration, living well locally and working towards net zero ambitions. Argyll and Bute Council received a first round allocation of £821,000 in financial year 2021/22. This is the first of five annual allocations to which the Scottish Government has committed. The allocations for 2022/23 and each financial year thereafter are however yet to be confirmed.
- 1.5 At their respective meetings of 24th June 2021 and 12th August 2021, Council and Policy and Resources Committee agreed to allocate the initial 2021/22 round of PBI Funding to 8 projects. All eight comply with the criteria of the Fund, and are currently at various stages of development and delivery.
- 1.6 A full PBI project list and project update is provided in **Appendix 2**.

RECOMMENDATION

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

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT &
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

3 MARCH 2022

SCOTTISH GOVERNMENT TOWN CENTRE FUND AND PLACE BASED
INVESTMENT FUND UPDATE

2.0 INTRODUCTION

- 2.1 It is the purpose of this report to update Members on projects and funding associated with two capital programmes funded by Scottish Government: the 2019-2021 Town Centre Fund, and 2021-2026 Place Based Investment Fund.
- 2.2 Twenty-eight Town Centre Fund (TCF) projects are now complete and the programme is concluded. A programme overview is provided within **Appendix 1**.
- 2.3 Eight 2021/22 Place Based Investment (PBI) projects are currently in various stages of development and delivery. A programme overview is provided within **Appendix 2**.

3.0 RECOMMENDATION

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

4.0 DETAIL

- 4.1 Two tranches of Scottish Government Town Centre Capital Funding were allocated to Argyll and Bute Council in financial years 2019/20 and 2020/21. The aim of the 2019/20 fund was to diversify and increase footfall in town centres, so that they can become more sustainable and successful, and the aim of the 2020/21 fund was to stimulate local construction activity to support employment across Scotland within the context of the Covid-19 pandemic. The total allocation of £1,686,000 was therefore allocated to a series of projects spread across the area's main and key town centres, as agreed by Council at their meetings of 27th June 2019 and 22nd October 2020. The programme is now complete, having comprised of 28 projects, with a total value of £9M+.
- 4.2 **Appendix 1** provides an overview of each project, including information on final expenditure, and identifies where changes were made. Funds were reallocated from projects with underspend in order to utilise as much of the funding available

as possible, and to avoid having to return any unspent funds to Scottish Government. In cases where funds were reallocated, these were utilised by another TCF project, and retained within the same town or administrative area.

- 4.3 Town Centre Funding has been superseded by the Scottish Government Place Based Investment Programme. Scottish Government has committed to a five year PBI fund, distributed to local authorities on an annual basis to coincide with financial years. Argyll and Bute Council received £821,000 in the first year of the programme, with the requirement that grant is either to be used, or fully committed by 31st March 2022.
- 4.4 PBI Funding is for capital expenditure only, and should not substitute for existing council spend. The aim of the place programme is to create more attractive, greener and healthier places in which to live, work visit and invest. The place based investments should be shaped by the needs and aspirations of local communities, and should align with national place policies, particularly: 20 minute neighbourhoods, town centre action, and community wealth building concepts, all of which are underpinned by the Place Principle.
- 4.5 The 2021/22 first round projects are therefore projects which take a living well locally approach to enhancing the look and feel of Argyll and Bute, and which have either been identified within charrette place making activity, by local organisations, and/or add value to existing projects.
- 4.6 At their respective meetings of 24th June 2021, 12th August 2021, and 2nd September 2021, Argyll and Bute Council, Policy and Resources Committee and Environment, Development and Infrastructure Committee agreed to use PBI towards eight projects, as identified in **Appendix 2**.
- 4.7 **Appendix 2** provides an overview of each project.

5.0 CONCLUSION

- 5.1 The region-wide Town Centre Fund 2019-2021 programme is now concluded, having successfully delivered 18 projects, supported 2 large-scale ongoing council projects and helped three, third party organisations deliver a further 8 projects, all of which meet with the specific criteria outlined in the programme guidance. The 28 projects, as listed in **Appendix 1**, have collectively served to make Argyll and Bute's main and key town centres more attractive, healthier, and easier to navigate places, as well as strengthening the area as a tourist destination, and introducing and reinforcing infrastructure that will make places better able to withstand the effects of climate change. The total value of the TCF projects is over £9M.
- 5.2 The 8 Place Based Investment 2021/22 projects, as listed in **Appendix 2**, are projects that have stemmed from the community through design-led consultation activity or through needs identified by key partner organisations.

These projects support a living well locally concept and climate friendly ambitions.

6.0 IMPLICATIONS

6.1 Policy - There is a need to comply with the Scottish Government 'place' policies.

6.2 Financial –Town Centre Funding has been utilised in full. No funds are therefore required to be returned to Scottish Government.

A total of £821,000 Place Based Investment Funding was allocated to Argyll and Bute Council for use in 2021/22. The Scottish Government expect that any uncommitted funds by 1st April 2022 will be returned to Scottish Government. Funding has been committed to 8 projects, as follows:

- 80,000 towards a region-wide (excluding CARS or BID towns) shopfront improvement scheme;
- £100,000 towards a Rothesay Townscape Heritage priority building;
- £80,000 towards public realm enhancements in Bowmore town centre;
- £70,000 towards improvements to Castle House Gate Lodge, Dunoon;
- £50,000 as third party grant to Dunoon Burgh Hall Trust towards landscaping works;
- £163,000 towards enhancing the surface of Helensburgh masonry pier;
- £250,000 towards public realm improvements in Gibraltar Street, Oban; and,
- £28,000 towards the Helensburgh Hermitage Park, Greening The Bothy project.

6.3 Legal – None

6.4 HR – Resourced from existing staff

6.5 Fairer Scotland Duty:

6.5.1 Equalities – protected characteristics – None

6.5.2 Socio-economics Duty: The Funds support local economies through place-based regeneration activity.

6.5.3 Islands – The Funds support island economies through place-based regeneration activity.

6.6 Climate Change - It is ambition of the Funds to work towards net zero by adopting a carbon conscious approach to all projects.

6.7 Risk - The projects will be resourced by existing staff, in addition to existing workloads, creating a challenge for delivery. It is therefore prudent to limit the number of new PBI projects in subsequent rounds to ensure that the PBI 2021/22 projects can be fully delivered.

6.8 Customer Service – None

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

Policy Lead: Councillor Robin Currie

18th January 2022

For further information contact:

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APPENDICES

Appendix 1 – Town Centre Fund Project Overview

Appendix 2 – Place Based Investment Project Overview

APPENDIX 1 – TOWN CENTRE FUND PROJECT OVERVIEW

| Project and Place | Project Overview | TCF Allocation | Actual TCF Spend | Total Project Value | Changes |
|--|--|----------------|------------------|---------------------|---|
| Dunoon Sound & lighting projects | New lighting columns Illumination of key landmarks New electrical equipment to enhance sound capability | £200,000 | £200,000 | £200,000 | N/A |
| Dunoon Additional lighting & remedial works to bandstand | Remedial works Illumination of key landmarks | £45,500 | £45,500 | £45,000 | N/A |
| Rosneath Howie Park MUGA & play equipment | New multi-use games area Floodlighting New pre-school play equipment New cableway Additional car parking | £90,000 | £117,671 | £117,671 | Residual from shopfront underspend reallocated to ensure full completion of the project. |
| Rothesay Pontoons | New piled pontoons | £213,000 | £213,211 | £865,000 | TCF programme contingency allocated to this project to reduce borrowing requirements. Small residual from Bute welcome sign utilised. |
| Oban Wayfinding improvements | Third party grant to BID4Oban towards: New signs | £44,000 | £44,000 | £63,009 | N/A |
| Oban Rockfield Centre restoration | Third party grant to Oban Communities Trust towards: Rear extension lift and access stair | £90,000 | £90,000 | £2,465,519 | N/A |
| Helensburgh Hermitage Park | New community garden glasshouse Events toolkit Greening the Bothy roof Path improvements | £35,000 | £45,547 | £2,333,300 | Residual from Helensburgh Pier and shopfront underspend reallocated to ensure the full |

| | | | | | |
|--|--|----------|------------|------------|--|
| | | | | | project could be completed. |
| Helensburgh Wooden Pier pedestrian improvements | New demountable railing on timber cope Replacement of missing timber bracing Replacement of deck joists and deck boards with new level surface New benches New interpretation board and plinth to link with the Clyde Sea Loch's Trail | £85,000 | £80,638 | £80,638 | Underspend used in Hermitage Park |
| Tobermory Harbour wall and railings | 120m of harbour wall raised 120m of railings replaced | £150,000 | £154,721 | £315,000 | Residual from Tobermory shopfront underspend reallocated to support project. |
| Tobermory Floodgate | New floodgate | £20,000 | £20,000 | £20,000 | N/A |
| Lochgilphead Front Green | Raising height of land Drainage Natural stone | £200,000 | £284,442 | £2,100,000 | Increased by £80k due to Bowmore public realm project being taken forward in 2022/23 and residual from Lochgilphead shopfront improvement scheme |
| Tobermory Shopfront improvement grants | 16 grants | £28,000 | £23,316.76 | £38,531 | Residual reallocated to railings |
| Lochgilphead and Ardrishaig Shopfront improvement grants | 17 grants | £33,500 | £29,057.53 | £43,425 | Residual reallocated to Front Green |
| Tarbert Shopfront improvement grants | 17 grants | £33,500 | £33,500 | £44,660 | N/A |

| | | | | | |
|--|--|---------|------------|----------|---|
| Bowmore Shopfront improvement grants | 10 grants | £33,500 | £20,537.92 | £32,221 | Residual reallocated to public realm improvements |
| Dunoon Shopfront improvement grants | 10 grants | £10,000 | £10,000 | £23,573 | N/A |
| Campbeltown Shopfront improvement grants 2019 | 28 grants awarded | £50,000 | £50,000 | £74,542 | N/A |
| Campbeltown Shopfront improvement grants 2020 | 7 grants awarded | £10,500 | £10,500 | £15,625 | N/A |
| Helensburgh Shopfront improvement grants | 12 grants | £35,000 | £24,046.35 | £36,531 | Residual reallocated to Hermitage Park |
| Lomond Shopfront improvement grants | 3 grants | £35,000 | £7,185 | £8,503 | Residual reallocated to Howie Park |
| Rothesay All-weather canopy | All-weather canopy | £30,000 | £30,000 | £30,000 | N/A |
| Rothesay Welcome to Bute sign | Welcome sign New path and planting | £25,500 | £25,290 | £25,290 | Residual reallocated to Rothesay Pontoons |
| Helensburgh Community Hub and Wellbeing Centre | Third party grant towards: Purchasing the building Refurbishment of the building | £41,000 | £45,768 | £218,075 | Residual from Helensburgh shopfront underspend utilised |
| Oban BID4Oban Projects | Third party grant towards: Motorhome mitigation equipment Town wifi equipment Signs Shopfront improvement grants | £63,000 | £63,000 | £94,577 | N/A |
| Bowmore Public realm enhancements | Public realm improvements | £85,000 | £18,068.82 | £18,069 | The bulk of the project will be funded with PBI funding to better |

| | | | | | |
|-------------------|--|-------------------|-------------------|-------------------|---|
| | | | | | align with work programmes. £80,000 was transferred to assist Lochgilphead Front Green, and an underspend from Bowmore shopfronts was utilised. |
| TCF Totals | | £1,686,000 | £1,686,000 | £9,308,759 | |

