

# Public Document Pack

## Argyll and Bute Council

Comhairle Earra-Ghàidheal Agus Bhòid

Executive Director: Douglas Hendry



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24 August 2023

## NOTICE OF MEETING

A meeting of the **ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE** will be held **ON A HYBRID BASIS IN THE COUNCIL CHAMBER, KILMORY, LOCHGILPHEAD AND BY MICROSOFT TEAMS** on **THURSDAY, 31 AUGUST 2023** at **10:30 AM**, which you are requested to attend.

Douglas Hendry  
Executive Director

## BUSINESS

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST (IF ANY)**
3. **MINUTES** (Pages 3 - 8)  
Environment, Development and Infrastructure Committee held on 1 June 2023
4. **TRANSFORMATIONAL PROJECTS AND REGENERATION TEAM - LARGE SCALE PROJECT UPDATE REPORT** (Pages 9 - 26)  
Report by Executive Director with responsibility for Development and Economic Growth
5. **LATEST UPDATE ON STAYCATION PROPOSALS - TO FOLLOW**  
Report by Executive Director with responsibility for Development and Economic Growth
6. **LATEST UPDATE ON THE SETTLEMENT PROJECT SUPPORT OFFICER ACTIONS** (Pages 27 - 38)  
Report by Executive Director with responsibility for Development and Economic Growth
7. **NATIONAL ISLANDS PLAN REVIEW CONSULTATION** (Pages 39 - 54)  
Report by Executive Director with responsibility for Development and Economic Growth

8. **ARGYLL AND BUTE OFFICER RESPONSE TO THE SCOTTISH GOVERNMENT'S VISITOR LEVY (SCOTLAND) BILL CONSULTATION - TO FOLLOW**  
Report by Executive Director with responsibility for Development and Economic Growth
  9. **PROVISION OF FLORAL DISPLAYS - TO FOLLOW**  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  10. **STREET LIGHTING COLUMN REPLACEMENT** (Pages 55 - 60)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  11. **FOOTWAY RECONSTRUCTION PROGRAMME 2023/24** (Pages 61 - 64)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  12. **PLAY PARK FUNDING - UPDATE REPORT NO.2** (Pages 65 - 72)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  13. **UPDATE ON BUDGET INVESTMENTS** (Pages 73 - 78)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  14. **WASTE - PERSISTENT ORGANIC POLLUTANTS (POPS)** (Pages 79 - 90)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  15. **WINTER SERVICE POLICY 2023/24** (Pages 91 - 132)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  16. **REST AND BE THANKFUL UPDATE** (Pages 133 - 136)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
  17. **WASTE PPP UPDATE** (Pages 137 - 140)  
Report by Executive Director with responsibility for Roads and Infrastructure Services
- REPORTS FOR NOTING**
18. **COMMUNITY EMPOWERMENT (SCOTLAND) ACT 2015 - ALLOTMENTS WAITING LIST REGISTER** (Pages 141 - 148)  
Report by Executive Director with responsibility for Legal and Regulatory Support
  19. **ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORK PLAN** (Pages 149 - 152)

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

Councillor John Armour	Councillor Jan Brown
Councillor Garret Corner	Councillor Robin Currie (Chair)
Councillor Mark Irvine	Councillor Andrew Kain (Vice-Chair)
Councillor Donald Kelly	Councillor Jim Lynch
Councillor Tommy MacPherson	Councillor Ian MacQuire
Councillor Luna Martin	Councillor Ross Moreland
Councillor William Sinclair	Councillor Andrew Vennard
Councillor Peter Wallace	Councillor Gary Mulvaney

Contact: Hazel MacInnes Tel: 01546 604269

**MINUTES of MEETING of ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE  
COMMITTEE held BY MICROSOFT TEAMS  
on THURSDAY, 1 JUNE 2023**

**Present:** Councillor Robin Currie (Chair)

Councillor John Armour	Councillor Ian MacQuire
Councillor Jan Brown	Councillor Luna Martin
Councillor Garret Corner	Councillor Ross Moreland
Councillor Mark Irvine	Councillor William Sinclair
Councillor Andrew Kain	Councillor Andrew Vennard
Councillor Donald Kelly	Councillor Peter Wallace
Councillor Jim Lynch	Councillor Gary Mulvaney
Councillor Tommy MacPherson	

**Attending:** Kirsty Flanagan, Executive Director  
Jim Smith, Head of Roads and Infrastructure Services  
Stuart McLean, Committee Manager  
Colin Young, Strategic Transportation Delivery Officer  
Ishabel Bremner, Economic Growth Manager  
Matt Mulderrig, Development Policy and Housing Manager

**1. APOLOGIES FOR ABSENCE**

There were no apologies for absence intimated.

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest intimated.

**3. MINUTES**

The Minutes of the meeting of the Environment, Development and Infrastructure Committee held on 2 March 2023 were approved as a correct record.

Councillor Tommy MacPherson joined the meeting during the consideration of the following item of Business.

**4. ROADS CAPITAL PROGRAMME - MEMBER ENGAGEMENT**

The Committee gave consideration to a report setting out proposals for additional Member and Area Committee engagement for the development of the annual roads capital programme.

**Decision**

The Environment, Development and Infrastructure Committee endorsed the proposals for additional member and Area Committee engagement in the roads capital programme.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated May 2023, submitted)

## 5. ROUTE OPTIMISATION UPDATE

The Committee gave consideration to a report providing an update on the development of the route optimisation project following the report to the Committee on the same subject in March.

### Decision

The Environment, Development and Infrastructure Committee –

1. noted the progress with the Route Optimisation project;
2. agreed that a Member Seminar would be arranged in the Autumn to present the system and possible scenarios; and
3. noted that a further update report would be brought back to the December Environment, Development and Infrastructure Committee meeting.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated May 2023, submitted)

## 6. LOCAL BRIDGE MAINTENANCE FUND

The Committee gave consideration to a report providing an update on the £5.450M of funding secured through a highly competitive bid process from Scottish Government's £32 million Local Bridge Maintenance Fund.

### Decision

The Environment, Development and Infrastructure Committee endorsed the programme of bridge works.

(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated April 2023, submitted)

## 7. WASTE PPP UPDATE

The Committee gave consideration to a report providing an update on waste projects and engagement taking place with Scottish Government and Renewi following the report presented to the Environment, Development and Infrastructure Committee on 1 December 2022.

### Decision

The Environment, Development and Infrastructure Committee –

1. endorsed the content of the submitted report; and
2. noted that further updates would be provided for the Environment, Development and Infrastructure Committee on 31 August 2023.



(Reference: Report by Executive Director with responsibility for Roads and Infrastructure dated 1 June 2023, submitted)

**8. PLAN TO DEVELOP AN ACTIVE TRAVEL STRATEGY**

The Committee gave consideration to a report proposing the development of a robust Active Travel Strategy and subsidiary Active Travel Delivery Plan which would provide a basis for development of active travel projects to support residents and visitors to choose actively, supporting improved health, access to services and economic development.

**Decision**

The Environment, Development and Infrastructure Committee approved the Strategic Transportation Team within Development and Economic Growth to develop an Active Travel Strategy and subsidiary Active Travel Delivery Plan for future approval.

(Reference: Report by Executive Director with responsibility for Development and Infrastructure dated May 2023, submitted)

**9. ARGYLL AND BUTE UK SHARED PROSPERITY FUND INVESTMENT PLAN - UPDATE**

The Committee gave consideration to a report providing an update on the delivery of the Argyll and Bute Shared Prosperity Fund Investment Plan.

**Decision**

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

(Reference: Report by Executive Director with responsibility for Development and Economic Growth dated 2 May 2023, submitted)

**10. REFRESH OF ARGYLL AND BUTE ECONOMIC STRATEGY: 2019 - 2023: 2024 - 2029**

The Committee gave consideration to a report advising of the requirement to develop a new Argyll and Bute Council Economic Strategy from 2023. The report provided detail on the relevant context, proposed governance arrangements, scope and process of work, including community and business engagement and consultation proposals, funding and associated timescales.

**Decision**

The Environment, Development and Infrastructure Committee –

1. noted the content of the submitted report; and
2. agreed the scope, process, including community and engagement, associated with revising the current economic strategy.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth dated 4 May 2023, submitted.)

## **11. ECONOMIC GROWTH TEAM ACHIEVEMENTS FOR 2022/23**

The Committee gave consideration to a report providing an update on the delivery of services and associated outcomes by the overarching Economic Growth Team within the Development and Economic Growth Service during 2022/23.

### **Decision**

The Environment, Development and Infrastructure Committee noted the update on the delivery of services in 2022/23 by the Economic Growth Team.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth dated 18 May 2023, submitted)

## **12. DECLARING AN ARGYLL AND BUTE HOUSING EMERGENCY**

The Committee gave consideration to a report outlining the key characteristics of stress within the Argyll and Bute housing system. The report proposed that the Council formally acknowledge a Housing Emergency and suggested that the Council's Local Housing Strategy be updated to identify in detail what the issues were and how they could be tackled by the Council and/or partners.

### **Decision**

The Environment, Development and Infrastructure Committee noted –

1. the contents of the submitted report and formally declared a “Housing Emergency” in Argyll and Bute;
2. the intention to update the Local Housing Strategy;
3. the intention to hold an Argyll and Bute housing summit together with relevant stakeholders in the Autumn of 2023; and
4. the operational officers group will explore and develop a series of options that will be brought forward to Members for consideration as and when developed.

(Reference: Report by Executive Director with responsibility for Development and Economic Growth dated June 2023, submitted)

## **13. 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 work plan as at June 2023, submitted)

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC  
GROWTH

31 AUGUST 2023

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

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**1. EXECUTIVE SUMMARY**

- 1.1 The purpose of this report is to update the Environment, Development and Infrastructure Committee on progress 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 March 2023.
- 1.3 The team is currently responsible for the delivery and or management of projects and or associated grants with a cumulative value of over £42m. Projects and or associated grants the team manages are listed in **Appendix A**. It should be noted that following completion of each project the team continues to have the responsibility for the monitoring and final drawdown and reporting up until the end of the 12-month defects period or beyond depending on conditions on the respective grant contracts.

**RECOMMENDATIONS**

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

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC  
GROWTH

31 AUGUST 2023

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

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## **2. INTRODUCTION**

2.1 This report sets out the current position of the large-scale projects, which are currently being delivered by the team and or where Council and externally secured grants are being managed by the Transformational Projects and Regeneration Team.

2.2 The Transformational Projects and Regeneration Team 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, renewables and Islands and works closely with colleagues across the Council, communities, third sector organisations, town centre heritage building owners and businesses to realise positive change.

2.3 The team's work broadly includes the following areas:-

- Drafting/submitting bids to secure external funding of various scale through a competitive process, such as the new Heritage and Place Programme previously referred to as the Conservation Area Regeneration Scheme (CARS) programmes;
- Development and delivery of regeneration projects with a particular emphasis or theme, such as the suite of measures to encourage shopping locally;
- Development and 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 into the area and delivering local economic benefit, including support to community organisations working across these sectors. This work also includes the setting up and management of the Argyll and Bute Renewable Alliance (ABRA) with partners in HIE;
- 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) project

funding;

- Drafting and submitting external funding bids to competitive call such as Regeneration Capital Grant Funded (RCGF) annually. A total of 17 projects have been supported and over £10 million secured through RCGF;
- Development and Administration of the Council's, Strategic Events and Festivals Grants for which 21 grants were awarded under SEF Rounds 5 and 5.2 (2023/24);
- Overseeing the delivery programme and financial administration of projects supported through funding from Scottish Government, such as Place Based Investment Fund (PBI) as well as annual Crown Estate funding;
- Working closely with the SG Islands team and working with colleagues and communities in the development of bids to the Islands Programme (IP) as well as the monitoring and reporting on IP grants that are secured.

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 large-scale projects currently in delivery, either directly by the team, colleagues across the Council or by a third party and where the team is responsible for managing the associated grant, are included within the table in **Appendix A**, and have a cumulative total value of over £42m. The individual projects being taken forward under the PBI and CE are not listed individually in **Appendix A**.

### 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 are either directly delivered by the team or the grant is managed by the Transformational Projects and Regeneration Team. In addition the report provides information on annual funding streams received by the Council (PBI and CE) and managed by the team as well as annual competitive external funding grants secured and being managed. The individual projects are listed in **Appendix A** with the exception of those individual projects supported through PBI and CE

#### HERITAGE LED REGENERATION PROJECTS

4.2 The Council is currently responsible for the delivery of four heritage-led area based regeneration schemes. These are referred to as Conservation Area Regeneration Schemes (CARS) and the four schemes currently in progress are based in Rothesay, Dunoon, Helensburgh and Lochgilphead. The CARS schemes have all

been secured via a competitive process and the total value of the four schemes represents in excess of £10m of investment into the built heritage of these towns, and is largely comprised of funding from Historic Environment Scotland (HES) with match funding from the Council and private owners. The Rothesay scheme also has funding from National Lottery Heritage Fund (NLHF) and for that reason is referred to as a Townscape Heritage (TH) scheme as well as a CARS.

- 4.3 It is worth noting that since 2007 the Council has successfully secured, through a competitive process, eight rounds of CARS funding, equating to £6.6m of CARS funding, and which totals £27m of investment made into 6 key Argyll and Bute town centres, The CARS schemes operate as grant administration programmes which is administered by the Council. This programme offers grants to property owners to help them repair and safeguard historic buildings. A large number of building owners have, and continue to benefit from the funding, which has delivered a significant level of investment into the area since 2007.
- 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, invest and do business. Details of the current CARS projects are provided below.
- 4.6 **Rothesay Townscape Heritage Phase 2 (2017 – Sep 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 due to complete shortly and the final due to complete before September 2023. 4 shopfront restorations have been completed, with another within planning stages. 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 14 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.

**4.7 Dunoon CARS (2017 – July 2023) 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 23 shopfronts has been completed to date, with a further 1 priority project and several shopfront projects currently onsite.

A complementary scheme of skills development, in partnership with Dunoon Community Development Trust, CHARTS, Dunoon Grammar School and Tacit Tacit has been delivered successfully with stonemasonry, woodworking and painting workshops all having been undertaken. Still planned for summer 2023 is a programme of metal painting and archaeological geophysical works on the Castle site in Dunoon courtesy of an additional grant from the Castle Knowledge Trust.

**4.8 Helensburgh CARS (2021 – March 2026) Project Status - GREEN**

Helensburgh CARS is a £2.4 million pound project in the third year of delivery. The partnership project is funded by Argyll and Bute Council (£500k) and HES (£1.24m) with owner's personal contributions completing the funding. A fully funded project officer is employed to deliver the project for its duration.

Two priority buildings have contracted with the Conservation Architect and a tender document is currently being prepared. The third priority building is currently in negotiation with the Conservation Architect with the view to progress to tender. A fourth priority building is currently being sourced.

One shop front grant has been approved and works are due to commence in August/September.

A Level 3 Award training in Energy Efficiency Measures for Older and Traditional Buildings is being planned and is being procured. An apprenticeship training programme for a young person is being investigated.

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

Lochgilphead CARS is a £2m partnership project with HES (£969,700) in its fourth year of delivery.

The first priority building project is almost complete and the second building is currently on site. The remaining two buildings are now in the development phase with construction tenders due to be issued in early October. The projected site start for these two buildings is spring 2024.

A number of Small Repair Grant cases are being progressed including a

substantial roof repair and a shopfront improvement project.

Local stakeholders are benefiting from a number of traditional skills training courses and educational activities, delivered via the scheme. This includes:

- 65 pupils from Lochgilphead High School and Tarbert Academy participating in our Traditional Skills Demonstration Day in June. The event was held at UHI Argyll and pupils were able to try their hand at; roofing, joinery, brickwork and Digital Construction. See the press release and a short film at: [High School pupils build on traditional skills \(argyll-bute.gov.uk\)](http://High School pupils build on traditional skills (argyll-bute.gov.uk))
- In April we delivered a Mineral Paints CPD event.
- A four-day lead welding and bossing course for local contractors.
- Thirty-three Skills for Work students attended a Low Carbon Learning day at UHI Argyll.
- Sixteen building professionals and contractors attended an Energy Efficiency and Retrofitting traditional buildings training course. Following the two-day course, learners were required to sit an exam to secure an industry recognised qualification at NOCN Level 3.

Further training and education activities are now being planned, including some events for local building owners.

#### 4.10 Hermitage Park, Parks for People (2016 –Dec 22) Project Status **ORANGE**

This project was funded through the National Lottery Heritage Fund (NLHF) Parks for People fund and was secured via a competitive process to deliver the regeneration of the Park. The project delivery is now complete, a formal handover with Roads and Infrastructure is complete and the Hermitage Park Manager post ended on 30<sup>th</sup> June 2023. The project however, is not able to complete its final financial draw down of £100,578 until a decision is made on the potential location of the skate park in Helensburgh. NLHF have confirmed that locating the skate park in Hermitage Park may breach the purposes of the £2.3m grant and is therefore a risk to the project.

The project Anticipated Final Costs were £3.7m however further additional works were identified and carried out within the park and the new Pavilion. Additionally, impacts caused by COVID19 and the associated conditions of lockdown made it necessary to extend the delivery timescale of the project and, accordingly, the length of contract for the Park Manager. These works attracted additional external funding from various sources with the extended contract for the Park Manager in particular being supported by a financial uplift from the National Lottery Heritage Fund. Therefore the final Approved Project Budget is £3.9m.

The project is on budget due to £69k from council capital funds being allocated previously.

Community support has been integral to the project and indeed the initial impetus for the regeneration came from the Friends of Hermitage Park. We are grateful for their constant and continuing support. With the regeneration of the Park

complete The Friends are now reconsidering their charitable purposes with a view to being able to continue to support the Park as a mainstream Council asset and to work with the Council to enhance its value to the community.

In addition a wide range of local individuals, organisations, societies and organisations have helped deliver the Park. At the outset the strapline for the park regeneration was Growing our Park Together and we feel this has been achieved. At the most recent reporting stage to NLHF, the value of community volunteering to the park was calculated at **£179,860**. Community involvement will continue in the park through regular volunteering sessions and the continuing development of the demonstration garden.

A final evaluation of the project completed in June 2023 and demonstrated that all key objectives were met. The park regeneration has given direct **employment opportunities**. The pavilion was built by a local company bringing economic benefits to the community. The Council directly employs a Park Supervisor, and additionally one Kickstart trainee was taken on and has now secured full time employment with the Council. One regular volunteer secured employment with National Trust Scotland at Geilston Gardens. Although numbers vary seasonally, the Park Pavilion café employs a core of 6 people. During the period of NLHF funding, a Park Manager has also been employed to deliver the project.

Visitor numbers are indicative of the value to the local community of Hermitage Park. At the start of the heritage-led regeneration project, the target was to increase a baseline level of use of 62,600 to a target of 78,048. **The visitor figures for 2021 are 149,661**, representing an increase of 92% beyond our set target and have an economic impact of £2.97m in one year. The final evaluation shows that 97% of park users feel that it contributes to their feelings of wellbeing, and that 97% consider the Park to have high standards of maintenance, this based on a robust sample size of 194 interviews.

Hermitage Park has been awarded Green Flag status for four consecutive years, including this year. Green Flag is an internationally accepted mark of excellence for parks and greenspaces.

#### 4.11 Tarbert Heritage Regeneration Scheme (TBC) Project status - **GREEN**

A new funding stream has been launched called Heritage and Place Programme (HPP). HPP is a competitive fund run by HES and supersedes the Conservation Area Regeneration Scheme (CARS) funding, which HES made available over eight rounds between 2007 and 2019. Policy and Resource Committee agreed on 16 June 2022 to support the submission of an Expressions of Interests application to HES to the first call of the Heritage and Place Programme, and National Heritage Lottery Fund of the Grants for Heritage Programme to support the Tarbert Heritage Regeneration Scheme.

Expressions of Interest to both funds were successful, with invitations made to apply for an initial Development Phase. A development application to Historic Environment Scotland was submitted on 17 November 2022 seeking £40,000, and to the National Heritage Lottery Fund on 15 December 2022, also seeking

£40,000. The Council has sought £80,000 from both funding programmes, with £60,000 of Council match funding to support a Development Phase at the total cost of £140,000. The outcome of both applications were successful and a following approval from Full Council on 29 June the development phase is now progressing in close liaison with the funders and the community. It is anticipated that this will be a 12 month development phase.

## **WIDER REGENERATION FOCUSED PROJECTS**

### **4.12 Tarbert / Lochgilphead Regeneration Fund Project Status – GREEN**

In its 2016/17 budget, Council allocated £3m from reserves to support regeneration and economic development in the settlements of Tarbert, Lochgilphead and Ardrishaig. 6 projects were identified to proceed to Full Business Case (as ratified by Policy and Resources Committee on 19th October 2017). The following 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.
- Lochgilphead Front Green – completed August 2022.
- Ardrishaig North Public Realm – completed April 2023.

The only remaining allocation of funding is in relation to the remaining part of the former Gleaner Oil site in Ardrishaig. Both Scottish Canals and Argyll and Bute Council are in discussions with a potential occupier of the site. No details have been confirmed to date but we are hoping that this can progress during the remainder of 2023/24.

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

Over the past seven years, a total of £10.72m RCGF funding has been secured from Scottish Government to support 17 projects across the area. Although RCGF can support 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.

An update on the current ongoing RCGF projects is provided below and is followed by a table of all current grant contract awards (Table 1)

- Kilmartin Museum Redevelopment – the RCGF funded element of the project has been completed and works are ongoing in relation to fitting out the refurbished museum. Reopening of the museum scheduled for 3<sup>rd</sup> September 2023.
- Port Ellen Community Hub, Islay – a contractor was appointed for the project in March 2023 and works are commencing. It is expected that

they will be ongoing until May 2024.

- Scalasaig business units, Colonsay - A contractor is in place and construction is underway. Project end date is August 2023.
- Kilmory Business Park, Lochgilphead – work is progressing with M&K MacLeod on the proposed Kilmory Business Park.
- Obair Ùr Thirodh Tìree Community Business Hub – a contractor was appointed for the project in March 2023 and works are commencing. It is expected that they will be ongoing until February 2024.
- Kerrera Old School - Community Hub Final Phase – Works commenced early in 2023 and are expected to complete in September 2023.
- Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha – A contract was awarded early in 2023 and construction works are now progressing, works are expected to complete in July 2024.
- Aros Waterfront Development, Mull – outdoor activity hub – procurement work has commenced and it is expected that a contract will be awarded Autumn 2023.
- Nonhebel Light Industrial Park Expansion, Mull – procurement work has commenced and it is expected that a contract will be awarded summer 2023.

**Table 1**

<b>RCGF Project</b>	<b>Grant Awarded</b>	<b>Year Awarded</b>	<b>Balance Remaining / Yet to Drawdown</b>
Kilmartin Museum	£275,000	2019/20	£0
MACPool	£400,000	2020/21	£0
Port Ellen Community hub, Islay	£1,046,223	2021/22	£933,026
Scalasaig business units, Colonsay	£335,000	2021/22	£13,042
Kilmory Business Park in Lochgilphead	£829,000	2021/22	£829,000
Obair Ùr Thirodh – Tìree Community Business Hub	£565,000	2022/23	£565,000
Kerrera Old School - Community Hub Final Phase	£285,000	2022/23	£37,514
Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha	£602,590	2022/23	£602,590
Aros Waterfront outdoor activity hub	£403,500	2023/24	£403,500
Nonhebel Light Industrial Park Expansion	£654,000	2023/24	£654,000

The following applications have been submitted to Stage 1 of the RCGF Round 11 2024/25 funding round and we expect to hear the outcome of the stage1 bids in August 2023. The fund continues to be highly competitive.

- Kintyre Sea Sports, Campbeltown
- Fyne Futures Local Food Production and Training Centre, Bute
- Isle of Luing Community Owned Slate Quarry

- Port Ellen Playing Fields Phase 2 - Ramsay hall Integration, Islay

#### **4.14 Scottish Government Place Based Investment Funded projects 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 was £821,000 and for 2022/23 the allocation was £712,000. The allocation for 2023/24 has been confirmed as £496,000 and a report went forward to August Policy and Resources Committee seeking member's approval to support a total of 8 projects.

At their respective meetings of 24th June 2021, 12th August 2021, and 2nd September 2021, Argyll and Bute Council, the 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.

Of the 8 projects approved for 2021/22, 6 have been fully completed, 1 is partially complete and 1 is due for completion in 2023.

As stated above the Councils PBI allocation for financial year 2022/23 from Scottish Government was £712,000. At the meeting of the Policy and Resources Committee on 16 May 22 members agree to allocate £389,514 of the PBI funding to 3 initial projects. The remaining £322,486 was allocated to a further 4 projects via a delegated authority process agreed at the August 2022 Policy and Resources Committee meeting. All 7 projects are listed below:

- Lochgilphead CARS Priority Buildings – additional £200,000 from PBI
- Helensburgh Pier, enhanced hard landscaping and lighting of the masonry pier section – additional £113,000 from PBI to cover increased costs
- Tobermory Harbour Wall and Railings, Phase 2 - £100,000 from PBI (£100,000 from CE and a request of £250,000 from Islands Programme)
- Port Ellen Playing Fields project - £44,000
- Re-instate fountain on Rothesay Promenade - £15,000
- Aros Waterfront Development, Tobermory Harbour - £140,000
- Rockfield Outdoor Centre – £100,000

All the above are either completed or progressed to the point that the funding is secured.

#### **4.15 Scottish Crown Estate Revenue Allocation Funding 21/22 & 22/23**

In the last 2 years (21/22 & 22/23) the Council has received £3,122,803 and this funding has been allocated to a total of 22 projects which involve a mixture of Council and third-party projects. The Council is still awaiting notification of the allocation for this financial year (23/24). Because of the sheer number of

projects involved the full list of projects are not included in this report however the total is included in **Appendix A**. All projects are being monitored.

#### **4.16 Scottish Government Islands Programme Funded projects 2021/22, 22/23 & 23/24**

The Scottish Government wrote to Councils on 17 December 2021 advising of the distribution of the 2021-22 Islands Infrastructure Fund (IIF). Argyll and Bute Council's share of the funding was £740,000. The fund was for capital works and required to be committed via a grant contract or contract award by 31 March 2022. At the Policy and Resources Committee meeting on 17 Feb 2022 members agreed to allocate the IIF to 11 projects, 9 of which were third party projects. Of the 11 projects, 7 are now fully complete and 4 are due for completion in 2023.