APPENDIX 2 – PLACE BASED INVESTMENT OVERVIEW

| Project and Place | PBI Allocation | Profile of Delivery | Estimated Completion |
|---|-----------------------|--|-----------------------------|
| Bowmore Public realm enhancement | £80,000 | Ongoing To include: New upgraded sections of paving Improved drainage New bollards Concrete base to shelter | Apr 2022 |
| Rothesay Townscape Heritage Priority Building | £100,000 | Works contract let, with estimated site start of spring 2022. | Winter 2022 |
| Argyll and Bute wide Shopfront improvement grant scheme | £80,000 | Committed as third party grant to 21 business owners. | Feb 2023 |
| Dunoon Ground works / landscaped area around Castle House Gate Lodge | £70,000 | Procurement early 2022, with site start of spring 2022. | Summer 2022 |
| Dunoon Burgh Hall Café Garden improvements | £50,000 | Third party grant contract issued. Estimated site start of spring 2022. | Summer 2022 |
| Helensburgh Masonry pier public realm enhancements | £163,000 | Works contract let and listed building consent application submitted. Estimated site start of April 2022. | Summer 2022 |
| Oban Gibraltar Street public realm enhancements | £250,000 | Procurement for design team early 2022. Design work estimated to conclude by autumn and works to follow. | Feb 2023 |
| Helensburgh Hermitage Park, Greening The Bothy | £28,000 | On site To include: Green roofs Solar lighting Water capture Recycled materials | Mar 2023 |
| PBI 2021/22 total allocation | £821,000 | | |

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT &
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

3 MARCH 2022

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

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to update Environment, Development and Infrastructure Committee on progress of the large-scale, externally funded project work of the Transformational Projects and Regeneration Team, and to highlight key issues that may impact on the successful delivery of projects.
- 1.2 The last update report was considered by Environment Development and Infrastructure Committee in September 2021.
- 1.3 The Team is currently responsible for the delivery of projects with a cumulative value of £37m. Projects are listed in **Appendix A**.

RECOMMENDATIONS

It is recommended that the Environment, Development and Infrastructure Committee consider, and note the current progress contained within the report.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT &
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

3 MARCH 2022

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

2. INTRODUCTION

- 2.1 This report sets out the current position of the large-scale projects, which are currently being delivered by the Transformational Projects and Regeneration Team.
- 2.2 Transformational Projects and Regeneration sits within the council's Development and Economic Growth Service and works region-wide. The Team has a particular focus on 'place', heritage regeneration, the creative industries, and works closely with communities and businesses to realise positive change.
- 2.3 The Team's work broadly includes the following areas of work:
- Drafting/submitting bids to secure external funding of various scale, such as for Conservation Area Regeneration Scheme (CARS) programmes;
 - Development/delivery of regeneration projects with a particular emphasis or theme, such as the suite of measures to encourage shopping locally;
 - Development/delivery of a number of place-based engagement projects, working in partnership with the community and key partners, leading to action plans, such as charrettes, and working with communities to realise these community ambitions;
 - Development of the economic opportunities for Argyll and Bute across Film, Creative Industry and Renewable sectors, with the objective of securing income to the area and delivering local economic benefit, including support to community organisations working across these sectors;
 - Support to third sector organisations involved in the delivery of their own individual economic regeneration projects, as well as support to third sector organisations delivering regeneration focused projects where council funding is involved and/or where projects align with council outcomes, such as Regeneration Capital Grant Funded (RCGF) projects;
 - Administration of the Council's, Strategic Events and Festivals Grant; and;
 - Overseeing the delivery programme and financial administration of projects supported through funding from Scottish Government, such as the Town Centre Fund (TCF) and Place Based Investment Fund (PBI).

- 2.4 This paper also seeks to report on key issues that may impact on the current status of each project, such as any amendments to project scope or timeframe.
- 2.5 The 18 large-scale projects currently in delivery are included within the table in **Appendix 1**, and have a cumulative total value of £37m.

3. RECOMMENDATIONS

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee consider, and note the current progress contained within the report.

4. DETAILS

- 4.1 The following sections summarise the progress associated with each of the large-scale projects that are currently in delivery and managed by the Transformational Projects and Regeneration Team. The projects are listed in Appendix 1.

Conservation Area Regeneration Scheme (CARS) Projects

- 4.2 The council currently has four heritage-led regeneration schemes in progress. The total value of the four CARS schemes represents in excess of £10m of investment into the built heritage of key towns, and is largely comprised of funding from Historic Environment Scotland (HES) and National Lottery Heritage Fund (NLHF), with match funding from the council and private owners.
- 4.3 The CAR schemes operate as grant administration programmes that offer grant to property owners to help them repair and safeguard historic buildings. A significant number of building owners have, and continue to benefit from the funding, which has delivered a significant level of investment over the last ten years.
- 4.4 Due to the cost of repairing traditional buildings, many of these owners would have been unable to undertake the level of repairs required without grant assistance and their properties would have continued to deteriorate. Had deterioration continued, the council may well have had to step in to undertake emergency work to these buildings. CARS grants have also helped to safeguard existing businesses, and new businesses have opened as a consequence of the regeneration, helping to create jobs within the community.
- 4.5 Such investment has, and continues to change the physical appearance of our key town centres for the better, making them more attractive places in which to live, learn, work and do business.

Rothesay Townscape Heritage Phase 2 (2017 – Mar 2023) Project Status - GREEN

Rothesay TH is a £2.75m project in year four of a five year programme. The partnership project is funded by NLHF (£1,888,500), HES (£500k), Argyll and Bute Council (£200k), HIE (£70,249), LEADER (£65,800) and Sustrans (£21,500). Project staff are fully funded for the project duration.

Of the 5 priority building repair projects, 3 are complete, 1 is awaiting a start date, and the final priority project is about to be subject to a tender exercise. Three shopfront restorations have been completed, with another undergoing final works. A series of window repair grants have also been provided for the restoration of traditional timber sash and case windows.

The project seeks to facilitate traditional skills development and host events that celebrate the island's heritage. To date a maintenance awareness raising event, community engagement event and 12 workshops have been held. In addition, a substantial amount of audience development analysis has been undertaken, resulting in recommendations to support the visitor market and enhance the end-to-end visitor experience. The potential for a WASPS style studio has been analysed, Rothesay Castle has been lit up in animation, and the pilot pop-up shop in the former Clydesdale Bank has successfully continued beyond the scope of the TH funding.

Dunoon CARS (2017 – Jun 2022) Project Status - GREEN

Dunoon CARS is a £1.95m project in its final year of delivery. A fully funded project officer is employed to deliver the project for its duration.

The envelope restoration of 3 priority buildings and 22 shopfronts has been completed to date, with a further 2 priority projects currently out to tender.

A complementary scheme of skills development, in partnership with HES, Developing Young Workforce (DYW), Dunoon Grammar School, Dunoon Burgh Hall Trust and a local contractor is being prepared for a Spring 2022 rollout. The training programme is supporting school-age pupils gain hands-on practical construction industry experience and will be continued throughout the academic year, subject to Covid-19 regulations.

Helensburgh CARS – (2021 – Mar 2026) Project Status - GREEN

Helensburgh CARS is a £1.8m project in the first of a five-year delivery period. The partnership project is funded by Argyll and Bute Council (£500k) and HES (£1.24m). A fully funded project officer is employed to deliver the project for its duration.

Four buildings have been identified as being priorities to attract substantial grant assistance and 2 expressions of interest have been submitted by owners of properties eager to apply to the smaller repair grant pot. Expressions of Interest have also been received from the owners of 6 shopfronts. The CARS

Officer will work with the property owners with the aim of developing these expressions of interest into formal applications.

A complementary scheme of skills development, in partnership with HES and Build Your Future (BYF), is being prepared for a Spring/Summer 2022 rollout. Events are also being planned to engage and maximise community benefits.

Lochgilphead CARS (2020 – Mar 2026) Project Status – GREEN

Lochgilphead CARS is £1.6m partnership project with HES (£969,700) in its second year of delivery.

The first priority building project is due to commence in April 2022. Development work is underway for the second priority building. The third will not be going ahead and will be replaced with an alternative project.

The first phase of the Small Repair Grant scheme was launched in August 2021. Seventeen expressions of interest were submitted. Owners in tenement properties are being encouraged to form Owners' Associations and arrange for Tenement Condition Surveys. Where significant repairs are required, one or two of these buildings may be upgraded to priority building status. However, no decisions will be made until more information is available, including the likely cost of repairs.

The main elements of the traditional skills training will be delivered in partnership with Lochgilphead High School, Argyll College and other stakeholders, including the DYF. Due to Covid-19 restrictions it was not possible to deliver any training in the first two years but a number of initiatives are being developed, with the first due to start in February 2022. Discussions are taking place regarding the delivery of the new BYF training programme, and which may include an Argyll and Bute Traditional Building Skills roadshow in summer 2022, linking into the work of the Dunoon and Helensburgh CARS projects.