In regard to the £4million Island programme for 2022/23 the Scottish Government (SG) decided to introduce a competitive bidding process for all 6 island authorities as opposed to a direct allocation. A total of 4 bids were submitted to SG in early summer 22, and the Council was successful in securing funding for the following 2 projects:

1. Island Community Halls Digital Hubs – Islay, Iona, Tiree and Coll - £100,000. - In progress, due for completion late summer 2023.
2. Tobermory Seawall and Railings project - £250,000. - In progress, due for completion December 2023.

The Council submitted a total of 2 bids to the IP 2023/24 and successfully secured funding for both projects, grant contracts are still awaited from SG:

1. Infrastructure for Worker Accommodation, Tobermory, as part of the Rural Growth Deal - £700,000.
2. Tiree Community Care Hub, HSCP, - £450,000.

It is unclear if there will be an Islands Programme funding round for 2024/25.

#### **4.17 Scotland Loves Local Projects Oct 21 - 2024**

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 - 125 local businesses were professionally photographed to support business owners update and enhance their online presence. The photographer updated 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. To date, over 300 Argyll and Bute businesses have registered to accept the card as a means of payment for goods and services. At the full Council meeting of 28<sup>th</sup> April 2022, members agreed to commit a share of the Local Authority COVID Economic Recovery (LACER) Fund to the Gift Card. The approved options were:-

- Issue Scotland Loves Local Gift Card to households in receipt of Council Tax Reduction Scheme - £797,720;
- Fully fund Gift Card for 2022/2023 into 2023/2024 - £30,000;
- Marketing budget to promote the Gift Card.

The roll out of the LACER funded Scotland Loves Local Gift Card began in December 2022 and was sent out to 6,800 eligible households in Argyll and Bute. In addition to this, the Council issued a further issued 1,244 cards worth just under £150,000 in total to eligible islands households to help low-income households with the ongoing cost of living.

The contract was awarded to Miconex to continue the facilitation of the Argyll and Bute Card in 2022/2023 and 2023/24 which will enable the Shop Local campaign to gain momentum and support local businesses over the next two years.

The marketing budget has funded the creation of 6 promotional films, to promote business registration, help awareness of the card and showcase local areas. Local businesses across Argyll and Bute were invited to become Business Ambassadors for the card, with promotional films rolled out from November 2022 into December 2022 to coincide with the festive season and roll out of the LACER funded cards. The promotional films were successfully shared across social media platforms and can be viewed on the Council's YouTube page: [ArgyllandButeCouncil - YouTube](#). In April 2023, the Council provided 16 of our local Business Ambassadors with a £50 Argyll and Bute Gift Card to run a competition on their social media channels. The social media posts from our Business Ambassadors garnered a total of 1,553 likes, 1,303 shares and 1,309 comments helping to spread further awareness of the card.

In July 2023, the Council is piloting the first sales point for the Argyll and Bute Gift Card at Keeping it Local, Campbeltown. Cards can be purchase in-store from £5 and spent within over the 300 businesses across the area.

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



Inclusive of the LACER funded cards, as of 5 July 2023, a total of **7,619** cards have been purchased to the value of **£862,515**.

#### 4.18 Budget

The above project and grant updates are predominantly in relation to the externally funded projects for which the team are responsible for firstly securing and then delivering as per external grant requirements and or overseeing the specific budget claiming and monitoring process where these relate to Council as well as third party project. A number of these projects include a proportion of Council funding as well as sources such as PBI, IP, RCGF or CE funding. There is a set budget for each project and each is subject to specific outcomes and timelines, as agreed with respective funders. In most instances 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. There continues to be an impact from Covid-19 pandemic, the impact from the UK having left the EU and the current cost of living crisis all of which set a background that often creates a challenging environment in which to work and to deliver capital projects. Prices are still high, due mainly to supply chain issues, but also shortages in labour and rising electricity and wider cost of living costs. The team therefore adopts a pragmatic approach to delivering projects, ensuring that these are as meaningful as possible using the budget available however the environment in respect of project delivery is a very challenging one. The team continues to support third sector organisation where ever possible to ensure the successful delivery of community projects where Council funding has been committed or the Council has secured external funding on behalf of these organisations through competitive funding streams such as RCGF.
- 5.2 The projects and grants detailed within this report will result in assisting the economic recovery of Argyll and Bute, helping to sustain numerous small businesses, community organisations, making our places more investor ready, improving our towns and villages as places to live, work and visit together with adding to the significant regeneration works that are being taken forward across 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 some from highly competitive processes. We will continue to review costs and assess budgets.
- 6.3 Legal Each project will have differing legal and procurement requirements depending on the grant funder and the associated grant contract conditions 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, PBI, CE and IP 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 and the current cost of living crisis 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 for Strategic Development: Councillor Robin Currie**

July 2023

**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 secured by ABC	Delivery Start	Delivery End - (Excludes 12 month defect and monitoring period)
Dunoon CARS	£1,949,965	£500,000	£1,002,348	2017	2023
Rothesay TH2	£3,244,856	£200,000	£2,508,781	2017	2023
Tarbert Lochgilphead Regeneration Fund (Includes TCF Grant)	£6,664,470	£3,138,357	£2,473,534	2018	Ongoing
Hermitage Park (Includes TCF and PBI Grant)	£3,863,134	£484,317	£3,378,817	2016	2022
Kilmartin Museum RCGF & Council Grant	£7,663,403	£400,000	£275,000	2019	2023
Port Ellen Community hub, Islay RCGF grant	£1,570,259	£0	£1,096,223	2021/22	2024
Scalasaig business units, Colonsay RCGF grant	£480,481	£0	£335,000	2021/22	2023
Kilmory Business Park in Lochgilphead RCGF grant	£1,980,000	TBC	£979,000	2021/22	2024
Lochgilphead CARS (Includes 22/23 PBI Grant)	£1,963,511	£613,279	£1,169,731	2020	2026
Helensburgh CARS	£2,400,000	£500,000	£1,240,000	2021	2026
Events and Festivals grants (including annual Mod)	£165,150	£165,150	-	2023/24	2023/24
Place Based Investment 21/22*	£260,000	£0	£260,000	2021/22	2022/23
Place Based Investment 22/23**	£259,000	£0	£259,000	2022/23	2022/23
Placed Based Investment 23/24	£496,000	£0	£496,000	2023/24	2023/24
Crown Estate Funding 21/22	£1,634,604	£0	£0	21/22	Ongoing
Crown Estate Funding 22/23	£1,488,199	£0	£0	22/23	Ongoing
Obair Ùr Thirodh – Tìree Community Business Hub - RCGF Grant	£1,190,000	£0	£605,000	2022	2024
Kerrera Old School - Community Hub Final Phase - RCGF Grant	£548,424	£0	£285,000	2022	2023
Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha - RCGF Grant	£652,590	£0	£602,590	2022	2024
Islands Infrastructure Fund 21/22	£201,419	£0	£201,419	2021/22	2022
Scotland Loves Local	£46,000	£0	£46,000	2022/23	2023/24
LACER Fund	£40,000	£0	£40,000	2022/23	2023/24
Islands Programme 22/23 - Island Community Halls Digital Hubs	£100,000	£0	£100,000	2022/23	2023/24

<b>Council &amp; Third Party Regeneration Projects</b>	<b>Project Value</b>	<b>Council Funding Contribution</b>	<b>External Funding secured by ABC</b>	<b>Delivery Start</b>	<b>Delivery End - (Excludes 12 month defect and monitoring period)</b>
Islands Programme 22/23 - Tobermory Seawall and Railings	£450,000	£0	£450,000	2022/23	2023/24
Aros Waterfront outdoor activity hub – RCGF Grant	£414,565	£0	£403,500	2023/24	2024
Nonhebel Light Industrial Park Expansion – RCGF Grant	£1,004,000	£0	£654,000	2023/24	2024
Islands Programme 2023/24 - Rockfield Road, Tobermory Phase 1	£855,796	£0	£855,796	2023/24	2024/25
Islands Programme 2023/24 - Tiree Care Home	£1,250,000	£580,000	£450,000	2023/24	2023/24
Tarbert Heritage Regeneration Scheme – Development Phase	£140,000	£60,000	£80,000	2023/24	2023/24
<b>Total</b>	<b>£42,975,826</b>	<b>£6,641,103</b>	<b>£20,246,739</b>		

\* See separate 12th August 2021 Policy and Resources committee report for proposed breakdown of projects and values. The full award was £812,000 but many of these projects are now complete.

\*\* Full award for 22/23 was £712,000. This figure has had the £200,000 awarded to Lochgilphead CARS deducted. See separate 16th June 2022 Policy and Resources committee report for proposed breakdown of projects and values. 2 of these projects are now complete.

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT &  
INFRASTRUCTURE COMMITTEE****DEVELOPMENT & ECONOMIC  
GROWTH****31 AUGUST 2023**

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**LATEST UPDATE ON THE SETTLEMENT PROJECT SUPPORT OFFICER  
ACTIONS**

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**1.0 INTRODUCTION**

- 1.1 The purpose of this paper is to provide an update to the Environment, Development and Infrastructure (EDI) Committee on the work of the Settlement Project Support Officer since the 31<sup>st</sup> October 2022. The paper details key findings from community engagement visits across the Repopulation Zones, initiatives introduced by the Settlement Project Support Officer to encourage active relocation, and the proposed actions for the Argyll and Bute settlement project going forward.
- 1.2 To address population retention and growth challenges, the Settlement Project was developed during discussions in the COHI Working Group, with input from the Scottish Government's Population Team. A Settlement Project Support Officer was employed part funded by Highlands and Islands Enterprise (HIE) and started with the Economic Growth Team on the 3<sup>rd</sup> May 2022. After a short period, the post holder resigned. A new Settlement Project Support Officer was appointed and started on 31<sup>st</sup> October 2022. Initially, the post was funded for 12 months. However, the council can now support the Settlement Project Support Officer until December 2024 following funding from the Scottish Government Islands Team.
- 1.3 The overall aim of the Settlement Project Support Officer is to work with the four Repopulation Zone communities in Argyll and Bute which were agreed at the Policy and Resources Committee on 14<sup>th</sup> October 2021. These include the Isles of Coll and Tiree, the Isle of Bute, and the Kintyre and Rosneath peninsulas. The Settlement Project Support Officer aims to work with these communities to support active relocation as well as gather local knowledge and insight on the challenges individuals' face remaining in, and relocating to the Repopulation Zones in Argyll and Bute. The gathered evidence on the barriers to population retention and recruitment across the Repopulation Zones will provide a strong evidence base to enable public agencies, service providers, and communities to address these challenges.

## 2.0 RECOMMENDATIONS

2.1 Environment, Development and Infrastructure Committee members are asked to:

- Note the content of this paper and the updates provided.
- Endorse the work undertaken to date by the Settlement Project as outlined in **Table 2**.
- Agree on the proposed Settlement actions going forward as outlined in **Table 3**.
- Note that a further report regarding progress on actions will be reported to a future meeting of the Environment, Development and Infrastructure Committee.

## 3.0 DETAIL

3.1 Between 2018 and 2028, the total population of Argyll and Bute is projected to decrease by -5.9%, from 86,260 to 81,197. A significant proportion of this decline will be comprised of economically active individuals (aged 16-64).

3.2 The National Records of Scotland (NRS) Sub-National Population Projections suggest that across the whole of Argyll and Bute, the age group 75+ will see the largest percentage increase (+23.3%), whereas the 0-15 age group will see the greatest decrease (-17.6%).

3.3 Looking specifically at the Repopulation Zones, using the NRS mid-year Small Area Population Estimates (2011 Data Zone based), from 2017 to 2021, Bute is estimated to have experienced a -2.0% decrease in total population, the Kintyre Peninsula has experienced a -1.7% decrease, and Coll and Tiree combined have experienced a -0.1% decrease. The total population of the Rosneath Peninsula is estimated to have increased by +3.0%.

3.4 Furthermore, looking at the age range 16-64, which gives an indication of those who are economically active, the NRS mid-year Small Area Population Estimates (2011 Data Zone based) suggest that from 2017 to 2021 on Bute there has been a -5.8% decrease in those aged 16-64, on Coll and Tiree combined there has been a -3.7% decrease, and across the Kintyre Peninsula there has been a -1.5% decrease. Across the Rosneath peninsula, there has been a +1.3% increase in those ages 16-64. **Appendix 1** gives a detailed overview of population projections across Argyll and Bute. The 2022 census outputs are scheduled to be released in 2024, following this all population data will be updated accordingly.

3.5 With demographic projections across Bute, the Kintyre Peninsula, and Coll and Tiree indicating a declining working-age population, there is a need to address these challenges through a multi-agency approach.

3.6 The current Argyll and Bute Settlement Project Support Officer continues to work closely with the Settlement Officers in the Western Isles and Northwest Highland, as well as colleagues from Argyll and Bute Council, HIE, and the Scottish Government Islands Team. Working in collaboration to recognise the place-based barriers to population retention and attraction and support measures to address population decline.



**Settlement Interventions: Understanding Population Retention**

- 3.7 Initial Settlement work focused on conducting a comprehensive analysis of existing data and developing a structured plan to ensure data was reflective of the barriers to settlement in each Repopulation Zone.
- 3.8 Since November 2022, 20 online interviews have been conducted with Community Councils, Development Trusts, businesses, relocated residents, and key community organisations. All interview data has been analysed and coded accordingly.
- 3.9 Furthermore, community engagement visits have been completed in all Repopulation Zones. Meeting with local development officers from Argyll and Bute Council, local Development Trusts, community groups, residents, local organisations, and key businesses to gain valuable place-based insights into the barriers to population retention and recruitment.
- 3.10 There are several factors impacting the retention and recruitment of populations across the Repopulation Zones. Key barriers include the affordability and availability of housing, transport connectivity, reliable digital provisions, employment opportunities, adequate education services, and suitable childcare. However, as highlighted below, there are place-based nuances across all of the Repopulation Zones. **Table 1** provides a brief summary of the central discussion points raised during community engagement visits.

<b>Table 1: Barriers to Settlement from Community Engagement Visits</b>				
<b>Tiree</b>	<b>Coll</b>	<b>Bute</b>	<b>Kintyre</b>	<b>Rosneath</b>
<p>The <b>availability and affordability of housing</b> is the number one challenges for population retention/growth. <b>46%</b> of housing is not occupied all year round (TCDT) Connecting <b>fibre</b> directly to properties restricts development. <b>Ferry booking system</b> for residents impacts retention. Employment opportunities are underpinned by housing availability. <b>Further education</b> requires relocation. <b>No pre-3 childcare.</b></p>	<p><b>Lack of housing</b> to support job opportunities. <b>35%</b> of housing is either second homes/ STL (Coll CC). <b>95%</b> of STL/ holiday homes are owned off-island (Coll CC). <b>Planning</b> is challenging for development. All properties out with Arinagour are on a <b>private water supply</b>. Reliability of <b>ferry, block booking system, and cost of freight</b> impacts retention. Access to <b>dentist</b>. Provision of <b>home carers with ageing population</b> will become a challenge. <b>Secondary education provisions</b> lead to frequent relocation.</p>	<p>The <b>affordability and availability of housing</b>. <b>Restricted elderly/ adapted housing</b>. Need for <b>family homes</b>. The <b>reliability of the ferry</b> is impacting the retention of businesses and residents. <b>Limited on-island support</b> for businesses. <b>Business premises for SMEs</b>. <b>Seasonality</b> of employment/ underemployment. Limited access to <b>on-island training/ education/ skills development</b>. The quality of secondary <b>education</b>. Limited wrap-around <b>childcare</b>.</p>	<p><b>Limited affordable housing</b> is a significant challenges for <b>recruiting essential workers- HSCP/ Education</b>. High proportion of <b>STL/ vacant homes</b>. Significant number of individuals relocating in <b>retirement, driving up property prices</b>. Delays in <b>planning</b>. Unreliable flight, <b>the ferry is a relief vessel that operates seasonally-</b> subsequent economic impact on businesses. Limited employment opportunities/ <b>loss of industry</b>. Lack of <b>permanent contracts</b>. Seasonality of employment. Limited <b>subject choice</b> in schools. Poor <b>wraparound childcare/ maintenance of children's facilities</b>.</p>	<p><b>Building standards</b>. Limited affordable <b>housing for families</b>. Fuel poverty. Existing <b>housing is poorly connected</b>. Limited <b>Sunday service</b> for transport. Ferry timetable doesn't allow commuting. Lack of <b>SME business space</b>. <b>Access to the waterfront</b>. <b>Fibre</b> connection directly to properties. Limited apprenticeships. Limited <b>childcare provisions</b>. Poorly maintained <b>children's facilities</b>.</p>

- 3.11 On the back of the community engagement discussions, a skills needs and demand matrix has been completed for all of the Repopulation Zones. The general themes across the Repopulation Zones include the seasonality of employment, limited tradespeople (specifically: building contractors, traditional skills, heat pumps, insulation fitting), supply shortages in education and health and social care staff, limited local training provisions for school leavers and limited access to childcare/ children's facilities. See **Appendix 2** for community responses.
- 3.12 The release of the Argyll and Bute Repopulation Zone Survey from the 11<sup>th</sup> of April to the 11<sup>th</sup> of May 2023 sought to widen participation in the ongoing population research. The survey successfully gathered 411 resident opinions across the four Repopulation Zones. The survey has enabled a more detailed understanding of the place-based barriers and solutions to population retention and growth. Furthermore, the consultation has enabled an understanding of what initiatives would be welcomed by the four Repopulation Zones to support active relocation to these communities.
- 3.13 The place-based barriers to settlement identified for the four Repopulation Zones through the survey have been summarised in **Appendix 3**. The survey found that on both Tiree and Coll the greatest barrier to settlement was access to housing. On Bute and across the Kintyre Peninsula the greatest barrier to settlement was the lack of employment opportunities. Across the Rosneath Peninsula, it was adequate transport provisions.
- 3.14 The data gathered from the Repopulation Zone Survey will be shared fully with the Data Advisory Group by the Senior Economic Growth Officer who represents Economic Growth on this group following final reviews.

### Settlement Interventions: Supporting Population Attraction

- 3.15 Working closely with several Argyll and Bute council teams, residents, and communities, the Settlement Project Support Officer has developed and supported the delivery of several new initiatives to encourage active relocation and highlight the benefits of living and working in Argyll and Bute. **Table 2** highlights the key actions and progress to date.

<b>Table 2: Settlement Project Interventions to Date</b>			
<b>Initiative</b>	<b>Aim</b>	<b>Progress to date – 11<sup>th</sup> July 2023</b>	<b>Partnership Working</b>
<b>Settlement Webpage: Strategic Communications</b>	The creation of a dedicated 'Settlement Section' on <a href="#">ABplace2b</a> will provide a central resource to access relocation support, read FAQs, and hear from those who have made the move to Argyll and Bute.	Web updates are scheduled for August.	ABC Web Team/ ABC Communications Team. ABC Graphic Design
<b>Settlement Flyer</b>	To advertise the settlement support available.	The flyer has been developed and distributed amongst several organisations and individuals. The flyer will be incorporated into pending web updates.	ABC Communications Team

<b>Table 2: Settlement Project Interventions to Date (continued)</b>			
<b>Initiative</b>	<b>Aim</b>	<b>Progress to date – 11<sup>th</sup> July 2023</b>	<b>Partnership Working</b>
<b>Settlement Welcome Pack</b>	Welcome new residents to Argyll and Bute and signpost key community contacts and resources.	The welcome pack has been developed working alongside Settlement Officers in Uist and NW Highland. The pack is currently under review with relevant colleagues. Thereafter it will be passed to relevant teams for distribution.	Settlement Officers. ABC Graphic Designer.
<b>Settlement Case studies</b>	To hear from those who have made the move and highlight the benefits of living and working in Argyll and Bute.	To date, six case studies have been written. These will be incorporated into settlement web resources.	Relocated Residents. ABC website team ABC Communications Team. Business Gateway.
<b>myjobscotland</b>	To better highlight to potential applicants what Argyll and Bute has to offer, abplace2b weblinks have been incorporated. <a href="#">Argyll &amp; Bute Council Jobs   myjobscotland</a>	The myjobscotland section specific to ABC has been updated.	ABC Communications Team
<b>Supporting Active Relocation</b>	Proactively respond to organisations and individuals who have relocated or considered relocating to Argyll and Bute.	To date, there have been seven relocation queries received. All queries have been responded to accordingly.	ABC Housing HR Teams.
<b>Relocation Contact Sheets</b>	Connect relocated residents with key community contacts and local service networks.	Comprehensive relocation contact resources have been compiled for all Resettlement Zones.	Economic Growth Team.
<b>Graduate Podcast</b>	To support talent attraction and highlight the benefits of working for ABC, a podcast was proposed with seven graduates working across a variety of services. This is intended to be displayed alongside case studies and settlement resources to encourage active relocation.	The podcast was recorded on the 5 <sup>th</sup> of April and has been released.	Argyll and Bute Council Chief Executive. Graduate officers working for ABC.

3.16 The actions outlined below in **Table 3** will be taken forward by the Settlement Project Support Officer.

<b>Table 3: Potential Settlement Actions</b>	
<b>Focus Area</b>	<b>Potential Actions</b>
<b>Active Promotion</b>	<ul style="list-style-type: none"> <li>• Continue to develop and expand settlement case studies for the abplace2b website and enhance marketing provisions where appropriate.</li> </ul>
<b>Supporting Relocation</b>	<ul style="list-style-type: none"> <li>• Continue to respond to relocation queries.</li> <li>• Set up a relocation network connecting new and existing residents.</li> <li>• Work with the new Housing Improvement Officer to support individuals relocating to recently refurbished properties.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Increased energy support and signposting across Argyll and Bute.</li> <li>• Launch the 'make your second home your first home' campaign.</li> </ul>
<b>Employment</b>	<ul style="list-style-type: none"> <li>• Consider current empty council-owned (non-residential) properties being used for remote working hubs or creative spaces (working with other council colleagues, as appropriate).</li> <li>• Engage with key employers across the Repopulation Zones to identify in detail the number and nature of recruitment issues they have encountered/ forecast.</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Work with council colleagues to lobby for improved transport connectivity across Argyll and Bute.</li> </ul>

3.17 **Appendix 3** and the actions contained in **Table 3** supports the findings of the recent Argyll and Bute Local Outcome Improvement Plan consultation that identified transport, housing, and community wealth building as key priorities for the residents of Argyll and Bute. In addition, the declaration of the housing emergency and the need to accelerate the number of affordable homes together with a number of other strategic interventions being taken forward by the council and our partners. This includes, for example, working with the Highlands and Islands Regional Economic Partnership on issues such as transport connectivity, skills, housing for key workers, and how to attract additional people into our region.

## 4.0 CONCLUSION

4.1 Available data from the NRS suggests that between 2018 and 2028, the total population of Argyll and Bute is projected to decrease by -5.9%. The age group 75+ is projected to see the largest percentage increase and the age group 0-15 is projected to see the greatest decrease.

4.2 Looking specifically at the Repopulation Zone communities, relying on NRS mid-year Small Area Population Estimates (2011 Data Zone based), the total populations across Tiree and Coll, Bute, and the Kintyre Peninsula have decreased. The total population of the Rosneath Peninsula has increased. In line with the Argyll and Bute projected

trends, Bute, Coll and Tiree, and the Kintyre Peninsula are all estimated to have seen a decline, while the Rosneath Peninsula is estimated to have had an increase in those aged 16-64 from 2017 to 2021.

- 4.3 Initial findings from community engagement sessions suggested that there are several factors impacting the retention and recruitment of populations across the Repopulation Zone areas. The Repopulation Zone survey further explored these factors and found that across both Tiree and Coll the greatest barrier to settlement according to residents was access to housing. The lack of employment opportunities was the greatest barrier to settlement on Bute and across the Kintyre Peninsula. Across the Rosneath Peninsula, it was adequate transport provisions.

## 5.0 IMPLICATIONS

- 5.1 Policy The overarching vision of Argyll and Bute Council's current Economic Strategy, 2019-23 is that Argyll and Bute's economic success is based on a growing population.
- 5.2 Financial Using funding previously agreed for a staffing resource in the Restart, Recovery and Renew: Delivering our Recovery Strategy and Action Plan paper at the Policy and Resources Committee, December 2021. From June 2023, the Settlement Project Support Officer post has been extended for 18 months, joint funded by Argyll and Bute Council and the Scottish Government.
- 5.3 Legal All appropriate legal implications will be taken into consideration.
- 5.4 HR Funding from the Scottish Government has allowed the Settlement Project Support Officer post to be extended to the end of December 2024.
- 5.5 Fairer Scotland Duty The Fairer Scotland Duty, Part 1 of the Equality Act 2010, came into force in April 2018. The duty places a legal responsibility on particular public bodies in Scotland, such as Argyll and Bute Council, to pay due regard to (actively consider) how they can reduce inequalities of outcome, caused by socio-economic disadvantage, when making strategic decisions and how this has been implemented.
- 5.5.1 Equalities All activities will comply with all Equal Opportunities/Fairer Scotland Duty policies and obligations.
- 5.5.2 Socio-economic Duty All project activities will comply with the Council's socio-economic duty.
- 5.5.3 Islands The activities of the Settlement Project Support Officer covers three islands; Tiree, Coll and Bute.

5.6 Climate Change      None.

5.7 Risk                      None

5.8 Customer Service      None.

**Kirsty Flanagan, Executive Director responsible for Development and Economic Growth**

**Policy Lead for Strategic Development:** Councillor Robin Currie

August 2023

**For further information contact:**

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Milly Leggett, Settlement Project Support Officer  
[milly.leggett@argyll-bute.gov.uk](mailto:milly.leggett@argyll-bute.gov.uk)

**APPENDICES**

Appendix 1: Argyll and Bute's Population Projections

Appendix 2: Repopulation Zone Skills/ Training Needs and Demands

Appendix 3: Place-Based Barriers to Settlement from Repopulation Zone Survey Findings Report

## APPENDIX 1: ARGYLL AND BUTE'S POPULATION PROJECTIONS

Argyll and Bute  
Projected population profile, 2018 and 2028

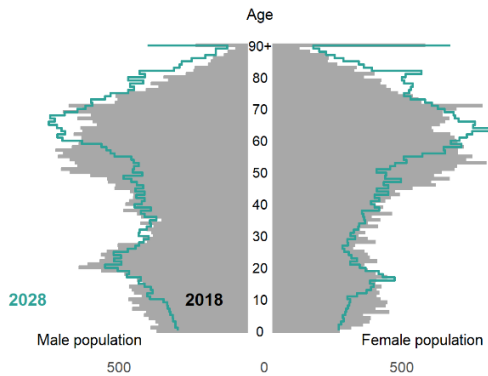


Figure 1: Argyll and Bute Projected Population 2018-28.

Between 2018 and 2028, the population of Argyll and Bute is projected to decrease from 86,260 to 81,197.

The average age of the population of Argyll and Bute is projected to increase.

Source: Sub-National Population Projections (2018-based), National Records of Scotland.

Argyll and Bute  
Percentage change in projected population by age group, 2018 and 2028

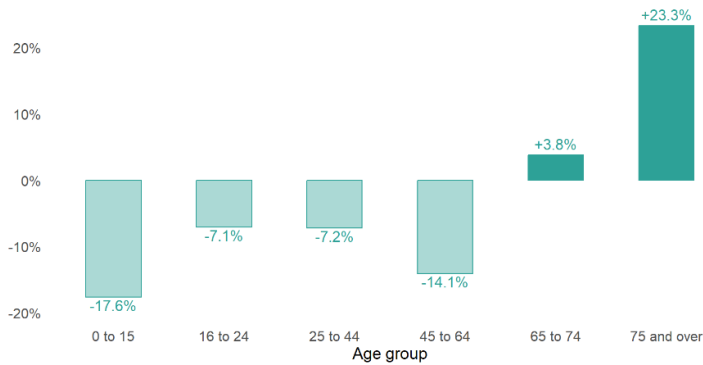


Figure 2: Argyll and Bute Percentage Change in Population by Age Group, 2018-28.

Between 2018 and 2028, the 0 to 15 age group is projected to see the largest percentage decrease (-17.6%) and the 75 and over age group is projected to see the largest percentage increase (+23.3%).

Source: Sub-National Population Projections (2018-based), National Records of Scotland.

Tiree and Coll  
Mid-Year Population Estimates, 2017-2021

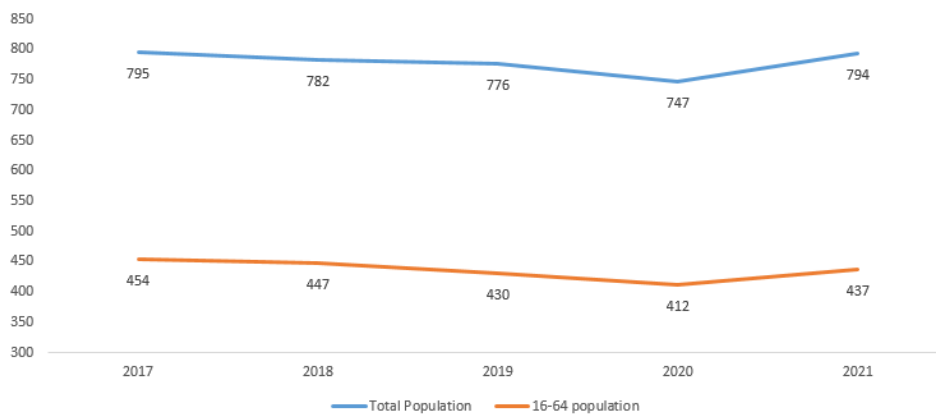


Figure 3: Tiree and Coll population estimates.

Source: NRS Small Area Population Estimates (2017-2021)

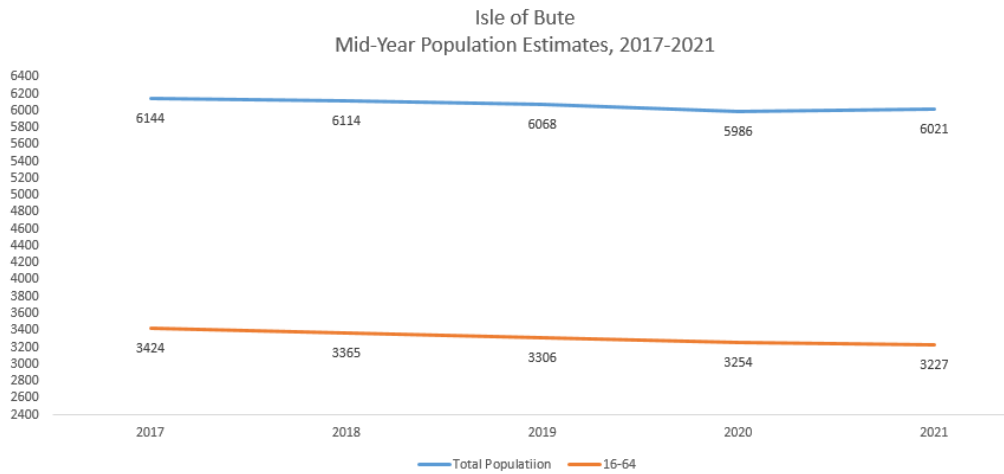


Figure 4: Isle of Bute population estimates.

Source: NRS Small Area Population Estimates (2017-2021)

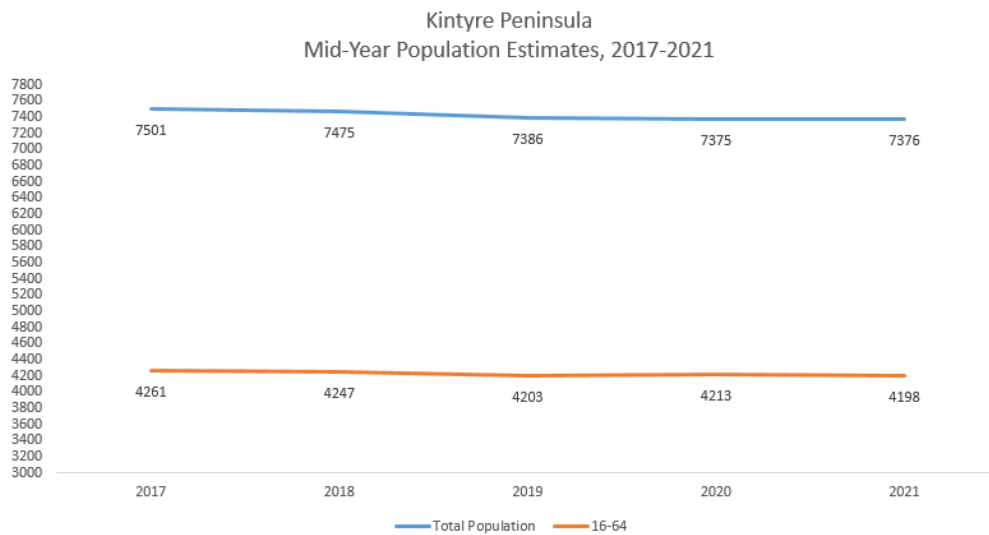


Figure 5: Kintyre Peninsula population estimates.

Source: NRS Small Area Population Estimates (2017-2021)

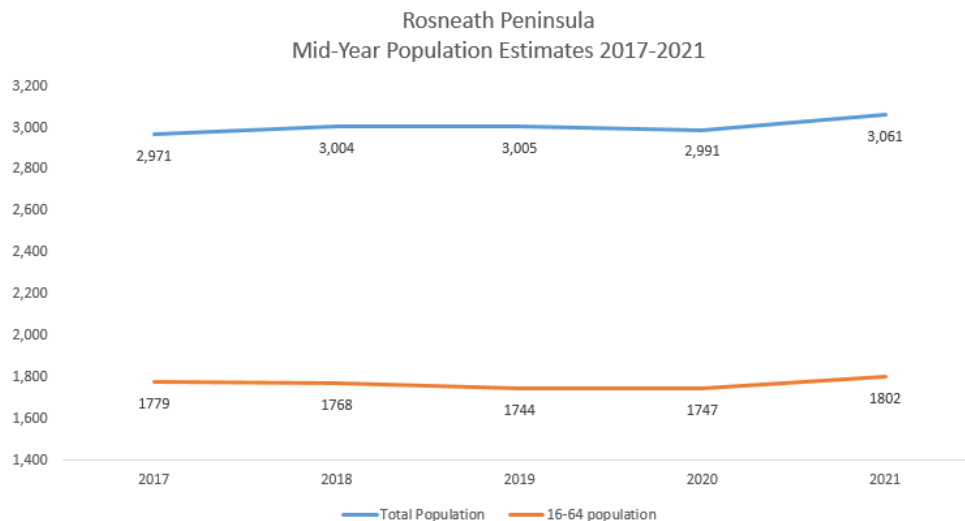


Figure 6: Rosneath Peninsula population estimates.

Source: NRS Small Area Population Estimates (2017-2021)

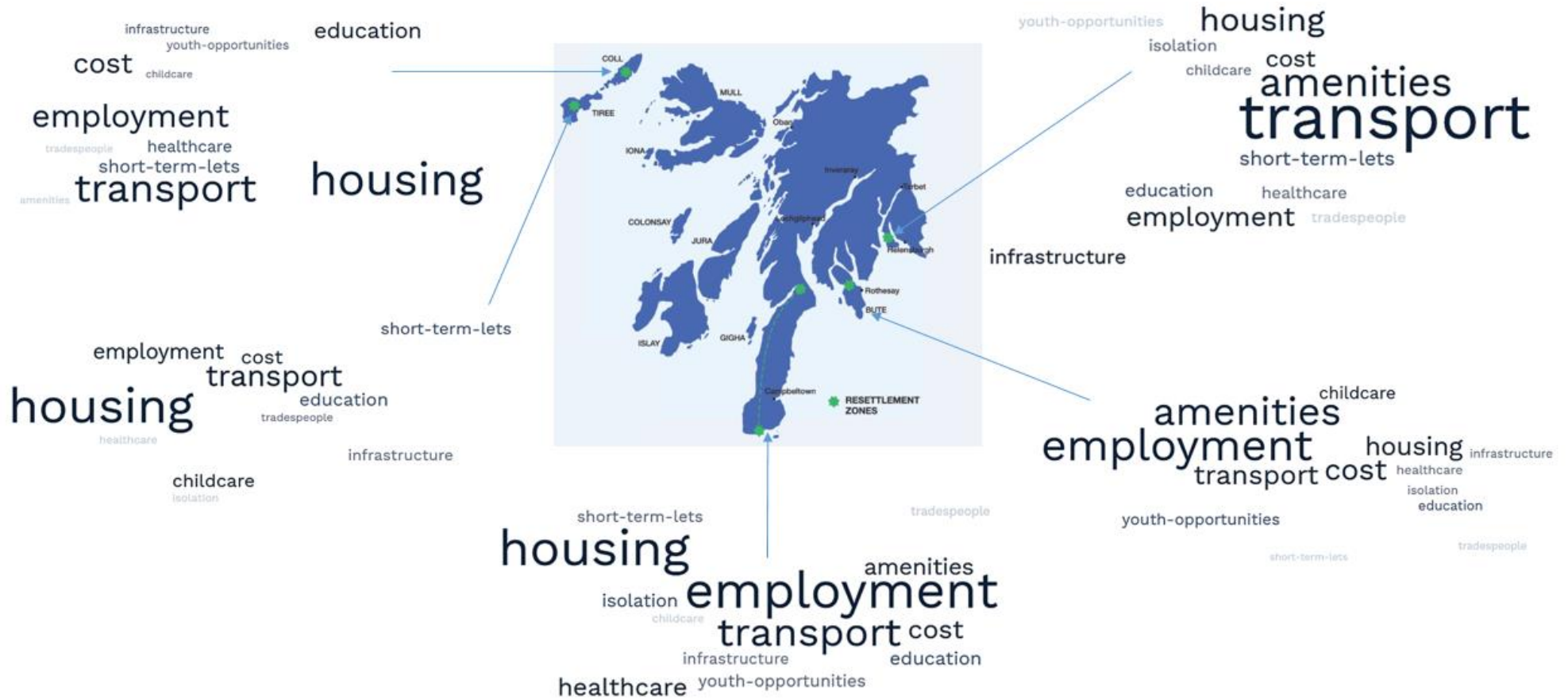


## APPENDIX 2: REPOPULATION ZONE SKILLS/TRAINING NEEDS AND DEMANDS

Bute	The Kintyre Peninsula	The Rosneath Peninsula	Tiree (T) & Coll (C)
<p><b>Skills/ Training Needs</b> Bute is not a dynamic place for employment, with significant reliance on hospitality and tourism. <i>“During the winter tourism shuts down effectively”</i></p> <p>Local tradespeople shortage. Several businesses struggling to recruit apprentices. Concerns were raised regarding adequate geriatric care and childcare; specifically due to the pressures of an aging population and long pre-school waiting lists. Gendered underemployment: <i>“It is not that people are unwilling to work, it is more related to the limited childcare which is impacting particularly new families”.</i></p> <p><b>School Leaver Prospects</b> Limited provisions for on-island apprenticeships. There are 6 garages on the islands, however, if a young individual wanted to train they would have to relocate to college. <i>“College model for rural areas doesn’t join up and doesn’t provide enough practical training”.</i></p> <p><i>“There is no provision on the island other than in-house. They could go to Dunoon to train, but it is already sending the message that if you want to learn you have to go off of the island”.</i></p> <p><b>Remote working Opportunities</b> People can, and do work from home if they have stable internet provisions - wasn’t discussed in depth.</p>	<p><b>Skills/ Training Needs</b> There is a need for building contractors/traditional building skills. Reducing the barriers to taking on an apprentice, without reducing the quality of the apprenticeship on offer was discussed.</p> <p>Loss of traditional businesses in the area: <i>“We’ve seen locally in Tarbert here we lost the fishmonger first of all because there was nobody suitably trained and qualified to actually become a fishmonger. And three weeks later, the butcher closed. Because the butcher had gotten to the end of his working life. He had been there for 40-odd years and there was nobody able to take on the butcher”</i></p> <p>They have lost the fishmonger, cheese factory, abattoir, and greengrocer. A significant number of people relocating are not working age population. The wind turbine factory shut down, many have now applied their skills elsewhere. The health and social care partnership and education services are struggling to recruit due to housing. In-person small business support. Childcare/ children’s activities: <i>“There are terrible wraparound childcare provisions. There are no formal arrangements, mainly people are pulling favours for each other”</i></p> <p><b>School Leaver Prospects</b> Children have a restricted choice of subjects in secondary school. <i>“We have signed up to the fact our kids will leave home to go to university”.</i></p> <p><i>“I think we need to guide young people into trades rather than just guiding them into qualifications”</i></p>	<p><b>Skills/ Training Needs</b> Working with the MOD to support the provision of local apprenticeships. There is a need for business units. There are limited rental spaces and no co-working spaces locally: <i>“at the moment you would be hard-pressed to find somewhere if you want to set up a business that you cannot run from home”</i> Limited employment options and loss of industry is a challenge: <i>“There are no major employers other than the MOD, there’s a couple of hotels, and the embroidery factory... there really aren’t many employers. A lot of people live here and work at Faslane and Coulport”.</i></p> <p>Childcare facilities and childcare: <i>“Not enough childcare pre and post-school hours and a lack of infrastructure means there are few opportunities for decent local clubs and there are no buildings suitable for kids’ activities”.</i></p> <p>Transport connectivity, specifically the ferry timings were a significant factor impacting talent retention.</p> <p><b>School Leaver Prospects</b> <i>“I would say for young people generally it is quite difficult to get into training... apprentices go across the water to Greenock. It is quite a journey for young people to take”</i></p> <p><b>Remote working Opportunities</b> Limited fibre directly to properties is a challenge for working from home.</p>	<p><b>Skills/ Training Needs</b> There are apprenticeships and graduate options available, however, the uptake isn’t great due to housing. (T) There is no pre-3 childcare at all on the island. There are families relocating off the island as they cannot work and have a family. (T) Training in heat pumps. (T) Increased capacity in general trades. (T) Insulation fitting. (T) <i>“Contractors often come from the mainland, but the holiday homeowners are often living on the mainland and source the contracts, they do the work on the holiday home and leave the island and the locals suffer”.</i></p> <p>Gaelic language and culture. (T&amp;C) Support for farmers. (C) No care facility. (C) Electrician/plumber are both near retirement age and there is no one to take on the businesses. A number of vacancies, however housing challenges are preventing uptake. (C)</p> <p><b>School Leaver Prospects</b> There is not a lack of informal apprenticeships and school leavers are snapped up straight away. (T) More opportunities are always welcomed, but the model needs to be specific. (T) There are limited career options for school leavers. Being self-employed provides opportunities. (C) Moving away to Oban for secondary education impacts youth retention. (C)</p> <p><b>Remote working Opportunities</b> T&amp;C are seeing an uptake in remote working. They need improved fibre connectivity.</p>

**APPENDIX 3: PLACE-BASED BARRIERS TO SETTLEMENT FROM REPOPULATION ZONE SURVEY FINDINGS REPORT**

Figure 1: "What are the barriers to remaining in your community?"



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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND ECONOMIC  
GROWTH****31 AUGUST 2023**

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**NATIONAL ISLANDS PLAN REVIEW – CONSULTATION**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 Scotland's first ever [National Islands Plan](#) was published in 2019. It is now being reviewed as required by the Islands (Scotland) Act 2018, which may lead to the publication of a new National Islands Plan. The Act requires a review of the Plan within 5 years of initial publication. This review provides an opportunity to reflect on changes in circumstance for island communities since 2019.
- 1.2 The Islands (Scotland) Act 2018 requires that a consultation must take place as part of this review. This will provide Scottish Government with information on what may need to be revised before any new Plan is laid before parliament.
- 1.3 The aim of this review is twofold. Firstly, it will provide a detailed overview of the impact of the current National Islands Plan since its publication. Secondly, it will inform a new National Islands Plan.
- 1.4 The review was launched on line on 1 August 2023 with a closing date of 9 October 2023. Island in person events as well as on line and stakeholder events will be held to discuss the review and to give island communities and stakeholders the opportunity to provide feedback. Over the coming months, Scottish Government are planning to hold island based, in person events to discuss the review with island communities. Details of these events are currently being confirmed and will be made available in due course. It is understood that there will be a total of 2 of these island based events held in Argyll and Bute. Scottish Government will also be holding a series of stakeholder events, again these details will be made available in due course.

**2.0 RECOMMENDATIONS**

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

- a. Note the National Islands Plan Review online consultation announced by the Scottish Government on 1 August 2023 with a closing date of 9 October 2023; and
- b. Given the timeline for the response, agree that the formal response to the consultation from the Council be prepared and shared with Members of the Argyll Islands Sounding Board for their views and input with the final response being delegated to the Executive Director with responsibility for Development and Economic Growth in consultation with the Leader, Depute Leader, Leader of the largest Opposition Group and the Policy Lead for Islands.

### 3.0 DETAILS

- 3.1 Scotland's first ever [National Islands Plan](#) was published in 2019. It is now being reviewed as required by the Islands (Scotland) Act 2018, which may lead to the publication of a new National Islands Plan. The Scottish Government wants to work together with Local Authorities, island communities and relevant sectors and partners to ensure this process is as thorough and effective as possible, providing the opportunity for feedback from those most impacted by the National Islands Plan.
- 3.2 The review was launched online on 1 August 2023 with a closing date of 9 October 2023 and a copy of the consultation questions are attached at Appendix 1 of this report. Over the coming months, Scottish Government are planning to hold island based, in person events to discuss the review with island communities. Details of these events are currently being confirmed and will be made available in due course. It is understood that there will be a total of 2 of these island based events held in Argyll and Bute. Scottish Government will also be holding a series of stakeholder events, again these details will be made available in due course.
- 3.3 The results of the written consultation will be combined with quantitative and more qualitative data gathered through the meetings detailed above with key partners across the islands and direct engagement with island communities. Scottish Government will then use this information to inform any review and the decision as to whether a new National Islands Plan is required.
- 3.4 The consultation is specifically aimed at:-
  - People who live on Scotland's islands, and any groups who represent them.
  - People who have an interest in Scotland's islands.
  - Organisations and people working on and with Scotland's islands, across the public, private and third sector.

## **4.0 CONCLUSION**

- 4.1 Given the timescale for responding, it is proposed that a draft to each of the 11 online questions is prepared and shared with Members of the Argyll Islands Sounding Board for their views and their input with the final submission to the consultation being delegated to the Executive Director with responsibility for Development and Economic Growth in consultation with the Leader, Depute Leader, Leader of the largest Opposition Group and the Policy Lead for Islands.

## **5.0 IMPLICATIONS**

- 5.1 Policy – The Scottish Government’s National Islands Plan (NIP) seeks to support islands communities and address those issues and challenges most affecting Scotlands islands.
- 5.2 Financial – No direct financial implication in regard to the consultation response itself however the successful delivery of the current NIP and the associated actions contained within it is reliant on sufficient financial resources also being made available by Scottish Government to local authorities.
- 5.3 Legal – None.
- 5.4 HR – None.
- 5.5 Fairer Scotland Duty:
- 5.5.1 Equalities – None.
- 5.5.2 Socio-Economic Duty – None.
- 5.5.3 Islands – The NIP has been developed by the Scottish Government to help support our island communities.
- 5.6 Climate Change – None.
- 5.7 Risk – None.
- 5.8 Customer Service – None.

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

**Policy Lead for Islands and Business Development:** Councillor Liz McCabe

**For further information contact:**

Fergus Murray, Head of Development and Economic Growth  
[Fergus.Murray@argyll-bute.gov.uk](mailto:Fergus.Murray@argyll-bute.gov.uk)

August 2023

## **APPENDICES**

Appendix 1 – National Islands Plan Consultation Questions

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# National Islands Plan Review

## Introduction

Scotland's first ever [National Islands Plan](#) was published in 2019. It is now being reviewed as required by the Islands (Scotland) Act 2018, which may lead to the publication of a new National Islands Plan. The Scottish Government wants to work together with local authorities, island communities and relevant sectors and partners to ensure this process is as thorough and effective as possible, providing us with vital feedback from those most impacted by the National Islands Plan.

## Background

The Islands (Scotland) Act 2018 received Royal Assent on 6 July 2018. The first Commencement Regulations were laid on 20 September 2018 and came into force on 4 October 2018. The Islands (Scotland) Act 2018 introduces several measures to underpin the Scottish Government's objective of ensuring that there is a sustained focus across government and the public sector to meet the needs of islanders - now and in the future, with the aim of improving outcomes for communities. One of the first provisions introduced was a duty on Scottish Ministers to prepare a National Islands Plan.

## The National Islands Plan

The purpose of the National Islands Plan (the Plan), as set out by the Islands (Scotland) Act 2018 (the Act), is "to set out the main objectives and strategy of the Scottish Ministers in relation to improving outcomes for island communities that result from, or are contributed to by, the carrying out of functions of a public nature". In preparing the Plan, the Scottish Ministers must have regard to the distinctive geographical, natural heritage and cultural characteristics (including the linguistic heritage) of each of the areas inhabited by island communities.

Section 3(3) of the Act provides a number of areas for improving outcomes for island communities, including: a) increasing population levels; b) improving and promoting: sustainable economic development; (ii) environmental wellbeing; (iii) health and wellbeing, and (iv) community empowerment; c) improving transport services; d) improving digital connectivity; e) reducing fuel poverty; f) ensuring effective management of the Scottish Crown Estate (that is, the property, rights and interests to which section 90B(5) of the Scotland Act 1998 applies); and g) enhancing biosecurity (including protecting islands from the impact of invasive non-native species).

As required by the Act, and after an ambitious consultation exercise across more than 40 islands involving over 1,000 participants, the current National Islands Plan was published in December 2019. It sets out 13 Strategic Objectives and over 100 commitments, which must be delivered over the five-year lifetime of the Plan.

The Plan was launched just 12 weeks before the Covid-19 pandemic struck in March 2020. It was published before the UK's exit from the EU, and before the onset of the cost crisis. Combined with the wider impacts of Russia's invasion of Ukraine, these issues have had a huge impact on Scotland's island communities.



The Act requires a review of the Plan within 5 years of initial publication. This review is therefore timely and provides the Scottish Government and their partners with an opportunity to reflect on changes in circumstance for island communities since 2019.

### **Consultation**

The Islands (Scotland) Act 2018 requires that a consultation must take place as part of this review. This will provide us with information on what may need to be revised before the Plan is laid before parliament.

The aim of this review is twofold. Firstly, it will provide a detailed overview of the impact of the current National Islands Plan since its publication. Secondly, it will inform (if the review tells us we need one) a new National Islands Plan.

The Scottish Government firmly believes that the review of the National Islands Plan should be informed by the views of those on our islands, to the greatest extent possible. Details about this part of the consultation and how the results will be processed can be found later in this consultation document.

The results of the written consultation will be combined with quantitative and more qualitative data gathered through a series of meetings with key partners across the islands and direct engagement with island communities.

This consultation provides everyone with an interest in Scotland's islands the chance to provide us with their views and, if required, to shape the next iteration of the National Islands Plan. It takes about 30-40 minutes to complete.

This consultation is aimed at:

People who live in Scotland's islands, and any groups who represent them.

People who have an interest in Scotland's islands.

Organisations and people working on and with Scotland's islands, across the public, private and third sectors.

### **Developing a New National Islands Plan after this Review**

Following the analysis of this consultation, and subject to the recommendations it makes, Ministers may decide to revise or develop a new National Islands Plan. The consultation process for this will be dependent on the outcome of this initial consultation, and the degree to which it indicates that the current National Islands Plan needs to be redrafted.

### Respondent Information Form

Please Note this form must be completed and returned with your response.  
To find out how we handle your personal data, please see our privacy policy:  
<https://www.gov.scot/privacy/>

Are you responding as an individual or an organisation?

- Individual
- Organisation

Full name or organisation's name

Phone number

Address

Postcode

Email Address

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

- Publish response with name
- Publish response only (without name)
- Do not publish response

**Information for organisations:**

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

- Yes
- No

**The Consultation**

**Question 1**

**How much would you say you know about the current National Islands Plan?**

- Nothing at all
- I have heard of it but know nothing about the content
- I know a little about it
- I know a lot about it

**Question 2**

**Has the current National Islands Plan affected your life in any way?**

- Yes
- No
- Don't know

Please feel free to expand on your answer in the box below.

**Question 3**

**Has the effect of the current National Islands Plan on your life been positive, negative or not at all?**

- Positive
- Negative
- It has not affected my life

Please feel free to expand on your answer in the box below.