Hermitage Park, Parks for People (2016 –Dec 22) Project Status GREEN

The £3.7m Parks for People project is in its final year. The main project funders are NLHF (£2.3m) and Argyll and Bute Council (£380k), with the remainder coming from a range of other grant/in-kind funding. Capital delivery is now complete and 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. Green Flag Status was reconfirmed in October 2021. The park will continue to be assessed annually in order to retain this status of excellence, and also as a condition of funding.

As part of the agreed activity plan, work on creating a new volunteer bothy in the Demonstration Garden is now underway, and the Demonstration Garden itself is under development. An agreement with the University of the Highlands

and Islands has been completed allowing them to use the Park as a venue for practical activities relating to their NC Horticulture course. Six students have been attending periodically during 2021. A Green Gym project ran from July 2021 to January 2022, achieving modest success, as a result of continuing pandemic related reluctance. The Community Room in the new Pavilion has hosted activities as part of the COP26 programme, and a lime mortar pointing course was well attended and well received in September 2021. An area suitable for outdoor fitness has been identified and marketed, seeking bids from interested companies.

Tarbert / Lochgilphead Regeneration Fund Project Status – AMBER

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

4.6 Following recommendations from, and discussions with, a number of local organisations, 6 projects were identified to proceed to Full Business Case (as ratified by Policy and Resources Committee on 19th October 2017).

4.7 To date, the following 4 projects are complete:

- Gleaner (Phase 1 only) - completed summer 2019.
- Tarbert Harbour – shore side facilities completed in May 2019, car park completed in March 2021.
- Barmore/Garvel Road junction improvements - completed February 2020.
- Colchester Square/Argyll Street, Lochgilphead – completed May 2021.

4.8 Current projects are as follows:

Lochgilphead Front Green

Due to an unsuccessful procurement process in 2020, the Lochgilphead Front Green and Colchester Square project was separated with Colchester Square being delivered as a standalone project using active travel funding, and is now complete.

Works commenced on the Front Green on 31st May 2021 and are currently on going. The Front Green remains closed during this period.

Following an award of funding from the Scottish Government Town Centre Fund programme it has been possible to upgrade and extend the A83 footway works to include natural stone and replace pedestrian barriers. Contingency funding has also been utilised to increase the area of natural stone and provide bespoke Lochgilphead and car park signage. It is these additional improvements that have extended the period of construction, which is now estimated to complete in April 2022.

Ardrishaig North Public Realm

Planning permission has now been approved for the works. Unfortunately the application to Sustrans for funding to support the delivery of the project was unsuccessful and a value engineering process has to be undertaken before embarking on the second stage of the procurement process.

At the time of writing, tender returns are being assessed, however initial indications are that the returned costs will be outwith the available budget and that further funding is required if we are to deliver the scheme as currently designed. We are advised that some parts of the construction industry supply chain are experiencing very significant price increases, and is likely to be the reason for prices rising.

Gleaner Phase 2

We continue to work with Scottish Canals with regards to this wider site, but do not yet have any further information to share.

Regeneration Capital Grant Funding (RCGF) Project Status – GREEN

Over the past seven years, a total of £8.96m RCGF funding has been secured from Scottish Government to support 15 projects across the area. A further 3 projects secured funding during 2022-23, as follows: Obair Ùr Thirodh – Tìree Community Business Hub (£565k), Kerrera Old School - Community Hub Final Phase (£285k), and Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha (£603k).

Although RCGF supports community projects, the Fund is only open to local authorities, and as all 32 local authorities are eligible to apply, this makes for a highly competitive process. The team has responsibility for applying to RCGF each year and also managing the respective grant awards. The team is working to get grant agreements in place with the most recent grant beneficiaries as soon as possible.

4.9 An update on the current projects is provided below, and is followed by a table of all awards to date (Table 1).

- Kilmartin Museum – Work on the construction phase started in the spring 2021, and the project has begun drawing down funding. An uplift of £25k has been agreed for the project, and at the request of Kilmartin Museum, we are also progressing a request for a cash flow loan, which should be considered by Council at its meeting on 24th February 2022.
- Mid Argyll Community Pool - Construction work commenced during spring 2021 and funding has now been drawn down.
- Storax Ulbha Heritage project, Ulva – The organisation is working towards securing a contractor to deliver the works.
- Port Ellen Community Hub, Islay – The organisation is working to secure planning permission and a main contractor. They have been awarded a further £300k from RCGF to address a funding shortfall.

- Scalasaig business units, Colonsay - A contractor is in place and construction is expected to commence following completion of an existing contract on the island.
- Kilmory Business Park, Lochgilphead – This will help deliver a joint project with M&K MacLeod on the proposed Kilmory Business Park.

Table 1

| RCGF Project | Grant Awarded | Year Awarded | Balance Remaining / Yet to Drawdown |
|---|----------------------|---------------------|--|
| Kilmartin Museum | £225,000 | 2019/20 | £25,000 |
| MACPool | £400,000 | 2020/21 | £0 |
| Storas Ulbha | £194,090 | 2020/21 | £113,796 |
| Port Ellen Community hub, Islay | £1,046,223 | 2021/22 | £1,046,223 |
| Scalasaig business units, Colonsay | £335,000 | 2021/22 | £335,000 |
| Kilmory Business Park in Lochgilphead | £650,000 | 2021/22 | £650,000 |
| Obair Ùr Thirodh – Tìree Community Business Hub | £565,000 | 2022/23 | £565,000 |
| Kerrera Old School - Community Hub Final Phase | £285,000 | 2022/23 | £285,000 |
| Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha | £602,590 | 2022/23 | £602,590 |

4.10 Scottish Government Town Centre Fund 2019 –2022

The region-wide Scottish Government Town Centre Capital Funding 2019-2021 programme is now complete, having successfully delivered 28 projects using the full £1.686m allocation. The 28 projects collectively serve to make Argyll and Bute's main and key town centres more attractive, healthier, and easier to navigate places, as well as strengthening the area as a tourist destination, and introducing and reinforcing infrastructure that will make places better able to withstand the effects of climate change. The total value of the Town Centre Funded projects is over £9m.

A separate report outlining the projects is also to be seen by EDI Committee on 3rd March 2022.

Although the programme has been managed by the Transformational Projects and Regeneration Team, the TCF projects have involved and are managed by a number of different departments, including Roads and Amenity Services, Piers and Harbours, Engineers, and Property Services. The close working and collaboration between departments has been critical in the successful delivery of the programme.

4.11 Scottish Government Place Based Investment 2021 – 2026

Town Centre Funding has been superseded by Place Based Investment

(PBI)funding, which the Scottish Government has committed to allocating on an annual basis over a five year period. Argyll and Bute's allocation for 2021/22 is £821k.

At their respective meetings of 24th June 2021, 12th August 2021, and 2nd September 2021, Argyll and Bute Council, Policy and Resources Committee and Environment, Development and Infrastructure Committee agreed to use PBI towards 8 projects that support a living well locally concept, have climate friendly ambitions, and which have stemmed from the community through design-led consultation activity or through needs identified by key partner organisations.

The Scottish Government expect that any uncommitted funds by 1st April 2022 will be returned to Scottish Government. Funding has been committed to 8 projects, as follows:

- £80k towards a region-wide (excluding CARS/BID towns) shopfront improvement scheme;
- £100k towards a Rothesay TH priority building;
- £80k towards public realm enhancements in Bowmore town centre;
- £70k towards improvements to the area surrounding Castle House Gate Lodge, Dunoon;
- £50k as third party grant to Dunoon Burgh Hall Trust towards landscaping works to support a café garden and support the sustainability of the facility;
- £163k towards enhancing the surface of Helensburgh masonry pier;
- £250k towards public realm improvements in Gibraltar Street, Oban; and,
- £28k towards the Helensburgh Hermitage Park, Greening The Bothy project.

A separate update report is to be seen by EDI Committee on 3rd March 2022.

4.12 Scotland Loves Local Projects

Scotland Loves Local funding (£46k) secured from Scotland Town's Partnership (STP) has been used to develop a suite of measures to support the resilience and recovery of town centres, to encourage shopping locally and promote the idea of the '20 minute neighbourhood'.

As well as having awarded over 120 shopfront improvement grants to business owners, work to date includes the following:

Bespoke Argyll and Bute [Shop Local Messaging \(argyll-bute.gov.uk\)](https://argyll-bute.gov.uk)

Digital Training - Webinars and one-to-one sessions were held with business owners on making the most of Google My Business, to increase the chances of ranking in local search results and presenting a better offer digitally. Feedback from businesses was overwhelmingly positive, with 93% of all attendees stating that the webinar would help their business.

Digital Photography - 115 local businesses are being professionally photographed to support business owners update and enhance their online presence. The photographer will also update streetview images to ensure that the Argyll and Bute offer as viewed online reflects the most current position and presents the area in the most positive light.

Argyll and Bute Gift Card - The gift card for Argyll and Bute formally launched in October 2021. The initiative is a year-long pilot, funded by Scottish Government and administered through STP, designed to boost local spending and support local businesses. To date, over 100 Argyll and Bute businesses have registered to accept the card as a means of payment for goods and services. As of 18th January 2022, a total of 54 cards have been purchased to the value of £3,080.

The campaign to purchase the gift card is ongoing with weekly promotion carried out through the council's social media channels. Local stakeholders, such as BIDs, Chamber of Commerce and relevant community organisations are also involved in promoting the gift card.

The Argyll and Bute Gift Card can be purchased as follows: [Argyll & Bute Gift Card | Scotland Loves Local Gift Cards \(scotlandgiftslocal.com\)](https://scotlandgiftslocal.com)

- 4.13 Budget: The above project updates are predominantly in relation to the externally funded projects for which the team are responsible, and usually include a proportion of council funding. There is a set budget for each project and each is subject to specific outcomes and timelines, as agreed with funders. The externally funded elements of the project costs can only be claimed once proof of all necessary information has been provided to the respective funder. Each funder has a different criteria against which delivery is measured, and the council has entered into formal grant contracts with all funders involved.

5 CONCLUSION

- 5.1 Place based investments are taking place across much of Argyll and Bute making significant improvements to the quality of life of local people and our communities. Much of the work is externally funded adding to the capital funding committed by the council to enable this investment to happen. The successful delivery of the projects require careful monitoring and close working with colleagues, partners and community stakeholders. The impact from the Covid-19 pandemic and the UK having left the EU sets a background that creates a challenging environment in which to work. Prices are currently exceptionally high, due mainly to supply chain issues, but also shortages in labour. The Team therefore adopts a pragmatic approach to delivering projects, ensuring that these are as meaningful as possible using the budget available.
- 5.2 The projects contained within this report will result in assisting the economic recovery of Argyll and Bute, helping to sustain numerous small businesses, making the place more investor ready, improving our towns and villages as places to live and visit together with adding to the significant regeneration works

that are being taken forward for Argyll and Bute, and seek to make an improved and lasting difference to the area.

6. IMPLICATIONS

- 6.1 Policy - The delivery of these projects fits with the Council's Corporate Plan, Argyll and Bute Local Outcome 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 and assess budgets.
- 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 Climate Change - It is an ambition of our project work to work towards net zero by adopting a carbon conscious approach throughout.
- 6.7 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. The effects of Covid-19 has added even more challenges both in regard to the development/delivery phases 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

6.8 Customer Service – None

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

Policy Lead: Councillor Robin Currie

18th January 2022

For further information - please contact

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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 - LIST OF COUNCIL AND THIRD PARTY PROJECTS

| 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 |
| Rothesay TH2 | £3,244,856 | £200,000 | £2,508,781 | 2017 | 2022 |
| Tarbert Lochgilphead Regeneration Fund (Includes TCF Grant) | £6,374,952 | £3,000,000 | £3,374,952 | 2018 | On going |
| Hermitage Park (Includes TCF and PBI Grant) | £3,754,625 | £455,000 | £3,299,625 | 2016 | 2021 |
| Kilmartin Museum RCGF & Council Grant | £7,171,932 | £400,000 | £225,000 | 2019 | 2023 |
| MACPool RCGF Grant | £1,464,045 | £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 | £1,046,223 | 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 |
| Lochgilphead CARS | £1,606,096 | £386,220 | £969,731 | 2020 | 2026 |
| Helensburgh CARS | £1,740,000 | £500,000 | £1,240,000 | 2021 | 2025 |
| Events and Festivals grants (including annual Mod) | £170,614 | £170,614 | - | 2022 | 2023 |
| 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 |
| Place Based Investment*** | £821,000 | £0 | tbc | 2021/22 | 2022/23 |
| Obair Ur Thirodh – Tiree Community Business Hub - RCGF Grant | £860,000 | £0 | £565,000 | 2022 | |
| Kerrera Old School - Community Hub Final Phase - RCGF Grant | £427,290 | £0 | £285,000 | 2022 | |
| Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha - RCGF Grant | £652,590 | £0 | £602,590 | 2022 | |
| Total | £37,373,293 | £5,551,220 | £18,059,340 | | |

*The overall TCF project value is £10,597,759 however, the individual allocations for the 3 projects above have been deducted from this figure. Projects are outlined in a report to EDI on 3rd Mar 2022.

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

***See separate 12th August 2021 Policy and Resources committee report for proposed breakdown of projects and values.

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

3 MARCH 2022

STRATEGIC TRANSPORT PROJECTS REVIEW 2 – CONSULTATION RESPONSE

1.0 EXECUTIVE SUMMARY

- 1.1 In 2019, Transport Scotland, the national transport agency of the Scottish Government, commenced the second Strategic Transport Projects Review (STPR2), the first review having been published in 2008. This review will deliver the vision, priorities and outcomes that are set out in the second National Transport Strategy.

This review of the strategic transport network's performance will inform transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions.

This consultation is on the draft second Strategic Transport Projects Review (STPR2) for Scotland, with a closing date of 15 April 2022.

- 1.2 STPR2 provides an overview of transport investment, mainly infrastructure and other behavioural change recommendations that are required to deliver the National Transport Strategy priorities and objectives of the Review.

Appendix A summarises the interventions within STPR2 that are noted against Argyll and Bute.

RECOMMENDATIONS

It is recommended that Members

- (i) Note the transport interventions within the draft STPR2 that are referenced to Argyll and Bute.
- (ii) Consider and approve the enclosed response to the draft STPR2 consultation.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

3 MARCH 2022

STRATEGIC TRANSPORT PROJECTS REVIEW 2 – CONSULTATION RESPONSE

2.0 INTRODUCTION

- 2.1 This consultation is on the draft second Strategic Transport Projects Review (STPR2) for Scotland. The review will inform Scottish Ministers decisions on transport investment in Scotland for the next 20 years (2022-2042).

STPR2 is one of the Scottish Government's strategic policy mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2). **Appendix 1** summarises the interventions within STPR2 that are noted against Argyll and Bute.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members

(i) Note the transport intervention within the draft STPR2 that are referenced to Argyll and Bute.

(ii) Consider and approve the enclosed response to the draft STPR2 consultation.

4.0 DETAIL

- 4.1 Transport Scotland are undertaking a formal 12-week Strategic Transport Project Review 2 (STPR2) consultation process. This is the latest stage of a comprehensive review that has been taken through a number of stages and been informed by numerous key stakeholders.

- 4.2 STPR2 sets out recommended transport interventions for the next 20 years and is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2). STPR2 is also an important tool for achieving the Climate Change Plan Update commitment to 20%

reduction in car kilometers by 2030 and contributing to Scotland's Net Zero Greenhouse Gas emissions target by 2045.

4.3 The draft STPR2 Report (Jan 2022) combines the Phase 1 recommendations published in February 2021, which are the short-term priorities, with the longer-term recommendations. Therefore, providing the full suite of recommendations for transport investment for the next 20 years.

4.4 The recommendations are set out in a Summary Report and draft Technical Report which can be accessed from the Transport Scotland website along with other supporting documents including the Impact Assessments Non-Technical Summary and other associated reports.

[Transport.gov.scot/stpr2/](https://transport.gov.scot/stpr2/)

4.5 The deadline for responses to the consultation is **midnight on Friday 15 April 2022**.

4.6 **Appendix 2** encloses a detailed draft response to this public consultation document that members are asked to approve.

4.7 The key points included within the draft response are as follows:-

- The council's funding settlement from the Scottish Government makes up the majority of funding for local council services. More than £53 million has already been taken out of Argyll and Bute's council services over the past 10 years, and the need to make millions more in savings goes on. It is estimated that the Scottish Government grant could reduce by a further £10m over the next five years and this coupled with inflationary increases will require a further £25m of savings.

Such financial challenges, are placing huge pressure on already strained transport budgets including road and bridge maintenance and the provision of public transport. For example, over 95% of our bus services requires direct subsidy from the Council.

Transport Scotland's previous position that *"it is the responsibility of each local authority to manage their own budget and to allocate the financial resources available to them on the basis of local needs and priorities"* is unsustainable given the declared aspirations of STPR2 and will fail to address the significant connectivity barriers facing the region.

This position is particularly disappointing given the advice previously received by the Scottish Government to remove £64M of proposed transport investment from our Rural Growth Deal and pursue this critical ask via STPR2.

- 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. There also appears to be a lack of consistency within STPR2 as to what local infrastructure is out of scope. For

example, proposed interventions such as 20mph zones, place-making, active travel freeways and Demand Responsive Transport (DRT) will all be reliant on local authority transport infrastructure and resources to deliver and maintain and yet these are considered within scope while local roads and public transport infrastructure aren't.

- We welcome the Scottish Government's commitment to move beyond the mitigation strategy and to look at an alternative permanent solution to the ongoing problems at the Rest and Be Thankful. There continues to be a concern that the lack of resilience on this key trunk road overshadows the wide and varied good work undertaken locally to create a place where people choose to live, work, visit and invest. Argyll and Bute faces a forecasted steady decline in its population and there is a sense that the ongoing issues at the Rest and Be Thankful, and the associated national media reports, are a significant barrier to attracting people to the area, both to live and to visit. Businesses in Argyll and Bute make a significant contribution to the national economy in spite of the ongoing trunk road resilience issues. In recent years the area has produced:
 - 7% of Scotland's domestic tourism value;
 - £124million in Gross Value Added (GVA) from food and drink;
 - 7% of the nation's pure alcohol capacity (used in whisky production);
 - £31million in GVA from aquaculture.

*Referenced from IBP Strategy and Research Report on Tourism and Food and Drink Industries November 2018

Whilst the intervention for the A83 is welcomed it should not be seen as the only transport intervention required for our region. Argyll and Bute Council assumed a solution to the historic issues over the Rest and Be Thankful was a 'given' – and was a national intervention required to be provided by Transport Scotland, regardless of whether the Strategic Transportation Projects Review 2 was under way or not. Indeed we would consider that the focus should not simply be on the Rest and Be thankful itself but on the entire A83 route – where climbing lanes, overtaking opportunities, better signage etc. could be identified.

- We would welcome further details on the proposed consideration of a fixed link to the island of Mull and where this link is proposed. We have not to date seen mention of this proposal in any previous documentation. Fixed links were only previously mentioned in relation to the Clyde and Hebridean Ferry Services contract and not specifically to the island of Mull. Given the detrimental impact on island infrastructure that has resulted from the introduction of RET we would have thought a fixed link would only compound this – again another example of why there needs to be consideration of local authority infrastructure and a joined up approach. We understand that a business case on this intervention is proposed and we assume this will also identify what likely impacts such a transport intervention would have on the local economy of Oban.