**Question 4**

**What are your views on the content of the current National Islands Plan?**

- Positive
- Negative
- None

Please feel free to expand on your answer in the box below.

**Question 5**

**In your opinion, has the current National Islands Plan made progress towards achieving its Strategic Objectives to address:**

	No progress	Minimal progress	Satisfactory progress	Progress exceeding expectations
<b>Strategic Objective 1</b>				
<i>Population</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Strategic Objective 2</b>				
<i>Sustainable Economic Development</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Strategic Objective 3</b>				
<i>Transport</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Strategic Objective 4</b>				
<i>Housing</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Strategic Objective 5</b>				
<i>Fuel Poverty</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Strategic Objective 6</b>				
<i>Digital</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Strategic Objective 7**

*Health, Social Care and Wellbeing*                       

**Strategic Objective 8**

*Environment and Biodiversity*                       

**Strategic Objective 9**

*Climate Change and Energy*                       

**Strategic Objective 10**

*Empowered Communities*                       

**Strategic Objective 11**

*Arts, Culture and Language*                       

**Strategic Objective 12**

*Education*                       

**Strategic Objective 13**

*Implementation*                       

**Question 6**

**There are 13 Strategic Objectives in the current National Islands Plan. What is your opinion on the number of strategic objectives?**

- Just right
- Too Many
- Too Few
- No opinion

Please feel free to expand on your answer in the box below.

**Question 7**

**There are 134 commitments in the current National Islands Plan What is your opinion on the number of commitments?**

- Just right
- Too Many
- Too Few
- No opinion

Please feel free to expand on your answer in the box below.

**Question 8**

**Overall, what do you has think worked well in the current National Islands Plan?**

**Question 9**

**Overall, what do you think could have worked better in the current National Islands Plan?**

**Question 10**

**Do you think there should be a new plan for the Scottish Islands?**

Yes / No / Don't know

Please explain your reasons

**Question 11**

**What would you like to see in any future or revised National Islands Plan?**

Refresh the current National Islands Plan but keep the same format

A whole new plan is needed

Something else

Please feel free to expand on your answer in the box below.

**Contribution to Impact Assessments**

We will be seeking the views of stakeholders and the public for the Island Communities Impact Assessment for this work and on any potential equality issues. We are assessing what impact our islands policies may have across protected characteristics as defined in the Equality Act 2010 (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation). Impact assessments will be further developed alongside the drafting of the refreshed National Islands Plan.

If you would like to be engaged in the impact assessment process, please email the Scottish Government's Islands Team at [info@islandsteam.scot](mailto:info@islandsteam.scot).

## Responding to this Consultation

We are inviting responses to this consultation by midnight 9 October 2023

Please respond to this consultation using the Scottish Government's consultation hub, Citizen Space (<http://consult.gov.scot>). Access and respond to this consultation online at <https://consult.gov.scot/agriculture-and-rural-economy/national-islands-plan-review-consultation>. You can save and return to your responses while the consultation is still open. Please ensure that consultation responses are submitted before the closing date of 9 October 2023.

If you are unable to respond using our consultation hub, please complete the Respondent Information Form to:

Islands Policy Team  
Scottish Government  
Longman House  
Inverness  
IV1 1SF

## Handling your response

If you respond using the consultation hub, you will be directed to the About You page before submitting your response. Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to be published. If you ask for your response not to be published, we will regard it as confidential, and we will treat it accordingly.

All respondents should be aware that the Scottish Government is subject to the provisions of the Freedom of Information (Scotland) Act 2002 and would therefore have to consider any request made to it under the Act for information relating to responses made to this consultation exercise.

If you are unable to respond via Citizen Space, please complete and return the Respondent Information Form included in this document.

To find out how we handle your personal data, please see our privacy policy: <https://www.gov.scot/privacy/>

## Next steps in the process

Where respondents have given permission for their response to be made public, and after we have checked that they contain no potentially defamatory material, responses will be made available to the public at <http://consult.gov.scot>. If you use the consultation hub to respond, you will receive a copy of your response via email.



Following the closing date, all responses will be analysed and considered along with any other available evidence to help us. Responses will be published where we have been given permission to do so. An analysis report will also be made available.

### **Comments and complaints**

If you have any comments about how this consultation exercise has been conducted, please send them to the contact address above or at [info@islandsteam.scot](mailto:info@islandsteam.scot)

### **Scottish Government consultation process**

Consultation is an essential part of the policymaking process. It gives us the opportunity to consider your opinion and expertise on a proposed area of work.

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Responses will be analysed and used as part of the decision making process, along with a range of other available information and evidence. We will publish a report of this analysis for every consultation. Depending on the nature of the consultation exercise the responses received may:

- indicate the need for policy development or review
- inform the development of a particular policy
- help decisions to be made between alternative policy proposals
- be used to finalise legislation before it is implemented

While details of particular circumstances described in a response to a consultation exercise may usefully inform the policy process, consultation exercises cannot address individual concerns and comments, which should be directed to the relevant public body.



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Any enquiries regarding this publication should be sent to us at

The Scottish Government  
St Andrew's House  
Edinburgh  
EH1 3DG

ISBN: 978-1-83521-147-2 (web only)

Published by The Scottish Government, July 2023

Produced for The Scottish Government by APS Group Scotland, 21 Tennant Street, Edinburgh EH6 5NA  
PPDAS1330522 (07/23)

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE  
SERVICES****31 AUGUST 2023**

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**STREET LIGHTING COLUMN REPLACEMENT**

---

**1.0 INTRODUCTION**

- 1.1 An LED Lighting Upgrade Project was approved and works commenced late 2016 involving the installation of LED luminaires to over 14,000 lighting columns. Funding was also included for column replacements based on those columns in poorest condition being prioritised.
- 1.2 The LED programme has been substantially completed in terms of luminaire replacement, with the column replacement element planned to be completed this financial year. The new LED units give a far more natural light improving colour definition as well as providing more directional light which in turn results in a darker sky and a significant reduction in light pollution.
- 1.3 The LED programme has resulted in the Council significantly reducing its street lighting energy consumption and there has been a corresponding reduction in carbon emissions as a result of this project. Energy costs are volatile with exact figures changing on a regular basis. However, prior to the LED project our street lighting costs were approximately £700k per annum, compared to £350k following the LED replacement. With recent price increases the energy costs have increased nearer to £700k, however, this figure would be around £1.4M if we had not progressed the LED project.
- 1.4 Works have commenced on capital street lighting improvement schemes involving column, underground cabling and switch gear replacement and upgrade.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that Members of the Environmental, Development and Infrastructure Committee consider and note this report.

**3.0 DETAIL****LED Street Lighting Upgrade Project**

- 3.1 The LED project was agreed by Council and involved the installation of 14,442

street lighting luminaires. The project was funded through £3.9M of prudential borrowing and set out to deliver improvements as follows:

This business case recommended that Council:-

- Progresses with an innovative lighting energy efficient scheme as detailed in this business case in order to reduce future cost pressure relating to street lighting electricity.
- Agrees to a tender process being completed and that the energy efficient scheme is progressed utilising the most cost effective model as determined from the tender process.
- Agrees that the remaining reduced electricity budget is inflated in line with energy costs on an annual basis.
- Agrees that the balance of savings generated is used to fund a column replacement programme with replacements being prioritised on condition.

3.2 The project has been substantially completed with a small number of luminaires yet to be installed, largely in the Lorn area together with a few specialist heritage style lanterns which are being assessed across the wider Council area. The project was interrupted by the pandemic when works were physically stopped on site and also further disruption from the availability of lanterns as we exited the pandemic due to global supply issues.

3.3 93.4% of old Sox and Son fittings (the old orange inefficient lighting which predates LED) have now been replaced by energy efficient LED luminaires. Carbon emissions have greatly reduced as a result of the project, as detailed below in Table 1. The carbon savings are significant and contribute towards the Council's drive towards net zero. Whilst the amount of energy consumed has reduced significantly, the energy costs have increased back to previous levels due to inflation, however, the energy costs are likely to have been double what they now are if this project had not gone ahead.

Table 1 – Carbon Emissions

Year	Units	Total (Annual)
2022/23	tonnes CO <sub>2</sub>	673
2021/22	tonnes CO <sub>2</sub>	738
2020/21	tonnes CO <sub>2</sub>	810
2019/20	tonnes CO <sub>2</sub>	889
2018/19	tonnes CO <sub>2</sub>	996
2017/18	tonnes CO <sub>2</sub>	1,636

3.4 Table 2 below shows our energy usage from street lighting since 2017/18. Energy price increases have had a detrimental effect over the last couple of years.

Table 2 – Energy Usage

Year	Units	Total (Annual)
2022/23	kWh	3,224,175
2021/22	kWh	3,224,175
2020/21	kWh	3,228,999
2019/20	kWh	3,232,558
2018/19	kWh	3,267,835
2017/18	kWh	4,288,415

- 3.5 As part of the LED project, column assessments were carried out which have identified 237 no. columns in the poorest condition (Category 3 / 4) and these are to be replaced at an approximate cost of £193k. Works to replace these columns will be commenced through mixed model work packages (internal/external contractors) this financial year. The total budget remaining in the LED project is £647k as of June 2023 which will be used to complete the LED upgrade and installations and commence the column replacement works associated with the project.

#### **Capital Improvement Works**

- 3.6 Street lighting has a capital budget of £740k and works have been identified and are being progressed as per Appendix 1. This capital funding will be used to continue improvements to our street lighting network and inventory.
- 3.7 These lighting stock improvement works will help to address issues with an aged cabling network and significantly reduce the number of service disruption issues experienced across the network.

#### **4.0 CONCLUSION**

- 4.1 This report provides an update on the LED street lighting replacement programme which is nearing completion and capital improvement works to replace columns and cabling prioritised based on condition.

#### **5.0 IMPLICATIONS**

- 5.1 Policy – LED Business Case approved via Council.
- 5.2 Financial – Utilising funding allocated through the LED project together with additional funding allocated via the budget process.
- 5.3 Legal – None known.
- 5.4 HR – None known.

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.

The LED project has produced a significant reduction in carbon resulting from the reduced energy now required for the Council's street lighting stock.

5.7 Risk – None known.

5.8 Customer Service – None known.

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

**Policy Lead for Roads and Transport,** Councillor Andrew Kain

August 2023

**For further information contact:**

Jim Smith, Head of Road and Infrastructure Services

[Jim.Smith@argyll-bute.gov.uk](mailto:Jim.Smith@argyll-bute.gov.uk)

## **APPENDICES**

Appendix 1 – Programme of street lighting capital improvement works

**APPENDIX 1 – PROGRAMME OF STREET LIGHTING CAPITAL IMPROVEMENT WORKS**

<b>Area</b>	<b>Location</b>	<b>Works details</b>
BC	Argyll Street Car Park/Pier Esplanade	26 column/cable replacements
BC	Ladeside Street and Ladeside Place, Rothesay	18 column/cable replacements
BC	St Brides Road/Blain Terrace Ballochgoy, Rothesay	12 column/cable replacements
BC	A815 Shore Road, Innellan	66 column/cable replacements
HL	Rosedale Gardens	7 column/cable replacements
HL	Eastwood Lane from A814	9 column/cable replacements
HL	Kathleen Park (from Rhu Road Higher)	12 column/cable replacements
HL	Kilmahew Drive & Kilmahew Grove Cardross	20 column/cable replacements
HL	St Modens way	15 column/cable replacements
Lorn	Nant drive/ Etive Gardens/ Coe Gardens/ Ure Gardens/ Crecan Gardens/ Lonan Drive/ Orchy Gardens	71 column/cable replacements
Mull	Back Brae	22 column/cable replacements

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
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**FOOTWAY RECONSTRUCTION PROGRAMME 2023/24**

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**1.0 INTRODUCTION**

- 1.1 The adopted footway network in Argyll and Bute has been measured at approximately 1 million square metres. Most of this is bituminous surface, with sections of modular concrete slabs, concrete “monobloc” pavements and granite paving in high amenity areas, such as the CHORD projects locations etc.
- 1.2 This report provides details of the proposed Footway Reconstruction Programme for 2023/24. A budget of £750,000 was allocated as part of the 2023 budget process. Through this report this budget has been allocated across the four administrative areas based on the percentage of footways in each area. This is the approach which has been followed with previous footway allocations.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee:-
- i. Endorses the proposed programme of capital works for 2023/24; and
  - ii. Agree that details of each Area Committee’s programme will be forwarded on to individual Elected Members.

**3.0 DETAIL**

- 3.1 The Council allocated £750,000 as part of the 2023/24 for footway improvements. This has been allocated to Area Budgets based on the percentage of footways in each geographical area. Appendix 1 indicates the share of funding split and draft schemes list.
- 3.2 Budget has been allocated across the four administrative areas based on the percentage of footways in each area. This is the approach which has been followed with previous footway allocations and is detailed in the table below.

<b>Area</b>	<b>Capital Footway % Allocation based on footway area</b>
MAKI	18%
OLI	15.3%
BC	33%
HL	33.7%
<b>TOTAL</b>	<b>100%</b>

- 3.3 Footway improvement scheme selection was carried out in June with intentions of programming works from August 2023 onwards. Consideration has been made in the work elements of each scheme to improving the quantity and quality of dropped kerb crossing points, as part of the overall surface improvement works.
- 3.4 This programme will complement other footway works including limited revenue works, some active travel schemes and some minor footway resurfacing works which have resulted through street lighting cable replacement works as part of the street lighting programme.
- 3.5 The works listed in Appendix 1 have been identified from the Inspectors/Team Leaders based on their local knowledge – this is a combination of officers’ knowledge from their day to day activities and feedback from Elected Members and the public, including Community Councils.
- 3.6 Following endorsement of the programme, area based programmes will be sent out to all Elected Members together with programme information posted on the website.

#### **4.0 CONCLUSION**

- 4.1 This report provides details of the proposed Footway Reconstruction Programme for 2023/24, including the measures taken to deliver the delayed Active Travel Funded Programme, carried over from 2022/23.

#### **5.0 IMPLICATIONS**

- 5.1 Policy - Works assessed and carried out under the current Roads and Footways Asset Management Plan.
- 5.2 Financial - Programme will be based on capital allocation for year 2023/24.
- 5.3 Legal – None.
- 5.4 HR - Reconstruction works delivered by a combination of in-house roads operations team and sub-contractors.
- 5.5 Fairer Scotland Duty:

- 5.5.1 Equalities - protected characteristics – Crossing point access improvements included in schemes where appropriate.
- 5.5.2 Socio-economic Duty – None known.
- 5.5.3 Islands – None known.
- 5.6 Climate Change – it is hoped improvements to the footway network would encourage walking as opposed to driving short distances by vehicle.
- 5.7 Risk - Completed works will reduce requirement to repair footways and will halt the footway deterioration and recurring safety issues.
- 5.8 Customer Service – Overall improvement in footway surfaces and the quality of pedestrian journeys.

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

**Policy Lead for Roads and Transport,** Councillor Andrew Kain

July 2023

**For further information contact:**

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**APPENDICES**

Appendix 1 – 2023/24 Capital Budget allocation by Area

## APPENDIX 1 - 2023/24 CAPITAL BUDGET ALLOCATION BY AREA

<b>FOOTWAY UPGRADE AND RECONSTRUCTION PROGRAMME</b>		
<b>CAPITAL ALLOCATION 2023 FOOTWAY SCHEMES</b>		<b>£750,000</b>
<b>MAKI</b>	<b>18.00%</b>	<b>£135,000</b>
Campbeltown - <b>Tomaig Road FW</b> - With Flooding reinstatement		£60,000
Bruaichladdich - <b>Kerbing and surfacing</b>		£45,000
Bowmore - Slurry Seal - <b>Various locations</b>		£30,000
		<b>£135,000</b>
<b>OLI</b>	<b>15.30%</b>	<b>£114,750</b>
Oban , <b>Dunollie</b> Various - Kerb replacement and surfacing		£29,750
Oban , <b>Miller Road</b> - Slab replacement		£27,000
Mull , <b>Bunessan</b> Phase 2		£30,000
Mull , Tobermory - <b>Prison Brae</b>		£28,000
		<b>£114,750</b>
<b>B &amp; C</b>	<b>33.00%</b>	<b>£247,500</b>
Bute - Rothesay - <b>B881 High St</b> Ministers Brae - Stuart St		£54,900
Bute - Rothesay - <b>A844 Marine Road</b> - St Bruoc - Quat St		£12,200
Bute - Rothesay - <b>B878 Barone Rd</b> - Extension to Cemetery		£35,600
Cowal - Dunoon - <b>A815 Bullwood Rd</b> ph2 Kilmoray-Sunnybrae		£14,600
Cowal - Dunoon - <b>A885 Argyll St</b> -Stadium to Bencorrur		£13,000
Cowal - Dunoon - <b>UC01 Ardenslate Rd Ph 3</b> - Benc.to Dixon Av		£30,000
Cowal - Dunoon - <b>UC08 Bencorrur Brae</b> - A815 to "No1"		£6,000
Cowal - Dunoon - <b>UC25 Edward St</b> - Auchamore Rd – William St		£7,500
Cowal - Dunoon - <b>UC48 King St</b> - Jessie Place to McArthur Street		£8,700
Cowal - Innellan - <b>Eleanor Lane</b>		£35,000
Cowal - Dunoon - <b>John St</b> - Argyll St to Victoria Road		£6,000
Cowal - Dunoon - <b>Ferry Brae</b> - School Brae to Argyll St		£6,000
Cowal - Kilmory - <b>Clyde St South</b> - A815 to Hunter St		£18,000
		<b>£247,500</b>
<b>H &amp; L</b>	<b>33.70%</b>	<b>£252,750</b>
Helensburgh - <b>Dalmore Cres</b> PH 2		£30,000
Cardross A814 - PH 2 - <b>t o Crematorium entrance</b>		£35,750
Faslane A814 - Ph 2 - <b>summit to South Gate Junc .</b>		£62,000
Colgrain PH2 <b>Guy Mannering &amp; Jeanie Deans</b>		£50,000
Clynder - <b>Straid Bheag ( and Straid a Cnoc - 2024)</b>		£32,700
Helensburgh - <b>West King St ( James St - Sinclair St )</b>		£26,100
Helensburgh - <b>Grant St ( East King St - East Argyle St )</b>		£16,200
		<b>£252,750</b>

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND  
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ROAD AND INFRASTRUCTURE  
SERVICES

31 AUGUST 2023

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## PLAY PARK FUNDING – UPDATE REPORT NO 2

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### 1.0 EXECUTIVE SUMMARY

- 1.1 At the December 2022 Environment, Development and Infrastructure Committee (EDI), a Play Park Funding report was noted by members with an agreement that officers would submit a further report outlining the suggested process and timelines proposing further engagement with other groups, including Youth Forums and relevant Community Councils. The original report can be found at the following link: [December 2022 EDI Play Park Funding Report](#)
- 1.2 A subsequent update report was presented to the March 2023 EDI Committee as per the following link: [March 2023 EDI Play Park update Report](#)
- 1.3 In August 2022, the Scottish Government confirmed a full 5 year funding package to all Scottish Local Authorities from 2020/21 through to 2025/26. Argyll and Bute Council will receive a total of £938k for Play Park funding. All Scottish Councils have received funding through the Capital Allocation for Renewal of Play Parks Fund for investment in play park equipment.
- 1.4 The March 2023 EDI Committee gave consideration to a report outlining a suggested process and timelines for proposing further engagement with other groups, including Youth Forums and relevant Community Councils in relation to the Play Park Funding Award of £938k which had been awarded by the Scottish Government for the 28 play parks being renewed in Argyll and Bute in a programme running until 2025/26. The EDI Committee also agreed the proposed timeline.
- 1.5 The Scottish Government commitment was to ensure that all children have access to quality play in their own community and **the budget was specific in that the funding was for renewing existing play parks**. A definition/scope of investment was also issued as part of the grant offer and is as below:-
- *The agreed definition of an eligible play park is one which is local authority owned, managed or maintained sites, designated for play, which are free to access and open to all. Playparks in private ownership, those that require an entry fee or those only available to specific groups / with conditions for entry would be outwith scope. We would expect that playparks with equipment (swings, slides etc) aimed at children aged 0-14 would be included as would other facilities used by the same age*

*group (e.g. pump tracks), but MUGAs (Multi Use Game Areas) or dedicated sports fields would be outwith scope.*

1.6 Area Committee Business days with Elected members have already taken place. A comprehensive engagement process has since taken place with online engagement for adults and young people having closed on Friday 14 July 2023 with the following responses:-

- 1054 Adult Responses
- 408 Young People Responses

The rate of response is considered to be a remarkable return for the play park engagement process, highlighting the importance play parks have within our communities.

1.7 The data received from the consultation response will be analysed to provide information relating to:-

- General age groups of the users for each play park site
- The priorities communities have raised relating to health and safety/equal access and equipment for users of the play parks.

1.8 In the process of establishing priorities, further engagement will take place with Disability Forums to ensure appropriate facilities are considered.

1.9 Given tender exercises have been conducted twice, as well as a direct award, it is proposed to deliver the project by purchasing material/equipment and then either fitting this with in house resource or via a local contractor. Alternatively if capacity is available some installations may be carried out using national suppliers.

## **RECOMMENDATIONS**

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

- Note the engagement numbers of 1054 adults and 408 young people responses and that the officer managing this project will review each one over the coming weeks;
- Agree that once the consultation results have been fully reviewed a report will go to each Area Committee to agree the priorities for each play park in their area and allocation of funding, within the area allocation (based on the number of play parks) will be allocated to individual play parks; and
- Agree the amended timeline as set out in section 4.4 of this report.

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**ARGYLL AND BUTE COUNCIL**
**ENVIRONMENT, DEVELOPMENT AND  
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**ROAD AND INFRASTRUCTURE  
SERVICES**
**31 AUGUST 2023**


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**PLAY PARK FUNDING – UPDATE REPORT NO 2**


---

**2.0 INTRODUCTION**

2.1 This report provides a further update to the March 2023 Play Park report highlighting the excellent responses to the play park adult and young people engagement in regards to the Funding Award of £938k awarded by Scottish Government for Play Park renewal to Argyll and Bute Council until 2025/26.

2.2 The report further outlines the proposed way ahead when all consultation responses have been reviewed to provide Area Committees with summary responses identifying what local communities have identified as their priorities for play park users in regards to:

- Health and Safety (i.e. fencing and groundworks)
- Equal Access for all
- Equipment renewal/replacement

From this detail, it is then envisaged that funding can be allocated for specific Play Parks by each Area Committee according to requirements and responses from the engagement process.

2.3 The below table highlights the funding split for each area as well as the number of play parks per area. As per previous EDI Committee agreement, funding has been indicatively divided at £33,500 per play park. This can be amended by the local Area Committee once the engagement process has been fully reviewed.

<b>Area</b>	<b>Number of Play Parks</b>	<b>Funding Total</b>
Helensburgh and Lomond	11	£368,500
Mid Argyll, Kintyre and the Islands	11	£368,500
Bute and Cowal	5	£167,500
Oban Lorn and the Isles	1	£33,500

2.4 Engagement with Education Colleagues has taken place and relevant young people specific forms were developed which resulted in over 400 responses from young people throughout Argyll and Bute.

- 2.5 As part of the previous discussions, officers engaged with a Play Park Design Company who costed the supply and fitting of an aspirational play area for Bendarroch Play Park in Garelochhead with a view to identifying indicative costs for a range of equipment with activities such as climbing, swinging, balancing, rotating and other rapid movement. This design is suitable for children of all ages, with included items which are inclusive and can be used by children of varying abilities. The cost was £139,538.18, which should be compared with the budget we have of £33,500. A breakdown of indicative costs is highlighted in **Appendix 1**.
- 2.6 This costing provides a realistic view as to what can be delivered with a £33,500 budget for each play park.

### **3.0 RECOMMENDATIONS**

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:-
- Note the engagement numbers of 1054 adults and 408 young people responses and that the officer managing this project will review each one over the coming weeks;
  - Agree that once the consultation results have been fully reviewed a report will go to each Area Committee to agree the priorities for each play park in their area and allocation of funding, within the area allocation (based on the number of play parks) will be allocated to individual play parks; and
  - Agree the amended timeline as set out in section 4.4 of this report.

### **4.0 DETAIL**

- 4.1 The Council is responsible for delivering the Play Park facilities across all of Argyll and Bute's 30 Council managed Play Parks. However as per agreement at the December EDI Committee this was reduced to 28 Play parks as two play parks in Lochgilphead and Oban were recently upgraded. The Council utilised the Framework Tender Scotland Excel to procure bids for the 2021/22, unfortunately no tenders came forward. The year one funding was carried into year two and tenders were again sought, no bidders came forward. As part of the procurement process officers contacted potential bidders to identify the reasons for this. Timescales, as well as full order books, were stated as the reasons why suppliers did not return a tender. This is also being experienced in some other Local Authorities and is very likely due to the fact that all Scottish Local Authorities are carrying out similar work, consequently there is a shortage of organisations able to do this. The geography of Argyll and Bute may also make our area unattractive to bidders.
- 4.2 It is proposed that this project be delivered through a mixed economy model of external procurement of equipment which is installed, where possible, in-house and supported by specialist external local and national businesses. This will help to ensure the programme of play park equipment is delivered.



- 4.3 As the March 2023 EDI Committee agreed the engagement process, and bearing in mind there is no dedicated officer to deliver this project, it is being delivered on top of normal day to day duties, an indicative timeline of delivery is presented below. It should be noted that this is a rolling programme and having experienced issues with tenders previously, as well as other Local Authorities indicating that there are extensive delays in providing the equipment, as there are only a few contractors able to supply equipment, it is expected that some play parks will be upgraded for Summer 2024, with others in the following year, however the funding covers a 5 year period until 31 March 2026.
- 4.4 Officers suggest the following indicative timeline is appropriate:-

ACTION	TIMESCALE
Engagement with Community Councils and Education Department	Commenced March-May 2023
Engagement with Disability Forums	Expected to commence Autumn – Winter 2023
Procurement process which may need to include a mixed model delivery of the equipment and fitting and depends on tender bids (which will last in the region of 8 – 12 weeks)	Expected to commence early 2024
Installations	Expected to commence Spring 2024 (dependent on procurement process as above)

## 5.0 CONCLUSION

- 5.1 The Scottish Government has allocated a total of £938k for Play Park funding to Argyll and Bute Council for investment in play park equipment through to 2025/26 from the Capital Allocation for Renewal of Play Parks Fund. This report recommends a suitable engagement process covering local Elected Members, community councils, education and disability forums over a period of approximately 8 months. It is the intention to work during this period to seek timelines for external delivery of equipment as well as make an informed decision on whether this can be delivered in house or externally.