- Active travel – funding models require to be revised as there is currently too much focus on lengthy, multi-stage challenge funds. Local Authorities are the key delivery agencies of active travel infrastructure on the ground yet they are required to bid via third parties and Charities who manage funding on behalf of Transport Scotland. Active travel funding should be given directly to local authorities, through the Cycling Walking Safer Routes grant which ring fences the grant and is a very effective model. This would free up the limited resources local authorities have to deliver active travel infrastructure. This would also allow local authorities to programme ahead at the start of the year, rather than wait until half the financial year has past, before finding out if a bid for a project has been successful or not. It is also considered that many of the grant funding criteria for active travel infrastructure projects favour more urbanised areas (e.g. the requirement for 3m wide cycleways, segregated cycle lanes etc. – in a rural context some rural roads are less than 3m wide making an adjacent remote cycleway 3m in width, something of a parody.) It is therefore requested that funding for active travel infrastructure is reviewed as part of STPR2 and funds such as Cycling Walking and Safer Routes are given a greater proportion of the funds available for active travel.
- Existing/proposed grant funding for bus enhancements is targeted predominantly at congestion and bus priority measures which will primarily benefit urban and city regions. Whilst we recognise the importance of addressing congestion in urban areas it should be noted that these measures will have only limited impacts on bus services in rural areas. It is vital that rural areas benefit from attractive public transport options to promote positive transport choices given the necessity of long journeys and the associated limitations of active travel options. For example the Young Person's Free Bus Travel Scheme for 5 -21 year olds is of limited use in a rural context compared to an urban where the local supported services are infrequent sometimes hours apart.
- The current transport policy network is increasingly complex and very difficult to identify the linkages across modes of transport connectivity. For example we have a National Transport Strategy 2, Strategic Transport Projects Review 2, the Islands Connectivity Plan which will be the successor to the National Ferries Plan and a separate National Review of Aviation. It is vital that transport connectivity to our remote peninsula communities and fragile islands is looked at holistically. We welcome the proposals to undertake a national review of air services however, we would expect a funding commitment behind this review to be set out as part of STPR2 - given the decision by the Scottish Government to exclude aviation from this process. We would also expect, similar to the commitment for the Scottish Ferry Services Review (now Islands Connectivity Plan) for a funding plan and programme for vessel deployment and services, that there will also be a commitment following the aviation review to allocate a

funding programme to improve Scotland's Aviation Network including aircraft assets and infrastructure.

- Argyll and Bute Council welcome the review of ferry services and port infrastructure. Both ferry and air services provide lifeline connections to many of the country's most fragile and remote communities and these services should be reviewed in tandem under the new Islands Connectivity Plan. There are no trunk roads or rail services on any of Argyll's 23 inhabited islands and a number of our local island communities are accessed by lifeline ferry and air services via local authority port and airport infrastructure.

5.0 CONCLUSION

- 5.1 This consultation is on the draft second Strategic Transport Projects Review (STPR2) for Scotland. The review will inform Scottish Ministers decisions on transport investment in Scotland for the next 20 years (2022-2042).
- 5.2 **Appendix 1** summarises the interventions within STPR2 that are noted against Argyll and Bute. Appendix 2 encloses a detailed draft response to this public consultation document that members are asked to approve.

6.0 IMPLICATIONS

- 6.1 Policy – STPR 2 sets out recommended transport interventions for the next 20 years and is one of the mechanisms for delivering the Vision, Priorities and Outcomes of the second National Transport Strategy (NTS2).
- 6.2 Financial – STPR2 offers the opportunity to lobby for improvements to the transport network to be delivered at a national level through the Strategic Transport Project Review 2.
- 6.3 Legal – The roles and responsibilities work associated with the NTS will consider transport governance.
- 6.4 HR – N/A
- 6.5 Fairer Scotland Duty:
- 6.5.1 Equalities - protected characteristics: STPR2 has been subject to a draft Equality Impact Assessment Report. [Equality Impact Assessment Draft Report – January 2022 – STPR2 | Transport Scotland](#)
- 6.5.2 Socio-economic Duty – STPR2 has been subject to a draft Fairer Scotland Duty Assessment Report. [Fairer Scotland Duty Assessment Draft Report – January 2022 – STPR2 | Transport Scotland](#)

- 6.5.3 Islands – STPR2 has been subject to a draft Island Communities Impact Assessment Report [Island Communities Impact Assessment Draft Report – January 2022 – STPR2 | Transport Scotland](#)
- 6.6 Climate Change – STPR2 has been subject to a draft Strategic Environmental Assessment. [Strategic Environmental Assessment Draft Environmental Report – January 2022 – STPR2 | Transport Scotland](#)
- 6.7 Risk – Argyll and Bute’s Transport Infrastructure Priorities are not recognised with in the Strategic Transport Projects Review 2, which sets out Scottish Governments planned transport interventions for the next 20 years.
- 6.8 Customer Service – N/A

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

Policy Lead: Councillor Robin Currie

27 February 2022

For further information contact:

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APPENDICES

Appendix 1 Extract from STPR2: Reference to Argyll and Bute

Appendix 2 Draft Consultation Response to STPR2.

APPENDIX 1

Extract from STPR2: Reference to Argyll and Bute

Tier 1: - “Recommendations specific to One or Two Regions”

29. Access to Argyll (A83)

Ongoing closures of the A83 due to landslides at the ‘Rest & Be Thankful’, or on other sections of the road in Argyll & Bute due to accidents, flooding or roadworks have a significant negative impact on the region and its economy. Closures at the ‘Rest & Be Thankful’ can add detours of up to 50 miles for residents, businesses and visitors.

New or improved road infrastructure to reduce the impact of landslides or other events would improve the reliability of the route which, as one of only two trunk roads linking Argyll & Bute to the central belt, serves as a vital artery through Argyll and a connection for both the Kintyre and Cowal peninsulas.

STPR2 recommends work continues on developing a more reliable route. A preferred corridor has been identified at Glen Croe and five possible route options are being considered with speed of delivery a key criterion for assessment.

Meets key objectives:

- Takes climate action
- Supports sustainable economic growth
- Increases safety and resilience

41. Potential Sound of Harris, Sound of Barra fixed links and fixed link between Mull and Scottish mainland

The current ferry routes on the Sound of Harris, Sound of Barra and between Craignure and Oban face a number of issues and challenges. Replacing ferry services with fixed links (bridges or tunnels) can improve reliability, connectivity, capacity and crossing times. A Sound of Harris fixed link would improve connectivity between the Uists and Lewis/Harris while a Sound of Barra fixed link would improve connectivity between Barra and the Uists. The provision of these fixed links would allow for the reconfiguration of transport provision between the Outer Hebrides and the mainland. The provision of a fixed link between Mull and the Scottish mainland would allow for the reconfiguration of transport provision between the island and the mainland.

STPR2 recommends that further work is undertaken on business cases to better understand the benefits, costs and challenges associated with these options. These studies would consider the feasibility of replacing existing ferry services currently delivered by CalMac as part of the Clyde and Hebrides Ferry Services (CHFS) contract. These studies would also ascertain the potential savings associated with the public sector subsidies required to operate the ferry services and involve input from communities that may potentially be affected.

Meets key objectives:

- Addresses inequalities and accessibility
- Supports sustainable economic growth
- Increases safety and resilience

Tier 2: “General recommendations will have particular benefit for CERTAIN regions”

18. Supporting integrated journeys at ferry terminals

Improving the connections from ferry terminals to other types of public transport is important in encouraging people to switch from travel by car. Historically, people are less likely to use public transport if limited travel choices or connections make it more difficult to reach their end destination.

Improving access and creating a better traveller experience at ferry terminals and interchange facilities would benefit rural and island communities as well as visitors. There would be particular benefits for longer distance travel with more seamless travel choices and improved services for those people not travelling by car. Reducing car usage also helps make better use of existing ferry capacity.

STPR2 recommends a detailed review of key ferry terminals to consider the improvements in timetable information, signing, ticketing and facilities required to deliver a seamless journey between different types of public transport to enhance the traveller experience and accessibility at ferry terminals.

Meets key objectives:

- Takes climate action
- Addresses inequalities and accessibility
- Improves health and wellbeing
- Supports sustainable economic growth
- Increases safety and resilience

24. Ferry vessel renewal and replacement and progressive decarbonisation

Continued investment in ferry renewals would address the needs of rural and island communities by improving the resilience, reliability, capacity and accessibility of ferries. If this investment is focused on progressive decarbonisation of ferry networks, it will reduce emissions and help Scotland achieve its net zero carbon emission targets.

STPR2 recommends renewal and replacement of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels including progressive decarbonisation by 2045.

Meets key objectives:

- Takes climate action
- Addresses inequalities and accessibility
- Improves health and wellbeing
- Supports sustainable economic growth
- Increases safety and resilience

42. Investment in port infrastructure to support vessel renewal and replacement and progressive decarbonisation

To facilitate ferry vessel renewal and replacement and progressive decarbonisation of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels (24), related investment in port infrastructure will be required. This would help meet the needs of rural and island communities by improving the capacity, resilience, reliability and accessibility of ferry services. Investment in port infrastructure means that there can be progression to standardisation of new vessels. This investment would also contribute to reducing emissions across the ferry network and support Scotland's net zero carbon emission targets.

STPR2 recommends an investment programme in port infrastructure, including power supplies, to support STPR2 recommendation (24) renewal and replacement of the Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) vessels including progressive decarbonisation by 2045.

Meets key objectives:

- Takes climate action
- Addresses inequalities and accessibility
- Improves health and wellbeing
- Supports sustainable economic growth

44. Rail freight terminals and facilities

A sufficient provision of rail freight terminals is critical to achieving a significant shift of freight from road to rail. It would improve the competitiveness of Scotland's supply chain and help support the movement of freight from road to rail.

Rail freight works on a commercial basis and is carried out by private sector freight operating companies and logistics providers. The role of Government is to put policies and strategies in place that facilitate growth (with Network Rail managing the core rail infrastructure and the regulator regulating compliance, safety and issuing licences).

STPR2 recommends that Transport Scotland supports industry partners in carrying out an updated market study for rail freight growth in Scotland (linked to the 2019 industry growth plan) including a review of rail freight terminals/hubs to confirm how to meet long-term mode shift requirements.

Meets key objectives:

- Takes climate action
- Supports sustainable economic growth
- Increases safety and resilience

Tier 3: 'Sustainable Transport Options'

The draft report makes 45 recommendations that focus investment on sustainable transport options. Of those recommendations, they note 28 provide benefits for individuals, families, communities and businesses across most parts of Scotland.

APPENDIX 2

Draft Consultation Response to STPR2

Transport Scotland Strategic Transport Projects Review 2

Argyll and Bute Council Response – January 2022

This response should also be reviewed alongside our previous submissions on the Draft STPR2 Case for Change Report and Options Sifting Process report. We are pleased to enclose our response to the STPR2 draft report, published in January 2022, and would like to make the following points:-

1. The council's funding settlement from the Scottish Government makes up the majority of funding for local council services. More than £53 million has already been taken out of Argyll and Bute's council services over the past 10 years, and the need to make millions more in savings goes on. It is estimated that the Scottish Government grant could reduce by a further £10m over the next five years and this coupled with inflationary increases will require a further £25m of savings.