## 6.0 IMPLICATIONS

- 6.1 Policy – In line with previous decision and will also pay regard to procurement policy.
- 6.2 Financial – Funded from Scottish Government play park capital grant.
- 6.3 Legal – None known.

- 6.4 HR – None known.
- 6.5 Fairer Scotland Duty: None known.
  - 6.5.1 Equalities - protected characteristics – Engagement will take place with appropriate groups, including the disability forum, to provide a positive impact on our young people.
  - 6.5.2 Socio-economic Duty – None known.
  - 6.5.3 Islands – Elements of renewal on all council owned play parks, which therefore will not adversely affect islands.
- 6.6 Climate Change – We will endeavour to minimise carbon footprint of this project.
- 6.7 Risk – Failure to deliver within the allotted Scottish Government timescales may result in losing the budget allocated.
- 6.8 Customer Service – The intention of this funding is to provide better facilities for our customers.

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

**Policy Lead for Climate Change and Environment Services, Councillor Ross Moreland**

August 2023

**For further information contact:**

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**APPENDICES:**

Appendix 1 – Breakdown of indicative costs for equipment and fitting

## APPENDIX 1: BREAKDOWN OF INDICATIVE COSTS FOR EQUIPMENT AND FITTING

1. CUSTOM Ship £18,800.00 plus installation £3,125.00
2. Featured Springer between £500.00 to £630.00 plus Installation £294.00
3. Spring Seesaw £2,250.00 plus Installation £514.00
4. Climbing Net £11,250.00 plus Installation £3,372.00
5. Frame £4,360.00 plus Installation £698.00
6. Spinner Bowl £680.00 plus Installation £231.00
7. Swing Frame, £5,040.00 plus Installation £1,452.00
8. Flexus stand up swing, £3,120.00 plus Installation £514.00
9. Ground Preparation £54,966.62
  - Site Set up
  - Excavate area and remove spoil off site,
  - Supply & install kerb edging,
  - Supply & lay cultivated turf,
  - Supply & sow seed,
  - Safer Surfacing WETPOUR,
  - Heras site security fencing,
  - Removal of packaging and Waste
10. Equipment Delivery Charge £4,181.20
11. Total Excl. VAT= 115,477.82
12. Total Inclusive of VAT= £138,573.38



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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE  
SERVICES****31 AUGUST 2023**

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**UPDATE ON BUDGET INVESTMENTS**

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**1.0 INTRODUCTION**

- 1.1 At the Council Budget Meeting in February 2023, funding was allocated for new vehicles to support service delivery across Roads and Infrastructure Services. This report provides an update on progress.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee consider and note the updates provided in this report.

**3.0 DETAIL**

- 3.1 At the Council Budget Meeting in February 2023, funding was allocated for new vehicles to support the operations of Roads and Infrastructure Services. This investment included:

- £700,000 for 4 refuse collection vehicles to be added to the fleet to provide additional resilience (2 replacements and 2 additional spares)
- £250,000 for a new jetpatcher vehicle
- £230,000 for a road marking unit for road maintenance

**Refuse Collection Vehicles (RCVs)**

- 3.2 The Council operates a fleet of RCVs which collect refuse from over 48,000 domestic properties and some 2700 commercial properties across the Council area. In 2016, the Council introduced 3 weekly general waste collections and 2 weekly recycling collections and the service operated with 2 spare vehicles which generally provided sufficient resilience to cover for planned inspections, servicing, MOTs, running repairs etc. Over the past few years there have been a number of challenges in the supply chain for spare vehicle parts which has affected many sectors, not just the Council. Often, this has resulted in vehicles being off the road for prolonged periods of time pending delivery of parts. Whilst

some spares are stocked by our fleet team it is not practical nor cost effective to hold all parts.

- 3.3 The additional funding has provided 4 new vehicles with 2 vehicles being used as 'spares' increasing the number of spare RCVs from 2 to 4 which will significantly improve resilience. The other 2 vehicles purchased are being used to accelerate the replacement programme replacing some of the older vehicles. Where possible ex demonstrator vehicles are purchased at a discounted price to help provide value for money. The additional 2 vehicles in the fleet have assisted significantly in providing service continuity and have also reduced the need to rely on hired in vehicles. The photos at appendix 1 of this report detail 2 of the new RCVs.
- 3.4 The council allocated £700k funding for the RCVs and spend to date is £737k.

### **Jetpatcher**

- 3.5 The Council uses jetpatchers as one of the tools to repair carriageway defects including pot holes and surface cracking. The jetpatcher units can apply compressed air, bitumen, stone chips and a combination of bitumen and stone to: clear out loose material from road surface defects, prime with bitumen and build up either a thin covering of chips or deeper repairs as required. Clean dry chips are added to the finished repair to contain the bitumen. The jetpatcher unit can also roll the repairs to compact the material using both road wheels and (where fitted) separate solid smooth wheeled rollers attached to the vehicle.
- 3.6 The additional funding allocated for the jetpatcher has secured an ex demonstrator unit which is due to be delivered in September. This additional vehicle in the fleet will help the team to take a more proactive approach to carrying out repairs and contribute towards maintaining the Council's 2300km of road network in a fit for purpose and proportionate condition.
- 3.7 The council allocated £250k funding for a new jetpatcher and the spend to date is £299k.

### **Road Marking Unit**

- 3.8 Securing road marking contractors can be problematic for many road authorities. The geography of Argyll and Bute compounds this meaning that delays are often experienced in road markings being completed. All available markets have been checked and unfortunately, there are no completed vehicles available for purchase. The specialist nature of these vehicles and the relatively low numbers (compared to RCVs, more conventional trucks etc.) means that a specialist build has to be specified and procured. Following market research our teams are in the process of finalising a specification before going to the market for delivery. Due to the limited number of suppliers and specialist nature of the vehicle, we are expecting a lead time of approx. 12 months, although we

will provide an update once the specification has been concluded and order placed.

- 3.9 The council allocated £230k for a road marking vehicle, no order has been placed, working through specification.
- 3.10 Total spend to date is £1,036,000 with £144k remaining for the road marking vehicle. Once the cost of the road marking vehicle is known, should the cost exceed the remaining budget and additional cost be required, a further report will be brought back to Members for consideration.

#### **4.0 CONCLUSION**

- 4.1 This report provides an update on the budget investment for new vehicles to support the operations of Road and Infrastructure Services. It confirms that 4 new RCVs have been purchased, a jetpatcher unit is soon to be delivered and a road marking vehicle specification is being finalised.

#### **5.0 IMPLICATIONS**

- 5.1 Policy – no known policy implications however this investment will help to deliver services to policy specification.
- 5.2 Financial – Additional funding allocated via the budget process.
- 5.3 Legal – none known.
- 5.4 HR – none known.
- 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. Replacement small vehicles (cars and light vehicles) are being replaced with hybrid and electric vehicles. Currently there are no cost effective options for HGVs which can cover the operating range with Argyll and Bute. Advanced electric technology and other solutions including hydrogen are expected to bridge this gap and the market continues to be explored.
- 5.7 Risk – none known.

- 5.8 Customer Service – more resilience in the fleet will provide the public with more reliable services and less disruption.

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

**Policy Lead for Roads and Transport,** Councillor Andrew Kain

August 2023

**For further information contact:**

Jim Smith, Head of Road and Infrastructure Services  
[Jim.Smith@argyll-bute.gov.uk](mailto:Jim.Smith@argyll-bute.gov.uk)


## **APPENDICES**

Appendix 1 – Photos of new Refuse Collection Vehicles (RCVs)



**APPENDIX 1 – PHOTOS OF NEW REFUSE COLLECTION VEHICLES (RCVS)**



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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE

ROAD AND INFRASTRUCTURE  
SERVICES

31 AUGUST 2023

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## WASTE – PERSISTENT ORGANIC POLLUTANTS (POPs)

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### 1.0 INTRODUCTION

- 1.1 This report provides an update on Persistent Organic Pollutants (POPs) and the worldwide concerns surrounding the release of POPs into the environment. The report specifically focuses on the implications of disposing of materials containing POPs and the likely cost implications associated with disposal should a landfill ban of the material be introduced in Scotland, in line with the draft guidance produced by SEPA – a copy of which is enclosed under **Appendix 1** of this report.
- 1.2 Following discussion at the Waste Strategy Project Board, the Board agreed to bring an information report forward to the Environment, Development and Infrastructure Committee in the first instance.

### 2.0 RECOMMENDATIONS

- 2.1 Members of the Environment, Development and Infrastructure Committee are asked to:-
  - i. Consider and note the contents of this report; and
  - ii. Agree a further report is presented to a future Environment, Development and Infrastructure Committee when and if legislation is changed and that any additional costs brought about by new legislation are considered as part of future budget processes as necessary.

### 3.0 BACKGROUND

- 3.1 Historically POPs have been disposed of in landfill. It is anticipated that, in line with recent changes in England, landfilling of POPs will be banned in Scotland and that the material will need to be disposed of via Energy from Waste (EfW). POPs are generally found in items such as sofas and mattresses. Disposal of POPs via EfW will introduce cost pressures to the Council associated with the processing of these materials, i.e. transportation, shredding and the processing of the shredded material through EfW.
- 3.2 The Stockholm Convention developed initiatives to address concerns of POPs and to protect human health and the environment. The convention is noted within The

Persistent Organic Pollutants Regulation 2007. The regulation places strict controls over the management of the POPs products and determines how they should be destroyed. POPs are contained within fire retardant foam materials included in many soft furnishings made prior to 2019. POPs are also contained within some other products e.g. some building materials, non-stick cookware, tents etc. There is the possibility in future that more items will be identified by the regulator to be treated in a similar manner to soft furnishings with POPs. Typical items containing POPs which have been historically disposed of in landfill and are likely to have to be transitioned to EfW include but are not limited to:-

- Sofas
- Sofa beds
- Armchairs
- Kitchen and dining room chairs
- Stools and foot stools
- Home office chairs
- Futons, bean bags, floor and sofa cushions
- Leather, synthetic leather, other fabric and foam.

- 3.3 Non-upholstered items, such as wooden chairs without a cushion or textile back, seat, or arms are not likely to contain POPs. Additionally, waste from manufacturing new domestic seating that the manufacturer can demonstrate does not contain POPs are not covered by SEPA's draft guidance.
- 3.4 There will be an additional financial demand to the Council which relates to POPs. This financial demand affects the whole of Argyll and Bute and the Waste PPP contract due to the additional cost of transporting materials, separately shredding items and then processing through EfW. The table in **Appendix 2** details the projected financial impact this material may have on the Council budget. The table provides projected costings based on best, medium and worse case estimates. The best case scenario would see the Council incur additional costs of £78,500. The Mid-Range scenario is £173,000 and the worst case costing range is £366,000 of additional revenue costs. All three costs ranges also have additional capital expenditure implications which are estimated to be £110,000 this being a one off cost. The three financial scenarios have been modelled using estimated tonnage, known haulage rates and estimated gate fees based on existing contracts etc. The modelling has been carried out from staff in both the Waste team and Financial Services.
- 3.5 In Scotland, the date for enforcement has not been confirmed. It is worthy of note that the Environment Agency in England recently gave 8 months' notice to the waste industry in England prior to having to ensure compliance with legislation, albeit this regulation was introduced in 2007 without the concerns outlined in this report being known at the time.
- 3.6 Scottish Local Authorities affected by this change in legislation include Inverclyde, West Dunbartonshire, Highland, Stirling, Clackmannanshire, Western Isles and Argyll and Bute. The remaining authorities already dispose of these materials through incineration or EfW processes.

#### **4.0 CONCLUSION**

- 4.1 In concluding this report, officers will continue to monitor and review updates from SEPA and report any further findings in relation to POP's to the Environment, Development and Infrastructure Committee. This report highlights the potential additional costs associated with disposal of items containing POPs should Scottish Government make changes to regulation in line with England.

#### **5.0 IMPLICATIONS**

- 5.1 Policy – The Council's waste strategy will evolve in line with the changes in legislation relating to the Persistent Organic Pollutants.
- 5.2 Financial – Implications are prevalent with regard to both revenue and capital expenditure. The best case scenario would see the Council have additional costs of £78,500. The Mid-Range scenario is £173,000 and the worst case costing range is £366,000 of additional revenue costs. The three costs ranges also have capital expenditure implications which are approx. £110,000 this would be a one off cost.

This being a new financial burden, the Council should consider lobbying Scottish Government for financial support.

- 5.3 Legal – The existing PPP contract was not designed or written to accommodate the changes this legislation will require. The contract will require to varied. Contract change as a result of legislative change is provided for within the contract but the process is quite cumbersome.
- 5.4 HR – No HR issues.
- 5.5 Fairer Scotland Duty:  
5.5.1 Equalities - protected characteristics – None  
5.5.2 Socio-economic Duty – None  
5.5.3 Islands – There may be potential ferry capacity issues for bulking and transporting waste material from islands.
- 5.6 Climate Change – Incineration is the only way to dispose of POP's Waste material. Transitioning from Landfill to Energy from Waste would result in a reduction in the annual quantity of Greenhouse Gas Generated in Argyll and Bute. However, the additional road miles incurred taking POP's waste to EFW markets may partly offset the carbon reductions achieved through not landfilling.
- 5.7 Risk – As in section 5.2 there are financial risks associated with POPs waste material.
- 5.8 Customer Service – None.

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

**Councillor Ross Moreland, Policy Lead for Climate Change and Environment Services**

August 2023

**For further information contact:**

Jim Smith, Head of Road and Infrastructure Services  
[Jim.Smith@argyll-bute.gov.uk](mailto:Jim.Smith@argyll-bute.gov.uk)

John Blake - Fleet, Waste & Transport Manager  
[John.Blake@argyll-bute.gov.uk](mailto:John.Blake@argyll-bute.gov.uk)

**APPENDICES**

Appendix 1 – Draft Guidance produced by SEPA

Appendix 2 – Annual Estimated Revenue Costs



## **SEPA guidance on Persistent Organic Pollutants**

### **1. Introduction**

Worldwide there is concern at the continuing release of persistent organic pollutants (POPs) into the environment. These chemical substances are transported across international boundaries far from their sources and they persist in the environment, bio-accumulate through the food web, and pose a risk to human health and the environment.

International action has therefore been taken to protect the environment from POPs. This action has taken the form of two international agreements:

- The Protocol to the 1979 Convention on Long-Range Transboundary Air Pollution on Persistent Organic Pollutants (signed on 24 June 1998) (the 'Protocol'), and
- The Stockholm Convention on Persistent Organic Pollutants (entered on 22 May 2001) (the 'Convention').

Regulation (EC) No 850/2004 of the European Parliament and the Council of 29 April 2004 on persistent organic pollutants<sup>1</sup> (referred to in this document as 'the Regulation') implements both of these agreements in the European Union. The Regulation's objective is to protect human health and the environment from POPs. It does this by: prohibiting, phasing out as soon as possible, or restricting the production, placing on the market and use of substances subject to the Protocol or the Convention (i.e. POPs); minimising, with a view to eliminating where feasible as soon as possible, releases of such substances; and establishing provisions regarding waste consisting of, containing or contaminated by these substances<sup>2</sup>. Annexes I to IV to the Regulation list the substances contained in the Protocol and the Convention, and so which are subject to the controls of the Regulation; unless specified otherwise such substances are described simply as 'POPs'. An amendment to the Regulation was made by the European Parliament through Council Regulation EC 172/2007, which replaced Annex 5 of the Regulation on 15 March 2007. Further amendments to the detail of annexes to the Regulation are likely in future.

The Regulation was implemented in the UK by The Persistent Organic Pollutants Regulations 2007<sup>3</sup> (the 'UK Regulations'). The UK Regulations designate SEPA as the competent authority in Scotland for the purposes of the Regulation and detail the fees that SEPA may charge for applications. The UK Regulations set out the offences for not complying with the Regulation, penalties attached to these offences and the appeals procedure. The UK Regulations make SEPA the competent authority for Scotland.

### **2. Overview of the POPs Regulation**

The principal requirements of the Regulation are:

- 2.1 The UK is required to prepare a national plan (National Implementation Plan or NIP) for the implementation of its obligations under the convention. DEFRA has prepared the UK's NIP<sup>4</sup>.

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<sup>1</sup> Available at [http://eur-lex.europa.eu/LexUriServ/site/en/oj/2004/l\\_229/l\\_22920040629en00050022.pdf](http://eur-lex.europa.eu/LexUriServ/site/en/oj/2004/l_229/l_22920040629en00050022.pdf)

<sup>2</sup> Article 1 of the Regulation

<sup>3</sup> SI 3106. Available via: [http://www.opsi.gov.uk/si/si2007/uksi\\_20073106\\_en\\_1](http://www.opsi.gov.uk/si/si2007/uksi_20073106_en_1)

<sup>4</sup> Available via: <http://www.defra.gov.uk/environment/chemicals/pdf/pop-nationalplan.pdf>

2.2 There is a complete ban on the marketing and use of certain chemicals, principally some pesticides but also including polychlorinated biphenyls (PCBs) and hexabromobiphenyl.

In general the pesticides that are banned from being marketed or used have not been sold in the UK for some time and the impact of this ban is therefore likely to be minimal. One possible exception to this is hexachlorocyclohexane (HCH or lindane). Use of lindane in professional timber treatment was permitted to continue until 1st September 2006, and use as an intermediate in chemical manufacture and for some public health and veterinary applications was permitted until 31 December 2007. Trace amounts of lindane are also present in imported agricultural goods such as seed and fleeces.

- There is a requirement to destroy the POP content of waste, if the POP level of the waste is above a threshold value.
- There are additional controls on waste that contains POPs.
- When constructing new facilities, or significantly modifying existing facilities, which release dioxins, hexachlorobenzene, PCB or polycyclic aromatic hydrocarbons (PAHs), there is a requirement to give priority consideration to alternative processes, techniques or practices that have similar usefulness which avoid the formation and release of these chemicals. This applies to facilities regulated under Pollution Prevention and Control (Scotland) Regulations 2000 (as amended) (PPC Regulations).

### 3. Who is affected by the Regulation?

The Regulation impacts on:

- Any person producing, placing on the market or using any substance listed in its Annex I or II<sup>5</sup>
- Any holder of a stockpile of any substance listed in its Annex I or II
- Any person applying for a permit, or a significant modification to a permit under the PPC Regulations, using processes that release chemicals listed in its Annex III; and
- Any person producing or receiving a waste containing any of the substances specified in its Annex IV above the Annex IV threshold.

### 4. The banning of Production, Placing on the Market and Use of Some Chemicals

The following substances may not be produced or placed on the market or used, whether on their own, in preparations or as constituents of articles:

- The pesticides aldrin, chlordane, dieldrin, endrin, heptachlor, hexachlorobenzene (also used as an industrial chemical and produced as a by-product from some industrial processes), chlordecone, mirex, toxaphene, DDT<sup>6</sup> (1,1,1-trichloro-2,2-bis(4-chlorophenyl) ethane), hexachlorocyclohexane (HCH, including lindane);
- PCBs and
- hexabromobiphenyl (used as a brominated retardant).

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<sup>5</sup> Annex I substances are the eleven pesticides aldrin, chlordane, dieldrin, endrin, heptachlor, hexachlorobenzene, chlordecone, mirex, toxaphene, DDT (1,1,1-trichloro-2,2-bis(4-chlorophenyl) ethane), hexachlorocyclohexane (HCH, including lindane); PCBs and hexabromobiphenyl. No substances are listed in Annex II

<sup>6</sup> Use of DDT in a closed system as a chemical intermediate is permitted until 1 January 2014.



The restrictions do not apply to substances used on a laboratory scale research, as a reference standard, or occurring as an unintentional trace contamination in substances, preparations or articles.

## 5. Controls on Stockpiles of POP Chemicals

Article 5 of the EU Regulation imposes conditions on the holders of any stockpiles of the substances listed in Annex I or II. If the stockpile consists of substances for which no use is permitted (namely all substances except DDT<sup>7</sup>) then the holder of the stockpile must manage it as waste and in accordance with Article 7 (see section 7).

If the stockpile is greater than 50kg and consists of, or contains, any substance listed in Annex I or II for which use is permitted<sup>8</sup> then the holder is required to notify SEPA with information as to the nature and size of the stockpile. This information is to be supplied within 12 months of the entry into force of the Regulation, or of any amendments to Annex II or I, and annually thereafter.

The holder of the stockpile is also required to manage the stockpile in a safe, efficient and environmentally sound manner.

The Regulation only permits continued use of DDT as a chemical intermediate for dicofol production. DDT is not thought to be used for these purposes in Scotland. Notification is only required for substances where use is still permitted (i.e. DDT). Therefore the expected number of stockpile notifications in Scotland is therefore expected to be zero.

## 6. Requirements to Reduce, Minimise and Eliminate Releases

When considering an application for a permit, or a significant modification to a permit, under the PPC Regulations for activities using processes that release chemicals listed in Annex III<sup>9</sup> SEPA must give priority consideration to alternative processes, techniques or practices that have similar usefulness but which avoid the formation and release of these substances. In such circumstances SEPA should be consulted at the earliest opportunity.

## 7. Destruction of the POP Content of Waste

All producers and holders of wastes are required to take all reasonable efforts to avoid, where feasible, contamination of this waste with substances listed in Annex IV<sup>10</sup>.

There is no definition in the Regulation of threshold levels for “contamination”. Practically it could be assumed that contamination would result from the addition of any waste stream containing one or more of the substances listed in Annex IV, at a concentration above the threshold in Annex IV, to any waste stream where the concentration of the same substance or substances is below the threshold listed in Annex IV.

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<sup>7</sup> Only for use as a chemical intermediate for dicofol production until 1 January 2014

<sup>8</sup> DDT for certain applications only

<sup>9</sup> Annex III substances are Polychlorinated dibenzo-p-dioxins and dibenzofurans (PCDD/PCDF), Hexachlorobenzene (HCB), Polychlorinated biphenyls (PCB) and Polycyclic aromatic hydrocarbons (PAHs)

<sup>10</sup> Annex IV substances are Aldrin, Chlordane, Dieldrin, Endrin, Heptachlor, Hexachlorobenzene, Mirex, Toxaphene, Polychlorinated Biphenyls (PCBs), DDT (1,1,1-trichloro-2,2-bis(4-chlorophenyl) ethane), Chlordecone, Polychlorinated dibenzo-p-dioxins and dibenzofurans (PCDD/PCDF), HCH including lindane and Hexabromobiphenyl

Waste consisting of, containing or contaminated by any substance listed in Annex IV, must be disposed of or recovered, without undue delay by any of the following treatment methods set out in the Waste Framework Directive<sup>11</sup>:

- D9 Physico-chemical treatment,
- D10 Incineration on land, or
- R1 Use Principally as a fuel or other means to generate energy, excluding waste containing PCBs.

in such a way as to ensure that the POP content is destroyed or irreversibly transformed so that the remaining waste and releases do not exhibit the characteristics of POPs .

Pre-treatment operations prior to the treatment above may be performed. A substance listed in Annex IV may be isolated from the waste provided that it is subsequently disposed of by one of the methods given above. In addition, repackaging and temporary storage operations may be performed prior to such pre-treatment or prior to destruction or irreversible transformation.

Disposal or recovery operations that may lead to recovery, recycling, reclamation or re-use of Annex IV substances are banned.

There are, however, derogations from the requirement to dispose of or recover wastes in this way, as follows:

Firstly, waste which contains the POPs listed in Annex IV at a concentration below the limits in Annex IV can be disposed of or recovered in accordance with normal waste regulatory practices.

Secondly, in exceptional cases wastes listed in Annex V, part 2, containing or contaminated by any substance listed in Annex IV up to concentration limits specified in Annex V, part 2, can be otherwise dealt with in accordance with a method listed in Annex V, part 2. This means that a derogation to the requirement to destroy the POP content of any waste, where the concentration is above the limits in Annex IV exists where:

- It is an exceptional case
- The waste stream is listed in Annex V Part 2, for example waste 17 01, concrete, bricks, tiles and ceramics
- The concentration is below the limit specified in Annex V
- The method of disposal is listed in Annex V Part 2
- The provisions of the Landfill Directive<sup>12</sup> have been adhered to and it has been demonstrated that the selected operation is environmentally preferable.

The methods of disposal specified in Annex V Part 2 are permanent storage only in:

- Safe, deep, underground, hard rock formations,
- Salt mines or
- A landfill site for hazardous waste (provided that the waste is solidified or partly stabilised where technically feasible as required for classification of the waste in subchapter 19 03 of Decision 2000/532/EC)

There is a further condition that the maximum concentration limits in Annex V only apply to a landfill site for hazardous waste (i.e. special waste in Scotland). This means that provided the other derogation conditions are met, then there is no concentration limit for the disposal of

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<sup>11</sup> 2006/12/EC (as amended)

<sup>12</sup> Council Directive 1999/31/EC and Council Decision 2003/33/EC

waste to safe, deep, underground, hard rock formations, or salt mines. Currently the UK has only one such facility that could qualify under this derogation: the Minosus salt mine disposal site in North West England.

There are further criteria that must be fulfilled to satisfy the conditions for this derogation, namely that:

- The holder of the waste must demonstrate that decontamination of the waste in relation to the substances listed in Annex IV was not feasible;
- Destruction or irreversible transformation of the persistent organic pollutant content of the waste, performed in accordance with best environmental practice, or best available techniques, does not represent the environmentally preferable option; and
- The operation should be in accordance with relevant Community legislation.

It must be emphasised that the procedure for exemption is for exceptional cases and should not be used on a routine basis. Nearly all UK waste streams should not contain concentrations of POPs above the levels specified in Annex IV.

You can use the form at [www.sepa.org.uk/chemicals](http://www.sepa.org.uk/chemicals) to apply for a derogation. SEPA will also accept applications for derogations by letter. Please note that derogation applications will not be processed unless accompanied by the required fee of £2000.