Such financial challenges, are placing huge pressure on already strained transport budgets including road and bridge maintenance and the provision of public transport. For example, over 95% of our bus services requires direct subsidy from the Council.

2. Transport Scotland's previous position that *"it is the responsibility of each local authority to manage their own budget and to allocate the financial resources available to them on the basis of local needs and priorities"* is unsustainable given the declared aspirations of STPR2 and will fail to address the significant connectivity barriers facing the region.

This position is particularly disappointing given the advice previously received by the Scottish Government to remove £64M of proposed transport investment from our Rural Growth Deal and pursue this critical ask via STPR2

3. We are aware that the Islands Connectivity Plan (ICP) is being progressed alongside STPR2 and will replace the ferries plan by the end of 2022. We seek confirmation from the Scottish Government that the ICP will include transport infrastructure owned and operated by local authorities and in particular island road networks. This is particularly significant given there are no trunk roads on any of our islands and therefore out of scope of STPR2. Many of our island roads have seen significant increases in vehicular traffic due to the success of RET and this is resulting in pressure on our island infrastructure.
4. The current transport policy network is increasingly complex and very difficult to identify the linkages across modes of transport connectivity. For example we have a National Transport Strategy 2, Strategic Transport

Projects Review 2, the Islands Connectivity Plan which will be the successor to the National Ferries Plan and a separate National Review of Aviation. It is vital that transport connectivity to our remote peninsula communities and fragile islands is looked at holistically.

We welcome the proposals to undertake a national review of air services however, we would expect a funding commitment behind this review to be set out as part of STPR2 - given the decision by the Scottish Government to exclude aviation from this process. We would also expect, similar to the commitment for the Scottish Ferry Services Review (now Islands Connectivity Plan) for a funding plan and programme for vessel deployment and services, that there will also be a commitment following the aviation review to allocate a funding programme to improve Scotland's Aviation Network including aircraft assets and infrastructure.

5. 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.
6. Local roads make up 94% of the total road network and 100% of the island road network and carry 65% of traffic in Scotland however the majority are out of scope of STPR2. Trunk roads currently account for 50% of the national funding for roads maintenance despite being only 6% of the network. Proposals to further increase funding for trunk roads only is unsustainable unless similar commitments are made for local roads.

There also appears to be a lack of consistency within STPR2 as to what local infrastructure is out of scope. For example, proposed interventions such as 20mph zones, place-making, active travel freeways and DRT will all be reliant on local authority transport infrastructure and resources to deliver and maintain and yet these are considered within scope while local roads and public transport infrastructure aren't.

7. Active travel – funding models require to be revised as there is currently too much focus on lengthy, multi-stage challenge funds. Local Authorities are the key delivery agencies of active travel infrastructure on the ground yet they are required to bid via third parties and Charities who manage funding on behalf of Transport Scotland.

Active travel funding should be given directly to local authorities, through the Cycling Walking Safer Routes grant which ring fences the grant and is a very effective model. This would free up the limited resources local authorities have to deliver active travel infrastructure. This would also allow local authorities to programme ahead at the start of the year, rather than wait until half the financial year has past, before finding out if a bid for a project has been successful or not.

Financially operating to a Charity organisation's financial year, often ending in late June, is another added layer of bureaucracy when trying to do year end claims out with a normal local authority year starting on the 1 April-31 March.

During Covid-19 and the subsequent response with the Spaces for People fund, demonstrated what local authorities can achieve in an unbelievable short space of time – if they are given funding direct - with no red tape attached or having to compete against other local authorities in a lengthy and time consuming exercise.

8. We note that STPR2 includes an intervention to develop Glasgow Metro and Edinburgh mass transit strategies. Whilst Argyll and Bute Council support proposals to improve transport in our city regions there appears to be a lack of consistency here with local transport infrastructure (bus, tram, light rail etc.) in city regions being within scope of STPR2 and more rural networks considered out of scope. This could exacerbate population imbalance resulting in further population drift from rural areas to city regions. This would appear to be politically motivated resulting in an inconsistent approach between rural and city regions.

Existing/proposed grant funding for bus enhancements is targeted predominantly at congestion and bus priority measures which will primarily benefit urban and city regions. Whilst we recognise the importance of addressing congestion in urban areas it should be noted that these measures will have only limited impacts on bus services in rural areas. It is vital that rural areas benefit from attractive public transport options to promote positive transport choices given the necessity of long journeys and the associated limitations of active travel options. For example the Young Person's Free Bus Travel Scheme for 5 -21 year olds is of limited use in a rural context compared to an urban where the local supported services are infrequent sometimes hours apart.

It is essential that Argyll and Bute has reliable and resilient connections to Scotland's city regions for access to key markets, employment, tertiary education and healthcare. The region relies heavily on infrastructure owned and operated by Transport Scotland such as our trunk roads, many of our ferries, rail and local air services. The region also suffers with well-publicised reliability and resilience issues on a number of our key transport arteries e.g. A83 Rest and Be Thankful, A82 delays, long diversion routes, ferry capacity issues. As has been highlighted repeatedly by the Council and other stakeholders, national reporting of local transport failures (such as landslips) has a detrimental impact on the economy of the region. It is therefore essential that there is significant investment via STPR2 to improve resilience on our key transport arteries.

We welcome the Scottish Government's commitment to move beyond the mitigation strategy and to look at an alternative permanent solution to the ongoing problems at the Rest and Be Thankful. There continues to be a concern that the lack of resilience on this key trunk road overshadows the wide and varied good work undertaken locally to create a place where people choose to live, work, visit and invest. Argyll and Bute faces a forecasted steady decline in its population and there is a sense that the ongoing issues at the Rest and Be Thankful, and the associated national media reports, are a significant barrier to attracting people to the area, both to live and to visit. Businesses in Argyll and Bute make a significant contribution to the national economy in spite of the ongoing trunk road resilience issues. In recent years the area has produced:

- 7% of Scotland's domestic tourism value;
- £124million in Gross Value Added (GVA) from food and drink;
- 7% of the nation's pure alcohol capacity (used in whisky production);
- £31million in GVA from aquaculture.

Whilst the intervention for the A83 is welcomed it should not be seen as the only transport intervention required for our region. Argyll and Bute Council assumed a solution to the historic issues over the Rest and Be Thankful was a 'given' – and was a national intervention required to be provided by Transport Scotland, regardless of whether the Strategic Transportation Projects Review 2 was under way or not. Indeed we would consider that the focus should not simply be on the Rest and Be thankful itself but on the entire A83 route – where climbing lanes, overtaking opportunities, better signage etc. could be identified.

9. We would welcome further details on the proposed consideration of a fixed link to the island of Mull and where this link is proposed. We have not to date seen mention of this proposal in any previous documentation. Fixed links were only previously mentioned in relation to the Clyde and Hebridean Ferry Services contract and not specifically to the island of Mull.

Given the detrimental impact on island infrastructure that has resulted from the introduction of RET we would have thought a fixed link would only compound this – again another example of why there needs to be consideration of local authority infrastructure and a joined up approach.

We understand that a business case on this intervention is proposed and we assume this will also identify what likely impacts such a transport intervention would have on the local economy of Oban.

10. Argyll and Bute Council welcome the review of ferry services and port infrastructure. Both ferry and air services provide lifeline connections to

many of the country's most fragile and remote communities and these services should be reviewed in tandem under the new Islands Connectivity Plan.

There are no trunk roads or rail services on any of Argyll's 23 inhabited islands and a number of our local island communities are accessed by lifeline ferry and air services via local authority port and airport infrastructure. We are supportive of this intervention however, it must include local authority ports, harbours and ferry services or there is a risk that certain communities will be excluded. Argyll and Bute Council currently operate 4 ferry services to the islands of Jura, Luing, Lismore and Easdale and we also own a number of ports which form part of the CHFS ferry network. It is therefore vital that our infrastructure is considered as part of future long term plans and investment programmes. Integration with regional and island air services should also be considered as part of this process.

Given the impact of RET and the expansion of the whisky and tourism industries there is growing demands on ferry services across Argyll. STPR2 needs to consider suitable investment in the ferry network to ensure greater capacity at peak periods and reliability.

11. To see our active travel network enhanced and utilised will require a substantial shift in the current funding regime. The whole system of local authorities having to prepare bid documents, to competitively compete against each other for funding, is time consuming and costly to resource. Local authorities also have to then find internal match funding which in the current climate is not possible to do. The process of getting approvals from a Charity that manages funding on behalf of TS is bureaucratic and effectively slows the whole process of delivery on the ground - the exact opposite of what the Scottish Government is wanting to achieve. The fact that the Charity's financial spend profile does not accord with the standard financial year only adds to the confusing and time consuming burden of trying to manage through a third party Charity active travel funding.

The Cycling Walking Safer Route Grant that is given directly to Local authorities is a much quicker simpler way of delivering active travel projects on the ground and is a tried and tested delivery model. This grant award from the Scottish Government restricts local authorities to spending the grant on safer cycling walking projects only. Therefore rather than waste time and resources with bureaucratic third parties creating an artificial competition with confusing and unnecessary processes that slows delivery down, Argyll and Bute Council request that a greater proportion of active travel funding is awarded directly to the local authorities who are directly responsible for delivering projects on the ground. Also again the

maintenance funding of this will fall on the resources of local authorities yet there is no recognition of this by Scottish Government.

We would again note, that as local authorities are the key delivery partner for active travel infrastructure there is a clear case for additional funding to be awarded directly to Councils rather than the existing model which awards the majority of capital funding to local authorities via challenge funds which are administered by Charities. This is not consistent with funding for other modes of transport such as roads and public transport and is becoming increasingly challenging for local authorities to deliver. It is also considered that many of the grant funding criteria for active travel infrastructure projects favour more urbanised areas (e.g. the requirement for 3m wide cycleways, segregated cycle lanes etc. – in a rural context some rural roads are less than 3m wide making an adjacent remote cycleway 3m in width, something of a parody.) It is therefore requested that funding for active travel infrastructure is reviewed as part of STPR2 and funds such as Cycling Walking and Safer Routes are given a greater proportion of the funds available for active travel.