## 8. Contacts for Further Information

Please contact the Central Waste Unit for further guidance:

## 9. References

Useful Internet Sites

The EU Regulation can be viewed at: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2004:158:0007:0049:EN:PDF>

Amendment Regulation: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2007:055:0001:0006:EN:PDF>

The Stockholm Convention web site can be viewed at:

<http://chm.pops.int/>

The Convention on Long-range Transboundary Air Pollution web site can be viewed at:

<http://www.unece.org/env/lrtap/>

The Statutory Instrument can be viewed at;

[http://www.opsi.gov.uk/si/si2007/uksi\\_20073106\\_en\\_1](http://www.opsi.gov.uk/si/si2007/uksi_20073106_en_1)

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## APPENDIX 2 – ANNUAL ESTIMATED REVENUE COSTS

### Persistent Organic Pollutants (POPs) - Annual Estimate Revenue Costs

#### Best Case Scenario

Area	Mid Argyll	Kintyre	Islay	Lorn	Mull	Tiree	Coll	Colonsay	Bute	Cowal	H&L	Total
Estimated Tonnages	24	24	8	40	8	4	2	2	16	40	60	228
Estimated Annual Haulage Trips (2 tonnes per trip)	12	12	4	20	4	2	1	1	8	20	30	114
	£	£	£	£	£	£	£	£	£	£	£	£
Rate per Haulage Trip	425	525	1,400	490	1,425	1,386	1,386	1,400	580	375	350	
Haulage costs	5,100	6,300	5,600	9,800	5,698	2,772	1,386	1,400	4,640	7,500	10,500	60,696
Gate Fees @ £180 per tonne (includes shredding and EfW)	4,320	4,320	1,440	7,200	1,440	720	360	360	2,880	7,200	10,800	41,040
Less Landfill (£102.10 per tonne)	-2,450	-2,450	-817	-4,084	-817	-408	-204	-204	-1,634	-4,084	-6,126	-23,279
<b>Total Waste Disposal Revenue Costs</b>	<b>6,970</b>	<b>8,170</b>	<b>6,223</b>	<b>12,916</b>	<b>6,321</b>	<b>3,084</b>	<b>1,542</b>	<b>1,556</b>	<b>5,886</b>	<b>10,616</b>	<b>15,174</b>	<b>78,457</b>

#### Mid-Range Scenario

Area	Mid Argyll	Kintyre	Islay	Lorn	Mull	Tiree	Coll	Colonsay	Bute	Cowal	H&L	Total
Estimated Tonnages	60	60	24	90	24	12	6	6	36	90	150	558
Estimated Annual Haulage Trips (3 tonnes per trip)	20	20	8	30	8	4	2	2	12	30	50	186
	£	£	£	£	£	£	£	£	£	£	£	£
Rate per Haulage Trip	425	525	1,400	490	1,425	1,386	1,386	1,400	580	375	350	
Haulage costs	8,500	10,500	11,200	14,700	11,396	5,544	2,772	2,800	6,960	11,250	17,500	103,122
Gate Fees @ £228 per tonne (includes shredding and EfW)	13,680	13,680	5,472	20,520	5,472	2,736	1,368	1,368	8,208	20,520	34,200	127,224
Less Landfill (£102.10 per tonne)	-6,126	-6,126	-2,450	-9,189	-2,450	-1,225	-613	-613	-3,676	-9,189	-15,315	-56,972
<b>Total Waste Disposal Revenue Costs</b>	<b>16,054</b>	<b>18,054</b>	<b>14,222</b>	<b>26,031</b>	<b>14,418</b>	<b>7,055</b>	<b>3,527</b>	<b>3,555</b>	<b>11,492</b>	<b>22,581</b>	<b>36,385</b>	<b>173,374</b>

#### Worst Case Scenario

Area	Mid Argyll	Kintyre	Islay	Lorn	Mull	Tiree	Coll	Colonsay	Bute	Cowal	H&L	Total
Estimated Tonnages	104	104	48	200	48	32	16	16	80	200	320	1,168
Estimated Annual Haulage Trips (4 tonnes per trip)	26	26	12	50	12	8	4	4	20	50	80	292
	£	£	£	£	£	£	£	£	£	£	£	£
Rate per Haulage Trip	425	525	1,400	490	1,425	1,386	1,386	1,400	580	375	350	
Haulage costs	11,050	13,650	16,800	24,500	17,094	11,088	5,544	5,600	11,600	18,750	28,000	163,676
Gate Fees @ £275 per tonne (includes shredding and EfW)	28,600	28,600	13,200	55,000	13,200	8,800	4,400	4,400	22,000	55,000	88,000	321,200
Less Landfill (£102.10 per tonne)	-10,618	-10,618	-4,901	-20,420	-4,901	-3,267	-1,634	-1,634	-8,168	-20,420	-32,672	-119,253
<b>Total Waste Disposal Revenue Costs</b>	<b>29,032</b>	<b>31,632</b>	<b>25,099</b>	<b>59,080</b>	<b>25,393</b>	<b>16,621</b>	<b>8,310</b>	<b>8,366</b>	<b>25,432</b>	<b>53,330</b>	<b>83,328</b>	<b>365,623</b>

### Persistent Organic Pollutants (POPs) - Capital Expenditure

Containers (2 per site)	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	110,000
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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE  
SERVICES****31 AUGUST 2023**

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**WINTER SERVICE POLICY 2023/24**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 Each year Members consider for approval, the Council's Winter Service Policy. The format and general content of the Winter Service Policy 2023/24 remains similar to that of the 2022/23 Policy.
- 1.2 The policy sets out priorities for treatment and routes, which will be 'pre-treated' in advance of winter hazards. In prolonged winter conditions, the policy provides for all roads to be treated, with resources being allocated to focus on the hierarchy of priorities (i.e. the lower priorities will only be cleared once the higher priorities have been treated and remain clear of any recurring hazards).
- 1.3 The policy is a comprehensive document setting out the management, governance and operational requirements for the winter service. The policy sets out signing provision to warn the travelling public of roads which are unsuitable for use during extreme winter conditions. The policy also provides a protocol for the reduction in use of salt and preservation of remaining stocks in the event of salt stock replenishment operations being disrupted. This was introduced following the severe winters of 2009/10 and 2010/11 when national salt supplies were interrupted.

**RECOMMENDATIONS**

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

- Approves the 2023/24 Winter Service Policy Document at Appendix 1.
- Approves the Salt Use Reduction and Preservation of Stocks Protocol at Appendix 2.
- Notes Appendices 3 – 6 of this report.
- Note that a review of the financial position is being carried out and this will be reported to the Policy and Resources Committee in October.

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE

ROAD AND INFRASTRUCTURE  
SERVICES

31 AUGUST 2023

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## WINTER SERVICE POLICY 2023/24

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### 2.0 INTRODUCTION

2.1 This report presents the Winter Service Policy 2023/24 which remains in a similar format and covers a similar network to the Policy approved by this Committee in previous years. This generally remains based on the network and times of the public bus service with additional priority and resources allocated to strategic high speed roads.

### 3.0 RECOMMENDATIONS

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

- Approves the 2023/24 Winter Service Policy Document at Appendix 1.
- Approves the Salt Use Reduction and Preservation of Stocks Protocol at Appendix 2.
- Notes the Appendices 3 – 6 of this report.
- Note that a review of the financial position is being carried out and this will be reported to the Policy and Resources Committee in October.

### 4.0 DETAIL

#### Winter Service Policy 2023/24

4.1 The proposed Winter Service Policy for 2023/24 at Appendix 1, in terms of treatment standards and routes, remains unchanged from last year.

4.2 There have however, been a number of minor operational changes in the past 12 months which are:-

- A new Weather Forecast Service Contract Provider has been appointed, this being a joint procurement with several Councils across the West of Scotland.



- An operational adjustment was made to Lorn pre-treatment routes with a seventh route “L7-Lorn Arc Bus Routes” introduced prior to operations commencing in November 2022.
- Following the new Generation 6 (G6) trunk road contract for the north west region which has been awarded by Transport Scotland to BEAR Scotland the sub contract services previously provided by the Council for winter and reactive out of hours call outs on the trunk road in Kintyre, since August 2014 when the southern section of the A83 was trunked, will now be delivered directly by BEAR who no longer require the services of the Council. A review of the Kintyre local road network routes will now be part of the assessment of overall capability, in the run up to the Winter Service period.

- 4.3 The advisory signs for alternative routes in severe snow conditions remain similar for the four routes proposed in previous years. Details on sign configuration and locations are contained in Appendix 3 of this report.
- 4.4 Winter stand-by arrangements will commence on Friday 3<sup>rd</sup> November 2023 and will continue until Friday 12<sup>th</sup> April 2024. There are a total of 32 treatment routes detailed in the policy’s operational planning web-based management tool. Should weather conditions dictate, it may be necessary to bring forward the start date and/or push back the finish date. This would be determined operationally depending on forecast or observed weather conditions.
- 4.5 The Winter Treatment Fleet for 2023/24 will be similar to last winter. This will consist of 17 hired gritters from Econ Ltd. Eight of 26t 9cu.m capacity and 9 of 18t 6cu.m capacity, retained on a one year extension. One contractor vehicle on Jura, one shared route assisted by 1 contractor vehicle in Lochgoilhead and 13 Council vehicles. The Council element consists of the updated frontline winter capable fleet of Quick Change Bodies (QCB) demountable, multipurpose vehicles procured during 2021. This provides 32 main frontline vehicles with 3 spare 18t 6cu.m capacity multipurpose vehicles and 3 back-up 12t 3.5cu.m multipurpose vehicles to cover breakdowns. In addition, a further 4 x 7.5 tonne tippers can accommodate ploughs, giving a total of 10 extra vehicles that can be deployed together with tractors and ‘V’ ploughs if conditions demand.
- 4.6 A review of Hired vs Council fleet treatment vehicles will be carried out as part of a new supply contract tendering process this year, for implementation Winter 2024-25. This will seek to optimise the most cost effective provision of vehicles required to deliver the winter service.
- 4.7 The requirement to manage drivers’ hours within the delivery of all Council Services directly impacts on the retention of the Council’s Operator Licence. Drivers from across the operational teams (grounds, waste, roads) deliver the pre-treatment service, in conjunction with external contractor assistance on the islands of Jura and partly in North Cowal. In extended periods of extreme winter conditions consideration will be given, at an operational level, to prioritising services to ensure that winter treatments can be delivered. This may result, for example, in refuse collections and other services being temporarily suspended

in order to prioritise the clearing of ice and snow. Such operational efficiency measures are only likely in prolonged periods of extreme weather.

- 4.8 Steps are taken each year to increase the available driver “pool” by utilising council drivers from the pool of available drivers including grounds and waste disposal staff. Discussions are ongoing to resource additional resilience by engaging assistance from external contractors on some mainland routes where in-house coverage is limited. In extreme and prolonged weather events and where other priority tasks occur (such as responses to road traffic collisions, collapsed culverts, fallen trees etc.) resources may need to be allocated based on a risk based priority.
- 4.9 Table 1 below indicates the statistical variations in operational activities over the last six winter seasons. Weather patterns vary with some years experiencing hazards more widespread and in others more concentrated on inland and higher routes. The equivalent Full Fleet runs statistic is used to indicate an approximation to the budget allowance. The application of salt varies between 10gm<sup>2</sup> and 40gm<sup>2</sup> depending on a number of factors including road surface temperature, forecast and residual salt. In parallel with these methods, grit (small sized stone chips) and sand are applied in snow conditions. The route with the individual highest number of turn-outs, remains consistently the A819 East Lorn Strategic Route, due to its North Eastern inland, high level sections.

Appendix 6 to this report provides a summary of the 2022/23 winter conditions.

**Table 1**

Winter Season	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23
Equivalent Full Fleet Runs	110nr	62nr	78nr	79nr	65nr	66nr
Salt used in all treatments tonnes	22,992t	13,059t	12,280t	15,753t	11,030t	12,535t
Most turned out Treatment route	A819 = 162nr	A819 = 109nr	A819 = 139nr	A819 = 114nr	A819 = 107nr	A819 = 94nr

- 4.10 It remains a considerable time since we have experienced a large scale snow event. Even the “Beast from the East” in 2017 only affected the Eastern domains of Lomond, Bute and Cowal with the rest of Argyll largely untouched. It is likely that should a longer spell of snow affect the whole of Argyll, a considerable escalation in resources and hence budget spend will be required to maintain lifeline accesses to communities. Such an event would very likely require additional external resource to be called in utilising framework contracts where available.

- 4.11 Footways and footpaths will only be treated, in periods of lasting hazard, when it is considered by the winter management team, having taken cognisance of

weather forecasting etc., that the physical condition of the footways and footpaths makes it necessary and treatments will be effective. Footways and footpaths will usually only be treated during normal working hours. Staffing levels are such that we generally do not have sufficient labour available to deal with footways and footpaths in parallel with treatments of the carriageway. The mobilisation of external resources to assist in footway treatments, is a balance of cost benefit against potential thaw conditions rendering treatments unnecessary. This winter service policy applies to the public road network and a limited number of emergency service and public transport routes. Public car parks, access to council offices, schools etc. all being subject to local arrangements out with the scope of this policy.

4.12 In specific locations additional information and diversion signing will be erected to further inform drivers of the hazardous conditions on some routes and advise them of alternative routes where available resources will concentrate on maintaining treatments. There are four roads where signing to indicate specific alternative routes are available. The signs deployed for these road closures are detailed in Appendix 3.

4.12.1 A817 "Haul Rd", Lomond.  
Snow gates at A82 and A814 "central" roundabout  
Diversion via A818 Arden - A814 Garelochhead

4.12.2 C46 Glen Aros / Glenbellart road, Mull  
Signs at Aros Bridge and Dervaig Primary School  
Diversion via A848 Tobermory

4.12.3 C9 Glenfinart Road (The Larach), Cowal  
Signs at Whistlefield Hotel and Sligrachan Bus turning head;  
Diversion via A880 Cot House

4.12.4 C11 Otter Hill road (Bealach an Drain), Cowal  
Signs at Glendaruel A886 and Otter Ferry B8000;  
Diversion via A8003 Tighnabruaich and Kames.

### **Winter Maintenance Budget**

4.13 Overall the financial cost for winter 2022/23 was recorded as £2.661 million against a budget of £2.120 million, an excess of £541K equivalent to 26%. The actual cost of winter maintenance is dependent upon the severity of the prevailing weather conditions and is a financial risk each year as we respond in accordance with our current policy to what are effectively variable weather events.

4.14 There has been an overspend of winter maintenance for a number of years and in 2022/23 this overspend was higher due to inflationary increases (particularly for grit and salt) and the change in respect of the use of red diesel. A review of the financial position is being carried out and will be reported to the Policy and Resources Committee in October.

### **Salt Stocks and School Routes**

- 4.15 As of July 2023, the Council held a stock of 9,245 tonnes of salt. This is over 50% more than was available at the same time in 2022, due to a more regular replenishment operation throughout the 2022-23 season. Provisional orders are in place for a further 2,050 tonnes. Deliveries will be called forward in October - Appendix 5 refers. This will top up capacity in storage facilities to the target starting stock of +11,000 tonnes. Salt deliveries will continue to be ordered throughout the winter period, to keep reserves stocked and preserve resilience. Weekly salt reserve stock lists are submitted to Scottish Government as part of a Scotland wide winter resilience plan.
- 4.16 The Salt Use Reduction and Preservation of Stocks protocol was introduced in December 2010 in light of severe shipping and material shortages. This was reviewed and updated in 2020 and is attached at Appendix 2.
- 4.17 The assessment of school routes subject to pre-treatment before 08:00hrs, is covered under Priority 3b of the route hierarchy, in section 4 of the Policy. This is reviewed each year once the pupil intake for August is confirmed. The revised number of both pupil passengers and service bus users in Dunbeg by October 2022, necessitated the formation of another pre-treatment route out of Oban depot – L7 Lorn Arc Bus routes, due to limitations on completion times and vehicle capacity within the previous fleet, to comply with response times contained in the current policy.

### **Transport Scotland**

- 4.18 Following the decision to trunk the southern section of the A83 in 2014, Transport Scotland are roads authority for this section of road Kennacraig – Campbeltown. The G6 trunk road contract for NW area had a commencement date of 16<sup>th</sup> August 2022 and was retained by BEAR Scotland Ltd as Operating Company.
- 4.19 BEAR Scotland Ltd confirmed that the establishment of their own operational depot at Machrihanish, has been completed. From 7<sup>th</sup> July 2023, they took over 24hr emergency response and confirmed that they would provide their own driver resource for winter treatment of A83 Campbeltown – Kennacraig from 1<sup>st</sup> October. There will be no requirement for Argyll and Bute Council to provide resources to BEAR this winter, which effectively increases the resilience of the Campbeltown / Kintyre driver resource for delivery of the Council Winter Service. This may include a review and revision of the current Kintyre routes.
- 4.20 Due to the isolated nature of some sections of the Council network, directly connected to the trunk road, BEAR Scotland provides assistance in compliance with the Argyll and Bute Council policy with regards to transport interfaces under Priority 2. Treatments are delivered by trunk road vehicles on return journeys, after completing their routes.

- Bridge of Orchy Station road ( and Fire station) – Off A82

- Furnace Village Bus Loop - Off A83

### **Winter Policy Review**

- 4.21 The appointed Route Optimisation Programme provider, is delivering the refuse collection plans at present but it is anticipated that route optimisation will be a fundamental part of any future Winter. A comprehensive winter review is anticipated in 2025/25.

### **Climate Change**

- 4.22 Whist Road and Infrastructure Services have been very successful in introducing several electric and hybrid cars, vans and minibuses into the council fleet there are still limitations in distance range and affordability for larger vehicles such as the winter maintenance fleet. Whilst some manufactures have units available the range and costs are so far prohibitive. However, it is anticipated that with the ongoing advances in technology there will be alternatives to the Internal Combustion Engines (ICE) available in the near to medium future. Officers continue to monitor the market for opportunities.

## **5.0 CONCLUSION**

- 5.1 This report details the Council's Winter Service Policy for 2023/24 and highlights the pressures on resources and operational effectiveness due to the constraints of future funding levels and best practice advice.
- 5.2 The report asks committee to approve the Winter Service Policy 2023/24 and note the details in Appendices 1 – 6.

## **6.0 IMPLICATIONS**

- 6.1 Policy - It is considered to be good practice for Committee to consider and confirm policy for winter maintenance activity on an annual basis. This report seeks to achieve the above.
- 6.2 Financial - The Council's Winter Maintenance budget is increased to (from £2.120 million) for this financial year, to cater for previous and anticipated unit cost pressures. This provides the capability to deliver the equivalent of approximately 56 full runs of the treatment fleet over the coming season. The actual cost of winter maintenance is dependent upon the severity of winter conditions and is a financial risk in that the service responds to weather events that are not predictable. Should the criteria for school bus routes change this will affect the budget required.
- 6.3 Legal - The Winter Service Policy sets out the Council's level of service provision for winter maintenance, with reference to Section 34 of Roads (Scotland) Act 1984.

- 6.4 HR - Staffing levels have reduced over recent years, this can make it challenging to have sufficient staff to deal with a severe winter event. Processes are in place for external suppliers to assist in geographic specific locations with additional support called forward through framework contracts should severe weather persist.
  
- 6.5 Fairer Scotland Duty
  - 6.5.1 Equalities – protected characteristics – None known.
  - 6.5.2 Socio–Economic Duty – None known.
  - 6.5.3 Islands – None known.
  
- 6.6 Climate Change - In recent years, weather patterns are trending to intermittent storm events with shorter duration periods of traditional “winter” hazards of snow and ice. Frequent thaws / wash-off events result in an increase of repeat salting treatments in marginal conditions. Therefore increasing cost and resource commitments, rather than reducing them. As per the detail in the report opportunities continue to be monitored to switch from ICEs vehicles to alternative fuel options.
  
- 6.7 Risk - The proposed policy is designed to reduce the exposure of the Council to risk.
  
- 6.8 Customer Service - The winter policy has been designed to maintain access to the Council’s Strategic Road network and other “lifeline” routes within the confines of the available resources.

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

**Policy Lead for Roads and Transport – Councillor Andrew Kain**

August 2023

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**APPENDICES**

- Appendix 1 - 2023/24 Winter Service Policy Document
- Appendix 2 - Salt Use Reduction and Preservation of Stocks Protocol (2020 revised)
- Appendix 3 - Advisory Signing – Road Closures in Severe Conditions
- Appendix 4 - Frontline Treatment Vehicle Fleet 2023/24
- Appendix 5 - Current Salt stocks – July 2023 – monitoring and resilience record

Appendix 6 - Summary of 2022/23 weather conditions

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# WINTER SERVICE POLICY 2023-24

<b>Author</b>	Assistant Network and Standards Manager
<b>Owner</b>	Head of Road and Infrastructure Services
<b>Date</b>	July 2023
<b>Version</b>	1.0

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## **1.0 INTRODUCTION**

- 1.1 Argyll and Bute Council has a statutory obligation, under Section 34 of the Roads (Scotland) Act 1984, to “...take such steps as it considers reasonable to, prevent snow and ice endangering the safe passage of pedestrians and vehicles over public roads” in the Council area, which by definition includes carriageways, footways, footpaths, pedestrian precincts, etc.
- 1.2 Argyll and Bute Council will consider implementation of the recommendations included in the UK Roads Liaison Group document - Well Managed Highways Infrastructure, code of practice (first published October 2016) within the practicalities of resources and geography. The Council, through its officers, will liaise and take guidance from the Society of Chief Officers of Transportation in Scotland (SCOTS), Winter Service Subgroup on the consistent approach to implementation, in the context of the Geographical and Climatic conditions relevant to Scotland.
- 1.3 It is the aim of Argyll and Bute Council to provide a service with respect to the above that will:-
- a) Ensure the provision of a standard of treatment appropriate to the prevailing weather conditions.
  - b) Establish patterns of working which will produce the greatest benefit from the deployed resources, with the view to reducing the level of risk and the extent of any delays to the public, caused by adverse weather conditions.
  - c) At all times comply with the requirements of the Health and Safety at Work Act 1974.

## **2.0 OUTLINE PRINCIPLES**

- 2.1 The Council, through the Executive Director with responsibility for Roads and Infrastructure Services, will:-
- a) Set policy and strategy and monitor the winter maintenance service.
  - b) Arrange weather forecasts to assist the Winter Management team to determine the daily winter maintenance treatment strategy.
  - c) Provide specialist winter maintenance plant. e.g. snow plough attachments, bulk gritters, demountable gritters, towed gritters and loading shovels.
  - d) Provide salt, grit, grit bins, snow gates and signing.
  - e) Provide organise and manage a trained labour force.
  - f) Provide non specialist plant e.g. lorries for demountable gritters, pickups, non-specialist loading equipment, hand tools, tarpaulins and the like.

### **3.0 MANAGEMENT ARRANGEMENTS**

- 3.1 The Executive Director with responsibility for Roads and Infrastructure Services is responsible for implementing the Council's Winter Service Policy.
- 3.2 The Head of Road and Infrastructure Services has overall responsibility for ensuring that the Council's winter maintenance activities are carried out in line with the Council's Winter Service Policy.
- 3.3 The Operations Manager is responsible for the day to day operation of the Council's winter service policy. They are responsible to the Head of Road and Infrastructure Services for the appointment of a Weather Service Provider (forecaster), collection of winter management and weather data, maintaining salt stocks, winter plant and communications, training of staff, preparation of rotas for on-call Managers, Area Supervisors and teams of Operatives.
- 3.4 The Operations Manager in consultation with the Network and Standards Manager shall appoint appropriate staff as Winter Managers. The Winter Manager on duty is responsible for consulting with the Duty Manager and approving the draft winter plan of action together with any subsequent updates to that plan produced by the on-call Duty Manager.
- 3.5 Duty Managers are responsible for analysing forecast data, liaising with the forecast provider and producing the daily winter maintenance action plan and gaining approval from the Winter Manager. They will ensure that the daily winter maintenance action plan is submitted to local areas for action by 15:00 hrs each day. They will monitor the weather information and make any changes to the action plan as conditions require.
- 3.6 The Operations Manager will ensure that the appointed staff in their areas are aware of and understand the strategies and priorities as stipulated. On receiving the Duty Manager's approved daily winter action plan they will ensure, through the Area Winter Supervisor, that the plan is correctly implemented. They will ensure, wherever practicable, that adequate resources are available to fully undertake the Council's Winter Service Policy.
- 3.7 Discussions will take place between Senior Management to monitor performance, at regular meetings. Any problems highlighted by the Duty Managers will be resolved at local level, where possible. Duty Managers will be relieved by other Area Office staff, from any local management responsibilities, during their weekly duty requirements.
- 3.8 Provision of the Winter Service on Council roads will normally run from the nearest Friday to the 1st November through to 15th April each season. However, this period may be extended, at either end, to accommodate prevailing weather conditions.
- 3.9 Daily communication will take place with the Trunk Roads Service provider to inform each other of their respective treatment proposals. The Council work in partnership with the Trunk Road Operating Company, on mutual assistance.

## 4.0 POLICY ON TREATMENT PRIORITIES

### 4.1 Carriageway treatment

- 4.1.1 Prior to the commencement of each winter the Assistant Network and Standards Manager will produce carriageway gritting routes based generally on the following principles:-

<b>Priority 1</b>				
Strategic high speed, main traffic routes				
Lomond - A814 Dumbarton- Garelochhead, A818 Arden (A82) - Helensburgh Cowal - A815 Cairndow – Dunoon Ferry Lorn / Mid-Argyll - A816 Oban - Lochgilphead, A819 Dalmally – Inveraray				
	<b>04:00 – 08:00 hrs</b>	<b>08:00 – 16:00 hrs</b>	<b>16:00 – 22:00 hrs</b>	<b>22:00 – 04:00 hrs</b>
<b>Mon-Sat</b>	Pre-treat as required + reactive	Pre-treat as required + reactive	Pre-treat as required + reactive	Reactive as reported conditions dictate
<b>Sun &amp; PH</b>	Pre-treat as required + reactive	Pre-treat as required + reactive	Pre-treat as required + reactive	Reactive as reported conditions dictate

<b>Priority 2</b>				
Other “A” and “B” classified roads, Except where treatment is categorised under Priority 3 bus routes, or less.				
A814 Garelochhead –Arrochar, A817 Haul Road & B833 Rosneath Peninsula A815 Dunoon-Toward, A880 to Ardentinny, A885 Sandbank, A886 Strachur– Colintraive, A8003 Tighnabruaich, A844 / A845 & A886 on Bute A846 / A847 on Islay, A846 on Jura A848 / A849, A884 & B8073 Tobermory – Dervaig, on Mull B828 / B839 to Lochgoilhead, B842 Southend – Carradale, B843 to Machrihanish, B844 / B8003 to Easdale & Cuan B8001 Skipness, B8024 Kilberry Loop, B841 / B8025 Achnamara & Tayvallich. Plus Principal Accident and Emergency routes or roads to hospitals and routes to Police stations, Fire stations and Ambulance depot accesses Other selected streets in main urban areas e.g. steep hills, etc where route efficiency permits.				
	<b>06:00 – 08:00 hrs</b>	<b>08:00 – 16:00 hrs</b>	<b>16:00 – 22:00 hrs</b>	<b>22:00 – 06:00 hrs</b>
<b>Mon-Sat</b>	Pre-treat as required + reactive	Pre-treat in advance (if possible) + reactive	Reactive as reported conditions dictate	Reactive - only in extreme conditions
<b>Sun &amp; PH</b>	Pre-treat as required + reactive	Pre-treat in advance (if possible) + reactive	Reactive as reported conditions dictate	Reactive - only in extreme conditions

<b>Priority 3</b>					
Any section of public road, outwith P1 & P2 above, subject to :- Main Public Service bus routes as timetables require that can be met within operational time bands.					
Should it be impractical to cover a service then the operator must be notified Or Main School Bus routes prior to or during term days only.					
<b>New designation</b>		<b>06:00 – 08:00 hrs</b>	<b>08:00 – 16:00 hrs</b>	<b>16:00 – 22:00 hrs</b>	<b>22:00 – 06:00 hrs</b>
<b>Priority 3a</b>	Mon-Fri	Pre-treat as required + reactive	Pre-treat in advance (is possible) + reactive	No treatment unless stable conditions forecast a.m.	No treatment
<b>Service Route</b>	W/E	Pre-treat in advance of journey, if possible, but no guarantee.  Timetabled days only.			
<b>Priority 3b School Route (12 or more occupied seats)</b>	Mon- Fri	Pre-treat as required + reactive	Pre-treat in advance + reactive	No treatment unless stable conditions forecast a.m. (Not Friday p.m.)	No Treatment
No treatments out-with School Term days (apart form Sunday evenings in advance, if stable conditions forecast Monday a.m.)					

<b>Priority 4</b>				
All other public roads				
Only as actual conditions dictate and resources are deemed to be effective.				
	<b>06:00 – 08:00hrs</b>	<b>08:00 – 16:00 hrs</b>	<b>16:00 – 22:00 hrs</b>	<b>22:00 – 06:00 hrs</b>
<b>Mon - Fri</b>	No treatment	Reactive (may include pre-treat)	Reactive – only extreme conditions in	No treatment
<b>W/E &amp; PH</b>	No treatment	Reactive – only in extreme conditions	No treatment	No treatment

4.1.2 The above route priorities are set around the requirements to pre-treat in advance of freezing conditions or react to developed hazards within a reasonably practicable timescale within the confines of the resources

available. Under standard conditions, pre-treatment routes are designed to be completed within 3 hours of mobilisation.

- 4.1.3 Where hazards re-occur after treatment or in conditions where instantaneous hazards occur, resources may be required to concentrate on re-application of several treatments prior to moving on. In such circumstances the highest priority routes, experiencing such conditions, will generally be treated first and resources will only be released to other priorities once it is determined that treatments have an expectation of remaining effective.

## **4.2 Footway and Footpath Priorities**

- 4.2.1 At the start of each winter, the Assistant Network and Standards Manager will produce footway and footpath treatment routes based generally on the following principle.

Priority 1 - Urban Shopping Areas and Precincts

Priority 2 - Other areas of high pedestrian concentration, e.g. in the vicinity of hospitals and schools.

Priority 3 - Steep hills in housing developments and in the vicinity of residential homes for the elderly.

- 4.2.2 Footways and footpaths will only be treated, in periods of lasting hazards, when the Duty Manager, in consultation with Area staff, considers that their physical condition makes it necessary and treatments will be effective. They will usually only be treated during normal working hours.

## **4.3 Resources**

### **4.3.1 Labour**

To ensure that an adequate labour resource is available to allow treatment to be carried out, arrangements are in place with Amenity Services section to participate in the supply of additional labour when conditions require.

### **4.3.2 Plant**

Plant to assist with the clearance of snow and spreading of salt has been provided by Road and Infrastructure Services. Attachments to mowers to allow footpath ploughing will be fitted at the start of each season, where practicable. Footway salt spreading barrows are provided for use by available labour when required.

## **4.4 Cycleways**

- 4.4.1 Only cycleways contiguous with roads and footways will be treated in conjunction with any planned treatments.

## **5.0 WINTER STANDBY, STANDBY PROCEDURES AND GRITTING GUIDELINES**

- 5.1 The formal winter standby period for Council roads will normally be from the end of the working day on the Friday nearest to 1st November to the Friday nearest to 15th April. This period may be extended at either end as the prevailing weather conditions dictate.

## **5.2 Shift and Standby Procedures**

- 5.2.1 During the operational period, standby arrangements will be operated on a formal home standby basis, with call-out as required. Arrangements will be put in place to allow mobilisation of any frontline vehicle within 1 hour of call out.
- 5.2.2 Standby rotas will include sufficient drivers to ensure that the priority 1 routes can be treated within 3 hours of commencing treatment
- 5.2.3 On receipt of a weather forecast indicating medium to heavy snow, where resources allow, sufficient additional operatives will be placed on standby to cover all priority 1 & 2 routes and any priority 3 routes likely to be affected as timetables indicate, by the forecast.

## **5.3 Carriageway Treatment**

- 5.3.1 Carriageways will generally be treated in the order of priority as specified in section 4.

By 13:00 each day during the winter months, having considered the most recent weather forecast, the level of residual salt on the road network and the available resources, the Duty Manager will compile an Action Plan for carriageway treatment for the following twenty-four hours. The Winter Manager will review, recommend any adjustments if needed and then approve the proposed plan.

- 5.3.2 Precautionary treatment for frost and light snow will be spread at a target rate of 10g/m<sup>2</sup> of salt.
- 5.3.3 Precautionary treatment for conditions where frost is forecast after rain should be delayed as long as possible to reduce loss of salt due to wash-off. This should not preclude the treatment of routes during showers where freezing of rain on contact has been predicted, or is reported.
- 5.3.4 Precautionary treatment when heavy snow falls are expected should be at a rate of between 20 and 40g/m<sup>2</sup> of salt according to the anticipated severity of snowfall and confidence level of the forecast.
- 5.3.5 In conditions where current snowfall is forecast to continue, substitution of salt with abrasive materials, sand or grit, will be instigated until such time as showers cease and any use of de-icing materials are deemed to be more effective. In extreme or persisting conditions, all material spreading will cease until there is an expectation that any deposits will remain on the carriageway and be effective in aiding traction.



5.3.6 In marginal conditions, consideration will be given to limiting treatment to known localised areas prone to icing. During periods of prolonged freezing conditions in the absence of precipitation, spot salting of areas of persistent seepage will continue while hazards remain.

5.3.7 Where areas of seepage from adjoining land are recorded on a regular basis, these will be identified and pre-emptive rectification of the drainage system will be instigated.

Land owners will be notified of their requirement to carry-out such work as it affects public roads. The Council will take necessary steps to effect repairs, in the absence of any undertaken by landowners and pursue recovery of costs accordingly.

#### **5.4 Footway and Footpath Treatment**

5.4.1 Treatment of footways and footpaths will be by a combination of mechanical and manual operation. In large urban areas footway salting will be carried out by purpose built spreader barrows with a nominal design spread rate of 50g/sq.m.

5.4.2 Salt will only be utilised where ice and frost are the main hazard. In all snowfall conditions, physical clearance will be the priority with sand / grit spread thereafter to aid traction.

5.4.3 Treatment of footways and footpaths will normally only be carried out during the normal working day as resources permit. In most cases additional resources should be mobilised at local level as conditions dictate. The Winter Manager and Duty Manager will be kept informed of all additional resources mobilised by local management.

### **6.0 SNOW CLEARANCE STRATEGY**

#### **6.1 Carriageways**

6.1.1 On receipt of a weather forecast indicating medium to heavy snow, carriageways should be treated in accordance with section 5.3.5. When the forecast is for rain turning to snow or the snow prediction is marginal the salting operations should be delayed accordingly.

6.1.2 When forecasts indicate that there will be medium or heavy snow falls, the Duty Manager will instruct that all vehicles capable of being fitted with ploughing devices will be so equipped.

6.1.3 Salting should be continued or be restarted when snow is falling, as conditions warrant however sand / grit must be used to preserve de-icing materials until such time as it can be used effectively.

- 6.1.4 Snow ploughing will commence as soon as it is considered that the operation will be effective. Generally snow can only be ploughed effectively at depths exceeding 30mm.
- 6.1.5 Spreading treatment of ploughed surfaces will be carried out when it is considered that the material will have the most beneficial effect. The normal case on two lane carriageways will be for spreading treatment to be started when the second lane is being ploughed, generally in the return direction. However in persisting snow conditions the spreading of materials shall be delayed until clearance of accumulations is effective.
- 6.1.6 Resources should generally be allocated to clear roads in the order of priority shown in section 4, but with precedence being given to those areas which have experienced the heaviest snow falls and drifting
- 6.1.7 Where slush is formed it should be ploughed as soon as practicable to avoid the risk of rutting should there be a further significant drop in temperature which might result in freezing conditions.
- 6.1.8 Where snow hazards are predicted to persist or develop intermittently throughout the night, consideration will be given to continuing action in some circumstances. Mainly in cases where a break in operations may result in hard packed snow or other conditions difficult to treat on resumption. Individual circumstances, such as access for emergency services or other lifeline service vehicles will normally take precedent over the above route priority arrangements.
- 6.1.9 Where it is judged that a road cannot be kept open, early closure in liaison with the Police in a planned manner, should be initiated. Direct consultation at local level must be maintained where conditions are changeable and in some circumstances this may mean discussions on site between local Supervisors and Police officers.
- 6.1.10 In specific locations additional information and diversion signing will be erected to further inform drivers of the hazardous conditions on some routes and advise them of alternative routes where available resources will concentrate on maintaining treatments. There are four roads where signing to indicate specific alternative routes are available.
1. A817 "Haul Rd" , Lomond, Snow gates at A82 and A814 "central" roundabout  
Diversion via A818 Arden - A814 Garelohead
  2. C46 Glen Aros / Glenbellart road, Mull Signs at Aros Bridge and Dervaig Primary School  
Diversion via A848 Tobermory
  3. C9 Glenfinart Road ( The Larach), Cowal Signs at Whistlefield Hotel and Sligrachan Bus turning head; Diversion via A880 Cot House
  4. C11 Otter Hill road ( Bealach an Drain), Cowal Signs at Glendaruel A886 and Otter Ferry B8000; Diversion via A8003 Tighnabruaich and Kames.

6.1.12 Road closures will be reported to the Director, Head of Service, Operations and Network and Standards Managers as soon as practicable, with immediate notification transmitted to Traffic Scotland and local radio stations where appropriate.

## **6.2 Footways and Footpaths**

6.2.1 Where footways and footpaths are covered with light accumulations of snow i.e. less than 30mm, treatment will consist of the application of Sand or Grit as described in section 5.4. of this document.

6.2.2 Where snow depths exceed 30mm footways clearance will be carried out where practicable by pedestrian operated or ride on powered footway ploughs. This will be enhanced by manual clearance when necessary i.e. where access precludes the use of the above plant.

6.2.3 Snow clearance of footways will normally only be carried out during the normal working day and as resources permit.

## **7.0 ASSISTANCE FROM EXTERNAL CONTRACTORS**

7.1 Road and Infrastructure Services provide labour and non-specialist plant as specified. In some districts, mainly islands, resources are limited and private contractors are used to provide cover to comply with this policy.

7.2 In areas of the network remote from the main depots, sub-contractors are engaged to provide the full winter service provision in parallel with the in house council resources.

7.3 In severe weather conditions additional resources can be drafted in from local private contractors, through the small works framework contract, to supplement those of the Council. Arrangements are made through the Operations Manager to contact these contractors in advance to determine their availability and formulate contingency plans for contact and mobilisation. The Winter Manager and Duty Manager will be kept informed of all additional resources mobilised by local management.

## **8.0 SALT ETC.**

### **8.1 Provision of Salt**

8.1.1 Salt or other de-icing materials will be supplied through the Network and Standards Manager. An annual supply contract shall be let prior to the start of the winter season.

8.1.2 Onsite sampling and testing shall be carried out in each area as the Network and Standards Manager deems necessary. The Network and Standards Manager will ensure that sufficient stocks of Salt and Abrasive materials are maintained at each storage location.

## **8.2 Storage of Salt**

- 8.2.1 Where practicable salt shall be stored under cover to prevent leaching, improve handling and to reduce treatment times. A programme of upgrading salt stores with permanent roofs will be undertaken as quickly as practicable and as financial, planning and operational considerations allow.
- 8.2.2 Storage facilities will be loaded out prior to the commencement of operations and stock levels will be monitored weekly to assure optimum supplies are available throughout the season. Stores will be kept as full as practicable as protection from the weather allows and minimum stock levels will dictate optimum re-ordering procedures.
- 8.2.3 Weekly totals of all salt quantities delivered, transferred or issued as treatments will be collated for each storage location and e-mailed to HQ for central collation from 09:00hrs each Friday.
- 8.2.4 Requests for additional salt will be included in these weekly e-mails and calling forward of orders will be co-ordinated centrally through the Roads Procurement process, with the supply contractor to provide the most efficient means of optimising stock levels.

## **8.3 Use of Salt and Salt / Abrasive Mixtures**

- 8.3.1 Preservation of salt or other de-icing materials for use where they are most effective should be a consideration when formulating a treatment plan. Service resilience must be taken into consideration at all times.
- 8.3.2 All routes will be pre-treated with pure rock salt, as the most effective method of preventing freezing of wet surfaces or melting of previously formed ice. However on predominantly rural routes affected by snow, grit may be added at 1:1 salt/grit mix to aid traction and break up compacted layers. In severe conditions or when supplies are restricted, pure Sand / Grit will be employed to preserve de-icing stocks.

In wholly urban areas, salt only should be applied to the carriageway at all times. Salt should be spread at the designated spread rates as determined by the Duty Manager.

- 8.3.3 The grading of salt and grit for mixtures shall be such that 100% will pass a 6.3mm sieve but less than 1% passing a 2mm sieve.
- 8.3.4 Grit bins should be filled with a 3:1 grit/salt mix, initially at the start of the season. Continued replenishment in times of persisting hazard will be purely of Sand / Grit to preserve de-icing materials and only when resources permit.
- 8.3.5 Provision of Salt to other departments of the Council or other Contractors will be restricted to maintain the resilience of the Roads and Footways Winter Service within the terms of the Salt Preservation Protocol.

#### **8.4 Calibration and control of Salt Rates of Spread**

- 8.4.1 The Operations Manager will ensure, through the Fleet Manager that all spreaders, permanent and demountable, are maintained in such a manner as to optimise the salt feed and regular checks of the calibration shall be carried out. Records of all tests and alterations to the calibration shall be maintained for inspection.
- 8.4.2 All spreaders shall have limiting devices fitted such that spread rates cannot exceed 60g/m<sup>2</sup>. The device may be fitted in such a manner as to allow it to be temporarily disconnected to assist the clearance of blockages.

#### **8.5 Grit Bins and Grit Heaps**

- 8.5.1 Grit heaps and grit bins are normally placed on routes not included on the Priority 1 – 3 pre-treatment network, or on sections of these routes where additional self help facilities are considered advantageous. They are provided to allow the public to use the salt/grit mix to treat localised hazards on carriageways and footways on the public adopted network.
- 8.5.2 Grit heaps will be situated on rural road verges predominantly on bends, junctions or steep sections. They shall be placed at distances which provide a reasonable volume of material over the extent of any problem area as, if material has to be carried too far, it is unlikely to be used. Consideration will be given to the environmental impact associated with tree roots, hedges and watercourses.
- 8.5.3 Grit Bins will normally be situated in urban areas or where leaching from grit heaps in rural areas is likely to have an environmental impact. They are placed similarly to rural grit heaps to provide an additional self help facility in streets such as at bends, junctions, steep sections of carriageway or footway or close to schools and other public buildings where delays in planned treatments may result in persisting hazards. Care must be taken in locating bins to avoid impeding sight impaired pedestrians or access to public utilities or roads authority apparatus. Generally where practicable, grit bin sites will allow material to be carried downhill to treat sections of the public network
- 8.5.4 Replenishment of material to grit heaps or bins will be carried out as regularly as conditions of use require, within the confines of available resources. Sites in regular use may require more frequent visits and the mix of material may vary as operational resources and stocks of available materials permit. This may depend on the overall salt resilience capability of the Council in times of prolonged severe weather conditions.
- 8.5.5 Requests for the locating of additional grit heaps or grit bins in urban areas will be considered using the following criteria.
- Is the request relevant to the Council asset of adopted roads and footway network?

- Is there a genuine need for an additional facility, based on local knowledge, the type of hazard of concern and any accident history? The criteria for locations in 8.5.2 & 3 above will apply.
- The proximity of similar facilities will be considered, as provision of bins and heaps often leads to further requests in similar locations.
- The overall volume of bins and heaps will have an impact on the ability to provide an effective replenishment operation.

8.5.6 A register of grit bins shall be maintained by the Network and Standards Manager and their location and suitability will be reviewed annually. Grit bins will be serviced and all debris and litter removed prior to the start of the winter season. Initial replenishment of heaps and bins will be carried out prior to the start of the formal standby period, where practicable.

## **9.0 PLANT RESOURCES AND SERVICING PRACTICES**

9.1 All winter maintenance plant will be serviced, overhauled and made ready for use, at least two weeks before the designated start of the winter period. All servicing and maintenance of specialist winter maintenance plant will be the responsibility of the Operations Manager. The Council's Fleet Services section, maintain all plant and equipment for the user departments. The Fleet Manager will inform the Operations Manager of any deterioration in the effectiveness of any items of Winter Maintenance Plant.

9.2 Any short fall in resources caused by the removal of plant from service, during the winter period, should be reported to the Operations Manager by the Duty Supervisor. The Operations Manager will then seek ways to address the problem. Where additional fleet vehicles are available, these will be prepared as back-up units, either in advance of operations or as soon as practicable whenever a shortfall in vehicles arises.

9.3 The Operations Manager will ensure that all major items of plant are made operational by the start of the standby period. A programme of trial runs will be drawn up, to allow all items of plant to be tested and have all their accessories fitted to ensure readiness for the winter period. The trial runs will be carried out on a depot by depot basis during normal working hours.

## **10.0 WEATHER FORECASTING AND MONITORING**

10.1 MetDesk Ltd. Hale Court, Hale Road, Wendover, have been contracted through the West of Scotland Local Authority Weather Service Contract, to provide the road forecast for the period 1st October to 15th May each winter period. Access to forecast information will be gained via the local area networks at Council offices during office hours, or by a broadband router link from Duty Manager's homes. Information is available on a bespoke website for weather information and partially backed up by e-mail. In the event of a system failure it will be possible to obtain the forecast information by fax to the Duty Manager's Office or verbally out of hours to their home.

10.2 The contract with MetDesk Ltd provides for a twenty-four hours consultancy arrangement. Forecasters are available throughout the winter period by telephone, to discuss weather matters and clarify details with department staff.

10.3 The text forecast is augmented by other services as necessary, including the use of RADAR and satellite images to study precipitation patterns. There are fourteen Road Sensor stations, owned by the Council and maintained by MetDesk's partner Vaisala Ltd, giving atmospheric and surface conditions, situated throughout the Argyll and Bute road network.

## **11.0 OPERATIONAL COMMUNICATIONS**

### **11.1 Vehicle / Duty Supervisor / Depot Communications**

11.1.1 Winter maintenance vehicles are provided with a cellular telephone, such that contact may be maintained with the Duty Supervisor or depot at all times. When it is considered safe to do so, manning of vehicles fitted with effective communications facilities, will be limited to the driver only.

11.1.2 The fleet of 32nr frontline, route specifically allocated and other back-up, winter maintenance vehicles are fitted with satellite tracking and data-logging equipment, provided by UK telematics Ltd. Vehicles can be monitored through web access in real time during operations and their actions are recorded and archived for future reference. One other private contractor owned vehicle is employed on pre-treatment operations on the Isle of Jura where in-house resources are limited.

11.1.3 Throughout the period of winter standby, the Operations Manager will ensure that staff are available to receive calls from the Police and other appropriate agencies. Call out rotas will be provided to the Operations Manager, adjacent authorities, management agents and the Police.

### **11.2 Communications with Police Scotland, Roads Policing Section**

11.2.1 It is important that the strong partnership, formed with the Police, is maintained. Information relating to severe weather conditions will be communicated to the Police at the earliest possible opportunity. The Duty Manager will consult fully with the Police when it becomes necessary to arrange road closures and when there is a need to move abandoned vehicles.

11.2.2 The "out of hours" emergency rota will be issued to the Police by the Operations Manager. This will be confirmed to the Police Area Control Room at Helen Street, Glasgow on the Friday start to each weekly duty shift.

11.2.3 The Duty Manager will arrange for the daily action plan to be e-mailed to the four main local Police offices each day. This will also include a confirmation of the Area Supervisors' and Duty Manager's out of hours contact telephone numbers.

11.2.4 The Duty Manager will take due regard of all reports received from the Police, concerning dangerous road conditions and give consideration to them, in line with the Council Policy, in deciding the action to be taken.

### **11.3 Communications with other Agencies and Motoring Organisations**

11.3.1 BEAR Scotland, the North West Trunk Roads term contract operator will be sent the daily action plan and out of hours contact information, each day throughout the winter period.

11.3.2 The Duty Manager will inform Glasgow City Council ; Roads and Lighting Faults Call Centre , R.A.L.F. , of the out of hours contact numbers for the following weeks shift and any amendments necessary thereafter. Contacts with Scottish Fire and Rescue and Scottish Ambulance Service, control rooms are included in this transmittal process.

11.3.3 The Winter Manager will inform Traffic Scotland when severe weather conditions are causing delays to traffic movement.

### **11.4 Communications with the Public**

11.4.1 The Winter Manager will post details of the 24hour winter treatment plan each day no later than 1400hrs on the winter maintenance page of the council website.

11.4.2 Enquiries from the public will normally be dealt with by the Customer Access Centre during normal working hours.

11.4.3 Consideration will be given to the placing of warning signs, alerting drivers to the possibility that road surface hazards may develop outwith treatment times will be placed at the interface of Priority 1 to Priority 2 & 3 routes

11.4.4 Pre-treatment routes booklets and the updated interactive map is published on the Council Website. Leaflets explaining the extent of treatment routes, their priority and hours of operation and other seasonal advice for travellers, will be prepared and where necessary updated, in advance of each season. These will be distributed by electronic means through the Council webpage and are available for the public to download and print off as necessary.

11.4.5 The Winter manager will ensure that any disruption to the network is reported through the internal service disruption noticeboard on the council website.

### **11.5 Media**

11.5.1 National radio, television and national press enquiries should be dealt with by the Executive Director or the Head of Service or through the Council's Press and Media Relations Office.

11.5.2 Local radio and press should be dealt with by the Head of Service or by the Operations and Network and Standards Manager.



11.5.3 The Head of Service, Operations or Network and Standards Manager will be advised as soon as practicable if conditions deteriorate such that major routes have to be closed.

## **12.0 INSTRUCTION AND RECORD KEEPING**

12.1 The management of the Instruction, Recording and Archiving of daily winter Action plans is automated, by use of a bespoke winter maintenance management tool provided by Vaisala Ltd.

12.2 Vaisala – Road DSS Manager is the web based system which allows access by managers and supervisors simultaneously, to post instructions and record actual activities on each specific pre-treatment route as operations progress. Details will include some or all of the following:-

- a) Details of the routes treated
- b) The start and completion of treatment on a specific route
- c) Type of treatment carried out
- d) Driver and other operator details
- e) Quantity of materials used
- f) The prevailing weather conditions
- g) Any contacts by Police regarding reactive requirements
- h) Details of any plant breakdowns, accidents or incidents
- i) Any other problems

12.3 In parallel to the above recording system, vehicle activities are recorded on the “UK telematics ” - vehicle tracking system. Reports and map based graphical records can be run to confirm and clarify in more detail, the recorded activities.

12.4 All records are archived in separate remote servers and can be retrieved through web access by any authorised user, at any time after a plan has been completed.

12.5 Additional records of all telephone calls related to winter operations are kept by all duty supervisors and managers. These are completed at the end of each shift, collated and retained for future reference.

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## APPENDIX 2 - SALT USE REDUCTION AND PRESERVATION OF STOCKS PROTOCOL (2020 REVISED)

### ARGYLL AND BUTE COUNCIL WINTER SERVICE – OPERATIONS 2023 - 2024

#### Protocols for the reduction in use of salt and preservation of remaining stocks.

#### Storage Capacity, Stock Transfers and replenishment times

Storage capacity in all 15 “Operational” salt stores has been increased by 3,500tonnes to approximately 14,000tonnes, since 2009, through phase 1 of the covered tunnel construction programme. The 3,000tonne plus capacity Dome in Helensburgh, although an operational store, has an element of strategic storage.

For national salt resilience purposes, daily usage is calculated on 2 Priority WRC1-3 network treatments and one WRC4 “other routes” treatment in each 24hr period. This equates to 370 tonnes/day at normal use levels, 600 tonnes/day for heavy snow.

The West of Scotland Co-ordination Group, Roads sub-group agreed that Roads Authorities should achieve a minimum storage capacity of equivalent to 70% of the average total salt usage of the last three severe winters. ***This equates to a minimum 10,283 tonnes for Argyll and Bute for 2023.***

The target tonnage for the start of each season, 1<sup>st</sup> November may vary, as replenishment of some stores are related to shipping capacity and availability, however a minimum 11,000tonnes is considered reasonable. This equates to 28 continuous days supply at Winter Policy treatment levels.

As the national salt supply contract has an allowance of 21 days to fulfil delivery from point of order, the minimum resilience required in normal conditions equates to four weeks operations or approximately 60% of the new capacity, at 10,000tonnes. In practice, reduced quantities of 6,000tonnes before replenishment are acceptable. This equates to a resilience of 16 days operations, at normal treatment levels.