Given the critical importance of transport connectivity to Argyll and Bute, the Council remain committed to working in partnership with key stakeholders such as Transport Scotland and the Regional Transport Partnerships to address our connectivity barriers however we would again take this opportunity to ask the Scottish Government to ensure that their future transport investment priorities take a more inclusive approach and addresses the current imbalance of national transport infrastructure on the West Coast of Scotland. A modern and fit for purpose transport system is critical if we are to address our wider population challenges.

We enclose again for ease, **Appendix A** which is a list of Argyll and Bute Council's strategic transport infrastructure priorities for the region.

Encs:

Appendix A: Top Transport Priorities for Argyll and Bute

APPENDIX A: Top Transport Priorities for Argyll and Bute

The following is a list of Argyll and Bute Council's strategic transport infrastructure priorities for the region. This was previously submitted to Jacobs/Aecom as supporting evidence to the STPR2 process. This list has been updated following recent funding decisions by the Scottish Government and Transport Scotland.

| Top Transport Priorities Argyll and Bute to support economic growth and social inclusion | Issue | Action |
|---|--|--|
| ROADS | | |
| A 82 Trunk Road - Road Upgrade | The A82 is a key economic driver for the West Highlands. There is a need to upgrade the Loch Lomond section of road Tarbet to Inverarnan section. | Ensure that the programme of works identified by the Scottish Government is implemented asap. |
| A 83 Trunk Road – Road Upgrade | The A83 is the primary transport corridor into much of Argyll from the central belt. There is a need for a comprehensive programme of investment to improve road resilience, safety and journey times. | Produce a clear timetable of actions to deliver identified problem areas including. <ul style="list-style-type: none"> • Strone point (Completed) • Erines • Dunderave • Balmore Rd. Tarbert <p>Need for enhanced capital/maintenance programme to tackle roads vulnerability to flood and frost damage.</p> |
| A 83 Trunk Road Upgrade – Rest and Be Thankful | Need for permanent solution for R&BT | Action to determine the best “once and for all permanent solution” to address landslip risk public perceptions. |

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| <p>A85 Trunk Road Upgrade - Oban to Tyndrum/Oban Development Road</p> | <p>Relatively slow and busy road seen as a high priority for businesses and other stakeholders to improve with additional problems relating to congestion and lack of capacity to grow in Oban.</p> | <p>To identify the range of improvements to reduce journey times and build road resilience by tackling pinch points.</p> <p>To re-examine the need for the Oban Development Road to address congestion issue and capacity to grow as a town.</p> |
| <p>Pennygael Bridge Mull - structural repair/replacement required A848</p> | <p>Essential bridge serving the Iona community requiring significant investment.</p> | <p>Need to identify funding to repair/replace the bridge. (Update - following lobbying By the council the Scottish Government/Transport Scotland have agreed to fund this project through the Bridge Maintenance Fund)</p> |
| <p>A816 Oban to Lochgilphead Road Upgrade</p> | <p>Key link between Oban and Lochgilphead that suffers from a long journey time due to poor quality road with poor carriageway width and alignment.</p> | <p>Identify key aspects of the road that need action to remove pinch points, improve road alignment and excessive bends.</p> |
| <p>Dunoon – Colintraive – Portavadie Road Upgrade (B836/A8003/B8000)</p> | <p>Key route linking communities across Cowal, Bute and Kintyre (Mid Argyll) with Dunoon also a key timber haulage route.</p> | <p>To look at the feasibility of upgraded road to A road status incorporating physical upgrades to modern carriageway standards i.e. min. 6m wide carriageway with improved alignment to make it a safer and more reliable route.</p> |
| <p>A848 Salen –Tobermory Upgrade</p> | <p>Key route connecting main settlement on Mull with ferry terminal in need of widening to enable removal of passing places. Added pressure in summer</p> | <p>Identify funding to enable works to proceed to final design and implementation stage.</p> |

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| | from the success of RET. | |
| Local road network | GAE levels are insufficient to meet expanding road maintenance needs. | To lobby for a revision of the GAE distribution criteria to ensure that areas of sparse population are better financed to maintain their high mileages of rural road networks. |
| RAIL | | |
| West Highland Line between Oban and Glasgow | Excessive journey time in excess of three hours. | Need to lobby the rail investment programme for Control periods 6-7 (2019-2029). Need for a more detailed study to identify scope for journey time reduction. Refurbished 158s due on line in 2019. (now in place) |
| Creation of new station at Shandon to service HMNB Clyde – or enhanced public bus service | Reduce reliance on the car and ease movement of personnel to the base that is currently expanding. | Need to lobby the Scottish Government and Scotrail on the need for this new facility or enhanced public bus service. STAG underway second stage. |
| Oban Integrated Transport Hub | Combination of bus/rail and ferry terminals to ease transport transfer. An added benefit would be to create additional space for vehicle marshalling. | Need to work with Hi Trans and other transport partners to design scheme and attract necessary funding from a range of partners. Partial implementation to increase marshalling area; looking at introduction of hydrogen. |
| FERRIES and PORTS | | |
| Dunoon Town Centre to Gourock Town Centre Ferry Link | Need to improve ferry reliability from town centre to town centre and re-introduce vehicular option. | Continue to lobby Transport Scotland for a successful conclusion of the contract award. Contract awarded. Work commenced on ferry port improvements. |

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| Replacement of Council Ferries/takeover by Scottish Government | Ageing ferries on the Islay Jura route and loss making ferry service serving four island communities. | Recent additional funding is welcome however there is a need to continue to work with and lobby Transport Scotland on the need to ensure the reliability/affordability of our internal ferries. |
| Extension of Ferry services | Need to make greater use of ferry services at key crossing points. For example, Tarbert - Portavadie ferry. | |
| Argyll and Bute Council Pier upgrades Fionaphort/Iona, Gigha/Tayinloan and Craignure Pier | Need to upgrade pier to take account of climate change/weather and capacity issues. Creation of berthing facility at Fionnphort. | Undertake STAG for Craignure Pier to assess future operations. Determine affordability of business cases through feasibility studies and attract external funding as necessary. |
| Improve capacity and resilience of ferry services across the network | Given the impact of RET and the expansion of the whisky and tourism industries there is growing demands on ferry services across Argyll. | Continue to lobby CMAL and Transport Scotland for suitable investment in the ferry network to ensure greater capacity at peak periods and reliability. STAG underway. |
| ACTIVE TRAVEL | | |
| Helensburgh to Cardross/W. Dunbartonshire cycleway (Regional Route 42) | Need to complete this important route linking Helensburgh, Cardross and Dumbarton allowing active travel opportunities to connect to the main town and link into established routes to loch Lomond (John Muir Way)and the | Continue to work with landowners to acquire land, design works and implement sections of the route as funding is secured. Public consultation on preferred route completed. |

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| | Three Lochs Way and routes to Glasgow. | |
| <p>Provision of an off-road route for entire length of NCN78, The Caledonia Way, linking Campbeltown to Lochgilphead, Oban and Fort William.</p> | <p>This is a key 'spine' route for the Council area and wider West of Scotland. In addition to the NCN longer distance route, shorter sections of the route are heavily used for more local journeys, for example Ardrishaig to Lochgilphead, as well as part of other routes, for example the section from Kennacraig to Tarbert forms part of the popular 5 ferries route.</p> | <p>Continue to work with Transport Scotland (for sections alongside A83/A85/A828 trunk roads & sections on old Connel to Ballachulish Rail Line), Sustrans (as NCN route), local communities, landowners and other stakeholders.</p> |
| <p>Pilgrims Way: Iona – Mull – Oban – Tyndrum – St Andrews</p> <p>Entire route should be constructed to a suitable standard for walking and cycling.</p> | <p>This national walking and cycling route linking the international destinations of Iona and St Andrews, while also providing active travel links between local communities, requires significant focus to deliver, particularly given the distance and therefore cost and number of authorities and landowners involved.</p> <p>A&B Council is currently working with local communities in the Fionnphort area of Mull on the development and delivery of a cyclepath route which would provide approximately 1.9km of the route.</p> | <p>Continue to work with local communities, landowners, active travel bodies (e.g. Sustrans), Transport Scotland (for trunk roads, e.g. A85 Oban to Tyndrum) and the Scottish Government to develop and deliver sections of this nationally important route.</p> |

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| | <p>Within Argyll & Bute the Pilgrims Way would also provide important links within Mull and between Oban and Tyndrum.</p> | |
| <p>Active Travel Islay</p> | <p>Following the successful delivery and positive reaction by local residents, businesses and visitors to the 3 distilleries path on Islay there is a strong desire to build upon this success by the construction of active travel routes linking other key settlements, employers and tourist destinations on Islay.</p> | <p>Work with Islay Community Access Group, local communities, local businesses, active travel groups (e.g. SUSTRANS, walking groups), landowners and the Scottish Government to develop and implement a network of high-quality walking and cycling routes on Islay. These routes will provide an alternative to the private car for local residents and visitors. Bruchladdich to Port Charlotte completed 2021</p> |
| <p>Develop Cycle Tour routes, e.g. 5 Ferries route (Arran / Kintyre Peninsula (Clanaig – Kennacraig – Tarbert) / Cowal Peninsula (Portavadie – Colintrave) / Bute (Rhubodoch – Rothesay), to provide attractive, high-quality cycle route suitable for families/tourists.</p> | <p>There are a number of popular cycle tour routes within Argyll & Bute, most notably the 5 ferries route with dedicated ferry tickets available from CALMAC for the route. At present these routes are primarily promoted to keen sportive cyclists as a single day activity, however with each of the routes having a total distance of under 55 miles if correctly developed these would offer an attractive weekend/multi-day activity for families/less dedicated cyclists</p> | <p>Work with local communities, businesses, landowners, active travel bodies (e.g. SUSTRANS), Transport Scotland (for trunk roads, e.g. A83 Kennacraig to Tarbert), CALMAC and the Scottish Government to develop and deliver attractive, high-quality walking and cycling touring routes.</p> |

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| | <p>thereby bringing significant economic benefit to these areas. To be attractive to these groups the route would require to be entirely on high-quality segregated infrastructure or on [perceived as] safe, quiet and low speed minor roads.</p> | |
| AIR LINKS | | |
| <p>Central Belt to Oban Air Service with potential link to Barra.</p> | <p>Need to establish a scheduled flight connection to the central belt to provide a faster transport alternative for local people and businesses together with visitors. Assist the delivery of economic growth in Oban, Lorn, Barra and Lochaber.</p> | <p>Continue to undertake feasibility work on viability of bid, speak to air operators and lobby for subsidy to enable this connection to be established</p> |

ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND
INFRASTRUCTURE****3 MARCH 2022**

TRANSPORT FOR STRATHCLYDE: A NEW PUBLIC TRANSPORT NETWORK

1.0 EXECUTIVE SUMMARY

- 1.1 In February 2022, the Chair of Strathclyde Partnership for Transport (SPT), Councillor Dr Martin Bartos, wrote to Local Authorities to seek support for the vision and direction detailed in *Transport for Strathclyde: A New Public Transport Network*.

2.0 RECOMMENDATIONS

- 2.1 Members of the Environment, Development and Infrastructure Committee are recommended to:-
- (i) Note the letter from Councillor Dr Martin Bartos, Chair of SPT; and
 - (ii) Agree to defer this matter to a future Environment, Development and Infrastructure (EDI) Committee in 2022, which will afford the new Council when formed, following the Scottish Local Government Elections in May 2022, and Members of the EDI Committee to take a view on this matter.

3.0 CONCLUSION

- 3.1 The letter from the Chair of Strathclyde Partnership for Transport should be deferred to enable the new Council when formed, following the Scottish Local Government Elections in May 2022, and members of the Environmental, Development and Infrastructure Committee to form a view on the detail outlined in the letter, and accompanying document.

4.0 IMPLICATIONS

- 4.1 Policy – None
- 4.2 Financial – None
- 4.3 Legal – None
- 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 Climate Change – None
- 4.7 Risk – None
- 4.8 Customer Service – None

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

Policy Lead: Councillor Robin Currie

February 2022

APPENDIX

Appendix 1 – Letter from Chair of SPT



9 February 2022

BY EMAIL

Provost David Kinniburgh
Argyll and Bute Council
Kilmory
Lochgilphead
Argyll
PA31 8RT

Email: chair@spt.co.uk

Dear Provost Kinniburgh

Transport for Strathclyde: A New Public Transport Network

I am writing to you as Chair of SPT, your Regional Transport Partnership, as I promised my board members, to seek your Council's support for the vision and direction set out in Transport for Strathclyde: A New Public Transport Network.

The Transport for Strathclyde (TfS) document, published in March 2021 (attached), was shared with all Council Leaders, Councillors, MSPs and key stakeholders in our area at the time of publication. It has since been discussed and endorsed on a cross-party basis by all the local authority elected representatives on SPT, covering all 12 of SPT's local authorities, as well as by the board's appointed members. SPT's board have agreed that the aims, vision and aspiration of Transport for Strathclyde should be adopted and developed through the statutory Regional Transport Strategy, but I am keen that your Council as a whole has the opportunity to express its view on our next steps.

At the heart of the TfS document is a desire I am sure we all share as local councillors, for a better public transport system for our residents; one the document describes in its ten tests, is a public transport system which is *available, accessible, affordable, ecologically and economically sustainable, integrated, efficient, reliable, safe and enjoyable*. The second part sets out 5 visions: One Network, Smart Network, Green Network, Affordable Network and Network for the Future - which encompasses some of the challenging issues which we all know well from our constituent's concerns.[1] The third and final part sets out the most difficult challenge - what we need to deliver those changes. We know public transport needs to change and we also know that by improving public transport, we can transform the quality of life in our communities - whether in towns and cities, or across the island and rural parts of the region.

It must be said that good work is going on through various partnerships, projects and policy ideas, nationally, regionally and locally, at your and neighbouring authorities[2] - but even that work needs an empowered and resourced regional transport authority to support and deliver any ambitious change. The delivery of transformative change, championing the most vulnerable communities in and across the boundaries of our local authorities, presents particular challenges and I believe a stronger regional transport authority, accountable to your Council and appropriately empowered can meet the aspirations of our communities and tackle the big transport issues of net zero and covid recovery.

My ask of you therefore please, is that you present this letter to your Council, coming as it does with a breadth of political support and invite your Council to take a collective and united view on the aims, vision and aspiration of Transport for Strathclyde. I hope then that your Council might confirm that it would welcome the development and promotion by SPT of a Transport for Strathclyde Act, developed and consulted upon with your Council members (whomsoever may be elected in May) as well as the residents and transport stakeholders of the West of Scotland to make sure SPT can deliver on your behalf a region at the forefront of public transport.

Mindful we are going into an election period, since I am not standing in the forthcoming elections, I would be happy to meet and assist in any way you think helpful and look forward to hearing from you and your Council.

Yours sincerely



Councillor Dr Martin Bartos
Chair, SPT
(Independent)

cc. Leader of Councils, Cllrs in the SPT region, SPT Board members, all MSPs and MPs

Footnotes:

[1] Whether it's finally getting multimodal journeys and ticketing integrated, or having a network smart and responsive enough to guarantee travel options for the most rural or excluded; whether it's decarbonising the network or finding fair ways to pay for it; or whether it's preparing for the changes the future holds - I think the TfS document recognises those concerns. Most of all there are various problems which arise relating to competition law which prevent many of the integration issues which elected members and residents would want changed - this arises while operators compete between each other wholly at the bus-stop, whereas with an arrangement which adjusts that, then the scope for a transport authority to take action on various issues becomes more straightforward.

[2] Over the last couple of years there have been many exciting announcements on transport policy, from free bus travel for under 22s and the fair fares review; from commitments for reduction in car mileage to large scale infrastructure like the Clyde Metro to provide new options; from bus partnership development with operators, to local pieces of infrastructure funded jointly by SPT and member councils - there is a lot going on and still much to do to deliver on local as well as national aspirations. At the same time COP26 reminded us we must act quickly to transform the way we travel and the pandemic has shown things can rapidly change whether or not we like it.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

ROADS AND INFRASTRUCTURE
SERVICES

3 MARCH 2022

CEMETERY ASSET UPDATE REPORT

1.0 EXECUTIVE SUMMARY

- 1.1 This report provided an update following a consultation on cemetery provision and policy which was carried out in early 2020 and unfortunately clashed with the pandemic.
- 1.2 This report also proposes to carry out a further cemetery consultation later this calendar year which will be reported back to a future meeting of this committee.

2.0 RECOMMENDATIONS

- 2.1 The Environment, Development and Infrastructure Committee are asked to note this report.

3.0 DETAIL

- 3.1 At its December 2019 meeting, the Environment, Development and Infrastructure Committee considered a cemetery asset report. The Committee:
- *Agreed that a community consultation is undertaken seeking views on the draft policies detailed in paragraphs 4.10 to 4.15 of the submitted report.*
 - *Noted that a further report would be presented to Members detailing the consultation feedback and proposing a set of cemetery policies.*
- 3.2 The timing of the consultation clashed with the pandemic and subsequent lockdown periods which is thought to have impacted on the quantity of the responses.
- 3.3 It is proposed that a further consultation be carried out later in 2022 with the output from that consultation being reported to a future meeting of this Committee.

4.0 CONCLUSION

- 4.1 This report provides an update to the cemeteries consultation, which was carried out in the early part of 2020. The report also proposes to carry out a further consultation which will be reported to a future meeting of this committee.

5.0 IMPLICATIONS

- 5.1 Policy – In line with current burials policy. Note this policy may change as a result of the proposed consultation exercise
- 5.2 Financial – No financial implications at this stage.
- 5.3 Legal – the Council are required to provide a facility for burials by law under current legislation
- 5.4 HR – any HR implications will be identified as the proposal progresses.
- 5.5 Fairer Scotland Duty: None known
- 5.5.1 Equalities – None known
- 5.5.2 Socio-economic Duty – None known
- 5.5.3 Islands – None known
- 5.6 Climate Change – due regard will be given to climate change with a view to minimising any climate change impact and these will be considered as and when they arise.
- 5.7 Risk – None known
- 5.8 Customer Service – None known

Kirsty Flanagan, Executive Director with responsibility for Roads and Infrastructure

Jim Smith, Head of Roads and Infrastructure

Policy Lead, Councillor Rory Colville

February 2022

For further information contact:

Tom Murphy, Operations Manager

Hugh O'Neill, Network and Standards Manager

Environment, Development and Infrastructure Committee Work Plan 2022/23

| This is an outline plan to facilitate forward planning of reports to the Environment, Development and Infrastructure Committee. | | | | |
|--|---|---------------------------------|-----------------|--|
| Date | Title | Service/Officer | Date Due | Comments |
| 3 March 2022 | FQ3 Performance Report | Sonya Thomas | 8 February 2022 | |
| | Roads Capital Reconstruction Programme | Roads and Infrastructure | | |
| | Campbeltown Flood Protection Scheme Business Case | Roads and Infrastructure | | Dec 2021 - Noted that a paper detailing the full Business Case would be brought back to the Environment, Development and Infrastructure Committee in March 2022. |
| | Waste PPP And Landfill Ban Compliance – Progress Update On Options | Roads and Infrastructure | | Agreed at Waste Strategy Board on 12/01/22 that report will go to EDI Committee on 03/03/22 |
| | Argyll And Bute Covid 19 Recovery: Restart, Recover And Renew: Delivering And Resetting Our Recovery Strategy And Action Plan | Development and Economic Growth | | |
| | Transformational Projects & Regeneration Team - Large Scale Project Update Report | Development and Economic Growth | | |
| | Strategic Transport Projects Review | Development and Economic Growth | | |
| | Scottish Government Town Centre Fund And Place Based Investment Fund Update | Development and Economic Growth | | |

Environment, Development and Infrastructure Committee Work Plan 2022/23

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|---------------------|--|-----------------------------------|-----------------|--|
| | Transport For Strathclyde: A New Public Transport Network | Development and Economic Growth | | |
| | Cemetery Asset Update Report | Roads and Infrastructure | | |
| Date | Title | Service/Officer | Date Due | Comments |
| TBC 2022 | FQ4 Performance Report | Sonya Thomas | TBC | |
| | Economic Recovery Plan Update | Development and Economic Growth | | |
| Future Items | | | | |
| | 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 |
| | Electric Vehicle Charging Strategy | | | June 2021 – Further report to be considered at Committee prior to consultation exercise. |