Within this total quantity, material may require to be moved between stores to preserve a degree of individual resilience in each of the operational stockpiles around the network. Internal transfers between stores ensure adequate stocks are available as much as practicable to maintain a consistent treatment regime throughout the network. In this way the hierarchy of route treatments can be preserved as per the policy, for as long as practicable within any delivery shortage period.

#### Operational Decision techniques to Manage Salt use

Winter Service Policy already recognises the need to preserve salt primarily for the prevention or treatment of ice on higher speed carriageways. 3Grit:1Salt mixes are already utilised in Grit Heaps and Bins and in the reactive treatment of footways.

Salt preservation techniques can be instigated on carriageway treatments where forecasts or conditions indicate that a mixture of salt and grit will provide the best treatment to aid traction. The winter operations decision to use 50/50 mixes should only be for this purpose, rather than to preserve supplies. In periods of falling snow, Grit only should be used on "return" ploughing legs until such time as snowfall ceases and there is an expectation that salt will melt any residual snow after ploughing.

In settled constant dry conditions Residual Salt levels on carriageways allow the curtailment of further treatments, as part of the daily operational plan.

### **Reduction in Salt use in treatments, to preserve remaining stocks**

Where salt stock levels reduce and replenishment activities are doubtful in either quantity or timescale, the use of salt will be curtailed under the following procedures.

Salt Preservation level	Circumstances	Authorised by
<b>SP1</b>	<b>Total Operational Stocks reduce to 6,000tonnes</b>	<b>Winter Manager</b>

This level will be reached in conditions of reasonably prolonged hazardous conditions or where extreme conditions reduce the effectiveness of salt. The supply chain for salt replenishment may become of national importance and Transport Scotland and West of Scotland Co-Ordination Group advice may be received.

#### **First Operation:- Activate replenishment from Strategic Stockpile at Helensburgh Dome**

Depending on the likely delay in replenishment, part of the Strategic stockpile may be moved to other operational stores. The quantity will be determined by the potential delivery date for shipping, to replenish the Helensburgh store from King George 5<sup>th</sup> Dock Glasgow and other western stockpiles, via Argyll ports. The transfer of each 1,000 tonnes of stock will provide a further 4 days resilience within the operational stores, at normal use rates.

**Resilience:- 4 - 12days at normal use levels 375t/day : 2 - 6 days heavy snow 600t/day**

#### **Second Operation:- Activate Salt Preservation Measures**

Salt treatments will be reduced. Spread rates adjusted from 40g/m<sup>2</sup> to 20g/m<sup>2</sup>, or 20g/m<sup>2</sup> to 10g/m<sup>2</sup>. Further reductions in the salt content of all carriageway treatments will be achieved by mixing Grit and Salt together, firstly at 1Grit:1Salt then 2Grit:1Salt.

In extreme frosts where RSTs remain below -5C all day, and salt is considered to be ineffective, additional treatments of pure Grit on all routes can be instructed to aid traction. Grit heaps, bins and footway treatments will remain at 3grit:1Salt.

**Resilience:- 32days at reduced use SP1 = 188t/day : 20days heavy snow**

<u>Salt Preservation level</u>	<u>Circumstances</u>	<u>Authorised by</u>
<b>SP2</b>	<b>Total stocks reduce to 4,000tonnes</b>	<b>Head of Service</b>

Salting treatments will be curtailed to Priority 1&2 pre-treatment routes only (1233km – rev 2021)

The SP1 salt mixing techniques will be used in all further SP levels.  
All other treatments will be of pure Grit including replenishment of grit bins / heaps.

**Resilience:- 25 days at reduced use SP2 = 156t/day : 15 days heavy snow**

<u>Salt Preservation level</u>	<u>Circumstances</u>	<u>Authorised by</u>
<b>SP3</b>	<b>Total Stocks reduce to 2,000tonnes</b>	<b>Executive Director</b>

Salting will be reduced to one treatment per 24hr forecast period, of the Priority 1&2 network, usually 06:00hrs mornings, in advance of the majority of traffic movements.

All other treatments will be of pure Grit including replenishment of grit bins / heaps

**Resilience:- 25 days at reduced use SP3 = 78t/day : 15 days heavy snow**

<u>Salt Preservation level</u>	<u>Circumstances</u>	<u>Authorised by</u>
<b>SP4</b>	<b>Total stocks reduce to 1,000tonnes</b>	<b>Chief Executive</b>

Salting reduced to Priority 1 and Priority 2 “A” class routes only 06:00hrs. (492km)  
All other roads and mobilisation times, Grit only.

**Resilience:- 32 days at reduced use SP4 = 31t/day : 20 days heavy snow**

<u>Salt Preservation level</u>	<u>Circumstances</u>	<u>Authorised by</u>
<b>SP5</b>	<b>Total Stocks reduce to 700 tonnes</b>	<b>Chief Executive</b>

Effectively **2 days resilience at original policy normal use**. The trigger point for application to Scottish Executive Emergency Salt stockpile. Release of salt, allowing replenishment out with the normal constraints of the national salt supply contract.

**Resilience:- 22 days at reduced use SP5 = 31t/day : 13 days heavy snow**

**Total resilience: SP1 (2nd Op) > SP5 (end) = 68 days : 41 days heavy snow**

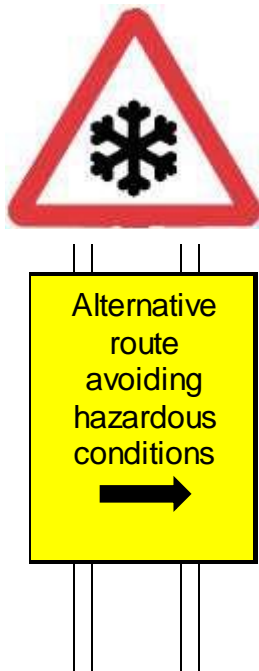
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**APPENDIX 3 - ADVISORY SIGNING – ROAD CLOSURES IN SEVERE CONDITIONS**

In specific locations additional information and diversion signing will be erected to further inform drivers of the hazardous conditions on some routes. This advises them of alternative routes, where available resources will concentrate on maintaining treatments. There are four roads where signing to indicate specific alternative routes are available.

- 1 A817 "Haul Rd" , Lomond.  
Snow gates at A82 and A814 "central" roundabout  
Diversion via A818 Arden - A814 Garelohead
- 2 C46 Glen Aros / Glenbellart road , Mull  
Signs at Aros Bridge and Dervaig Primary  
School Diversion via A848Tobermory
- 3 C9 Glenfinart Road ( The Larach) , Cowal  
Signs at Whistlefield Hotel and Sligrachan Bus turning head;  
Diversion via A880 Cot House
- 4 C11 Otter Hill road ( Bealach an Drain) , Cowal  
Signs at Glendaruel A886 and Otter Ferry  
B8000; Diversion via A8003 Tighnabruich and  
Kames.

**Example of typical information sign**



Sign on permanent display during Winter Season.

Road Closure in conjunction with temporary signs when conditions dictate.



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# APPENDIX 4 - FRONTLINE TREATMENT VEHICLE FLEET 2023/24

(Kintyre route coverage subject to review August 2023)

2023-24 WINTER POLICY , PRE-TREATMENT ROUTES					ALLOCATED VEHICLE - ( inc 70&71 Reg replacing 19Reg vehicles #)						
<i>(Hired Fleet - 1 Year extension 2023-24 @.)</i>					.08/09/2021	HIRED FLEET - 18T GVM - 6cu.m. PMGs 2021/23 - VRNs Confirmed ( Inc updates)				1 Year Ext @	
Policy and Pre-Treatment Routes					remeasured	HIRED FLEET - 26T GVM - 9cu.m PMGs 2021/23 - VRNs Confirmed				1 Year Ext @	
New L7 route added 2022 #					V	IN-HOUSE FLEET - Replacement QCB units - 18tGVM 6cu.m spreader					
. KTR - Services to BEAR Scotland Ltd - No longer required						IN-HOUSE FLEET - Replacement Multispreads - 12t / 7.5 t GVM					
DRAFT WINTER FLEET ALLOCATION - 4th JULY 2023					Volume @ 20g/m2 run		VEHICLE REGISTRATIONS / DESIGNATION TO BE UPDATED BY OCT 2022				
District	START DEPOT/ SALT STORE	code	Pre-treatment route Description	tonnes	cu.m	Vehicle Make	Reg No.	Vehicle Model	c/w Straight offset Plough blade	Gritter Capacity	
BUTE	Rothesay - Union St	B 1	A886 Rubodach and Bute rural	5.64	4.34	DAF - LF260 FA	SJ21 LVM	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
	Rothesay - Union St	B 2	Rothesay town & Bus routes	4.00	3.08	DAF - LF230 FA	SJ21 LVO	7.5t ECON Multispread - demountable spinner		1.5cu.m.	
COWAL	Dunoon - Victoria Rd	C 1 & C5	Dunoon A886/A815 & B839/B828 Hell's Glen / Glean Mor	6.17	4.75	Merc 2635	YJ 19 RWN	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
	Dunoon - Victoria Rd	C 2	A815 Dunoon - Toward ( & Loch Striven ; POL depot)	3.08	2.37	DAF - LF260 FA	SJ21 LVL	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
	Dunoon - Victoria Rd	C 3	Dunoon streets	1.43	1.10	DAF - LF230 FA	SJ21 LWG	12t ECON Multispread - demountable spinner		3.5cu.m.	
	Dunoon - Victoria Rd	C 4	A886 Colintraive - Strachur & B836 Glen Lean	5.92	4.55	Merc 2635	YJ 19 RWU	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
	Lettermay-Lochgoilhead -S/C	C5 South	B839 Pole - Lochgoilhead & Carrick Bus turning	0.87	0.67			Contractor assistsnce - Cowal Leisure Ltd - Vehicle tbc		3 cu.m.	
	Dunoon - Victoria Rd - S/C	C 6	A8003 Tighnabruich and Portavadie Ferry	3.49	2.68	Merc 1827A	YJ 19 SWV	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m.	
	Dunoon - Victoria Rd	C 7	A880 Ardentinny	2.48	1.91	Merc 1827A	YJ 19 SWY	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m.	
LOMOND	Helensburgh - Blackhill	H 1	A818 - A817 - A814 South to Glen Mallon Jetty	6.44	4.95	Merc 2635	YJ 19 RWV	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
	Helensburgh - Blackhill	H 2	B833 Peninsula & A814 North - Arrochar/Succoth	4.66	3.58	Merc 2635	YJ 19 RXL	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
	Helensburgh - Blackhill	H 3	Helensburgh West & Rhu	2.91	2.24	DAF - LF230 FA	SJ21 LVT	7.5t ECON Multispread - demountable spinner		1.5cu.m.	
	Helensburgh - Blackhill	H 4	East Helensburgh & Cardross	3.08	2.37	DAF - LF260 FA	SJ21 LVN	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
ISLAY	Bowmore - Springbank	I 1	A846 & B8016 Bridgend - Port Ellen (High & Low Roads)	5.15	3.96	Merc 1827A	YJ 19 RXO	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m.	
	Bowmore - Springbank	I 2	A846 Pt Askaig & A847 Portnahaven	4.18	3.22	DAF - LF260 FA	SJ21 LWU	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
KINTYRE (No KTR ) 2023-24	Machrihanish Depot	K 1	B842 Campbeltown - Carradale - Southend (tbc)	2.82	2.17	DAF - LF260 FA	SJ21 LWR	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
	Machrihanish Depot	K 2	B842/B843 Campeltown streets - Machrihanish (tbc)	4.17	3.21	DAF - LF230 FA	SJ21 LYK	7.5t ECON Multispread - demountable spinner		1.5cu.m.	
	Machrihanish Depot	K3	B8001 Skipness - Redhouse via Tayinloan & Glenbarr (tbc)	2.14	1.65	DAF - LF260 FA	SJ21 LYH	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
LORN East	Dalmally Depot	L 1	A819 Dalmally - Inveraray	3.02	2.32	Merc 2635	YK 71 JXL	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
LORN West	Oban - Jackson's Quarry	L 2	B845 Kilchrennan - C29 Dalavich	4.84	3.72	Merc 1827A	YK 71 JWY	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m. #	
	Oban - Jackson's Quarry	L 3	A816 Oban - Ardfern inc Village	3.38	2.60	Merc 2635	YJ 19 RXM	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
	Oban - Jackson's Quarry	L 4	B844 Easdale & Cuan	1.72	1.32	DAF - LF260 FA	SJ21 LWW	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
	Oban - Jackson's Quarry	L 5	C27 Port Appin - B845 Bonawe	2.72	2.09	Merc 1827A	YK 71 JXD	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m. #	
	Oban - Jackson's Quarry	L 6	Oban streets	2.02	1.55	DAF - LF230 FA	SJ21 LWV	12t ECON Multispread - demountable spinner		3.5cu.m.	
	Oban - Jackson's Quarry	L 7	Lorn Arc Bus routes	1.19	0.92	DAF - LF230 FA	SJ21 LYO	12t ECON Multispread - demountable spinner		3.5cu.m.	
MidARGYLL	Lochgilthead-Monydrain	MA 1	A816 Lochgilthead - Ardfern & B840 to Ford	3.57	2.75	Merc 3333k	YF 19 OVU	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
	Lochgilthead-Monydrain	MA 2	B841 Acmalara - B8025 Tayvallich	2.58	1.98	Merc 1827A	YK 70 HRG	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m. #	
	Lochgilthead-Monydrain	MA 3	B8024 Kilberry Loop	3.32	2.55	Merc 1827A	YK 70 HRL	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m. #	
	Lochgilthead-Monydrain	MA 4	Lochgilthead /Ardrishaig/Tarbert Streets	1.22	0.94	DAF - LF260 FA	SJ21 LWT	Econ - QCB c/w 6cu.m ZERO C Demountable Spreader		6 cu.m.	
MULL	Tobermory -Baliscate	MU 1	A848/A849 Tobermory - Craignure	4.92	3.78	Merc 1827A	YK 70 HRF	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m. #	
	Tobermory -Baliscate	MU 2	Tobermory - Dervaig	2.68	2.06	Merc 1827A	YK 70 HRP	AROCS 4x4 - ECON spreader PMG - C/W Plough		6 cu.m. #	
	Pennygowan Depot	MU 3	A849 Craignure - Kinloch - Fionnphort	5.74	4.42	Merc 2635	YJ 19 RXY	AROCS 6x4 - ECON spreader PMG - C/W Plough		9 cu.m.	
JURA	Craighouse Depot(MBC - S/C)	J 1	A846 Feolin - Ardlussa - Jura Sub-contractor vehicles	2.44	1.88	Merc 1318	OU 55 GCY	Mercedes Atego 1318 PMG - M Boyle S/C		6 cu.m.	

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## APPENDIX 5 - CURRENT SALT STOCKS – JULY 2023 – MONITORING AND RESILIENCE RECORD

ARGYLL & BUTE COUNCIL		WINTER MAINTENANCE OPERATIONS 2023 - 24			
SALT STOCK SUMMARY SHEET		09:00hrs on	04 July 2023		Operational Resilience
<u>All quantities in TONNES</u>		ROADS OPERATIONS UNIT			
TOTAL SALT TONNAGE IN OPERATIONAL DEPOTS AT DATE			9245	25.0	days
OPERATIONAL USAGE					
Salt quantity used from			( includes Grit bins & heaps)	0	tonnes
<u>SALT STORES "IN STOCK" RECORDS</u>			<u>CONFIRMED AND ADJUSTED START TOTALS</u>		
<u>LOMOND</u>	Helensburgh BLACKHILL (Including EAST Strategic capability)	2272	Lomond TOTAL	2272	39.9 days
<u>BUTE &amp;</u>	Rothesay - UNION ST	177	Bute TOTAL	177	8.0 days
<u>COWAL</u>	Dunoon - VICTORIA RD.	426			
	MILLHOUSE (re-load only)	166			
	GLENDARUEL (re-load only)	30			
	Lochgoilhead-LETTERMAY	23	Cowal TOTAL	645	10.1 days
<u>MID-ARGYLL,</u>	Lochgilphead - MONYDRAIN	2579			
<u>KINTYRE</u>	Campbeltown - MACHRIHANISH	944	M-A,K TOTAL	3523	39.1 days
<u>&amp; ISLANDS</u>	Islay - SPRINGBANK	525			
	Jura - CRAIGHOUSE	7		532	13.6 days
<u>OBAN,</u>	Oban - JACKSON'S QUARRY	796			
<u>LORN</u>	DALMALLY	256	Lorn TOTAL	1052	17.0 days
<u>and the</u>	Mull - PENNYGOWAN	809			
<u>ISLES</u>	Tobermory - BALISCATE	203			
	KINLOCH (re-load only)	32	Mull TOTAL	1044	29.0 days
<u>STRATEGIC STOCKPILE</u>	CONNEL	0	Additional resilience available		0.0 days
Original location unavailable . New site to be obtained					
<u>TOTAL TONNAGE - ALL SALT AVAILABLE</u>		9245	<u>Tonnes TOTAL RESILIENCE</u>		30.0 days
0	TONNES	Delivered to depots this week			
<u>ORDERS PLACED</u>	<u>DATE EXPECTED</u>	<u>LOCATIONS</u>	( To be called fwd as req)		
<u>IRISH SALT MINING AND EXPLORATION - Kilroot, NI</u>			<u>ex KG5 by Road , or direct to Ports</u>		
1000	tonnes	October	by Road	Helensburgh Dome - re-fill	
550	tonnes	October	by Road	Lettermay & Victoria Rd - re-fill	
100	tonnes	October	by Road	Union St - top up.	
400	tonnes	October	by Boat	Dalmally/Oban-Balalance of BEAR tbc	

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## **APPENDIX 6: SUMMARY OF 2022/23 WEATHER CONDITIONS**

### Winter Season Summary 2022-23 and Monthly Reports

Autumn 2022 was very mild across the region. It was 1.5C above the seasonal average. Precipitation was just a touch above normal. Winter 22/23 was near the average as far as the mean temperature was concerned. However, precipitation was below normal at about 70% of the 30-year climatological average.

### November 2022

The wet and windy conditions in October, continued into November with temperatures higher than average. Minimum road surface temperatures were in the range PLUS 10.5C to PLUS 7.8C on the first evening of the standby period. Overnight RSTs dropped steadily through the first week until a low of MINUS 1.1C was recorded briefly at Leanach sensor on the morning of 4th November. Temperatures recovered over the next few days in largely cloudy conditions with frequent or persistent rain, with RSTs returning to double figures overnight into 11th Nov. The wet and mild conditions persisted until clearances overnight 20th / 21st allowed RSTs to reach MINUS 1.1C again at Leanach and MINUS 0.5C at Accurrach. A wider frost descended over most rural sites into 22nd with lowest RSTs ranging from MINUS 2.7C Leanach to MINUS 0.2C at Haul Rd. Sub-zero RSTs persisted overnight into 23rd in mainland Northern domains, with MINUS 1.7C Leanach, MINUS 1.5C Blaran to MINUS 1.2C Accurrach. Cloudy conditions with rain, returned from 24th until the end of the month, with a dip to marginal conditions overnight 28th/29th in intermittent clear spells.

### December 2022

The first two weeks of December were the coldest start to December since 2010. Argyll was a little drier than average with precipitation amounts that were about 75% of the 30-year normal for the month. It was a little brighter than average with sunshine hours about 130% of normal. December saw a drier, colder easterly flow develop early in the month. This brought an end to the foggy days at the end of November and ushered in a drier, cooler first week of December. RSTs continued above zero for the first three days of December as a result of some residual clouds. However the clouds cleared on the 4th of December and the first full week of December was much brighter. The morning of Sunday December 4th began a colder period for RSTs and they fell below zero through most of the first week of December. In fact they turned quite cold on the morning of Wednesday 7th December with Accurrach, Salachary and Leanach falling to between -5.0 and -6.0C and even colder the following morning at these spots at between -6.0 and -8.0C. Arctic high pressure continued to dominate the weather through the second week. As a result it was even colder. However, it continued dry. RST were well below zero even at low elevations. The coldest nights/mornings were Tuesday night/Wednesday morning and Wednesday night/Thursday morning. Wednesday 14th morning Leanach and Salachary fell to -10.9C and -10.5C respectively. Even low elevation sites such as Lochdon, Mull fell to -5.4C. Similar temperatures were recorded Thursday morning. A band of accumulating snow passed across the region Friday 16th morning. Snow amounts were generally 2 to 5 cm. Localised amounts reached 10 cm. However, this signalled an end to the cold snap of the last couple of weeks. The snow tapered to patchy rain and snow in the afternoon as it turned milder and continued through

Saturday. The rain fell onto sub-zero surfaces in some areas and caused some icy conditions. RSTs began to rise but minimum RSTs continued near to below zero for most sites through the weekend. A strong southerly flow developed Sunday 18th morning and this brought RSTs to near to above zero for all areas Sunday afternoon. This was followed by spells of rain.

The third week of December was dominated by a milder south-westerly flow. There were some rain showers at times. A cooler easterly flow returned by the end of the week and a band of rain moved through. RSTs continued above zero through the week. Christmas Eve day was mild with some rain showers at times. It turned colder later on Christmas day as a cold front crossed the region.

The last week of December started colder with a few snow showers. Tuesday morning was also cold as a ridge of high pressure brought clear skies and light winds to the region. However a band of rain soon moved into the region associated with a milder south-westerly flow. This milder flow continued until the end of the week bringing showers and spells of rain at times. RSTs were above zero. It turned colder during the day, Friday and RSTs fell marginal to below zero in spots to start the last day of the year, Saturday. It was a cloudy day with some patchy light rain in spots. New Years Eve saw some wintry precipitation develop.

### January 2023

The first two weeks of the January were mild, followed by a cold spell mid-month. It turned milder, once again, late in the month. Overall, temperatures for the month were near the 30-year average. Precipitation was near the 30-year normal. The first two days of the New Year were bright but cold. RSTs fell widely below zero both mornings. Tuesday night 3rd, saw RSTs fall near to zero widely but it turned milder as showers moved in Wednesday morning. It turned drier with clear spells for the rest of the week as high pressure moved into the region. Minimum RSTs continued to fall near to zero. It turned milder going into the first weekend of the New Year however it was very windy and showers occurred at times. Minimum RSTs were above zero. The second week of January was wet and windy with minimum RSTs above zero, with no pre-treatable hazards forecast. A major change in the weather pattern occurred during the second weekend of January 14th / 15th. A series of cold fronts went through the area ushering a much colder northerly flow that lasted through the third week of January. Accumulating snow was also recorded in places. Saturday 14th was blustery with showers as low pressure passed to the north of Argyll. In the wake of this system a cold front passed through bringing colder air for Sunday 15th. A much stronger cold front went through late Sunday associated with a few wintry showers at low levels and snow showers affecting higher routes. In the wake of this system much colder air moved into the region associated with an arctic air mass. Arctic high pressure dominated the weather through the third week of January bringing dry and cold conditions. However, there was also the odd snow shower. Minimum RSTs fell near to zero every day of this week, even at low level coastal sites.

The coldest nights/mornings were Monday 16th and Tuesday 17th with Leanach and Salachary fell to -7.4C and -7.0C respectively. Even low elevation sites such as Lochdonhead fell to -4.0C. Similar minimum RSTs were recorded Thursday and Friday morning. A milder south-westerly flow developed Saturday 21st and minimum RSTs remained above zero on Sunday morning. The milder conditions continued through the first part of the week. A cold front went through the region Wednesday

25th associated with a band of rain showers. High pressure then dominated the weather through Friday bringing plenty of clear skies and light winds. As a result, minimum RSTs fell near to zero widely through Saturday 28th. A milder south-westerly flow developed Sunday ahead of a weak frontal system and minimum RSTs remained above zero. In the wake of this system it turned blustery and colder for the last few days of January with some showers that that were wintry at higher levels. In addition, minimum RSTs fell widely near to below zero.

### February 2023

Overall, it was a quiet month for winter roads. It was very mild with mean temperatures averaging 2 degrees Celsius above the 30-year normal. It was also drier than normal with only 75% of the normal rainfall. February started wet with a mild south-westerly flow. A cold front crossed the region early in the first weekend of the month and Sunday morning 5th saw widespread clear skies and minimum RSTs fell below zero. On the mornings of 4th and 6th RSTs were generally Plus 3 to 4Deg C, however Sunday 5th saw RSTs drop to Minus 3.5C A886 Leanach & A816 Salachray, Minus 2.4C A817 Haul Rd , Minus 2.1 a816 Blaran & A819 Accurrach.

Monday morning was not quite as cold with minimum RSTs falling near to zero only in elevated sites. It turned milder, once again, early into the second week but a strong cold front crossed the region Wednesday night 8th and Thursday morning 9th turned colder with RSTs falling widely close to zero with Leanach , Blaran and Haul Road all recording minor sub-zero 0 to Minus 0.5C RSTs.

A milder southwest flow developed for the weekend and continued for the next couple of weeks. Skies were generally cloudy and there was some rain at times. RSTs were generally above zero, with average overnight lows between Plus 6 and Plus 3 Deg c most nights. There was another brief dip on 17th, with a similar 0 to Minus 0.8C RSTs recorded at Salachry, Leanach and Blaran. The mild conditions continued for most of the last week of February but at the end of the week a colder northerly flow developed, with a range of sub-zero RSTs across the whole region, from Minus 0.4C at Dervaig to Minus 3.9C at Leanach on the morning of 23rd . This trend continued through the weekend 25th to 27th bringing generally clear skies and colder temperatures. Minimum RSTs fell below zero during the weekend and Monday, with a range across all sensors, including urban sites, from Minus 0.3 Deg C to Minus 4.9 DegC . The fair but colder conditions continued until the end of the month and developed further into the first week of March.

### March 2023

March started cold as a northerly flow developed across the region. Although it was dry there was variable amounts of cloud. As a result, where skies were clear minimum RSTs fell below zero. This colder weather was just a prelude to the main event which occurred at the beginning of the first full week of March. A strong cold front crossed the region early Monday 6th morning and true Arctic air flooded across the region and remained until the end of the week. Other than the odd snow shower it was dry with plenty of winter sunshine during the day but the nights were clear and cold. Minimum RSTs were well below zero from Tuesday morning through Saturday 11th morning. The lowest RSTs of the week were recorded Wednesday morning at Tyndrum and Blaran at -7.5C and -7.4C respectively. It turned briefly milder early in the second full week of March but a strong cold front crossed the region late Monday

turning rain to snow. Small accumulations occurred on the higher hills. Skies cleared into Tuesday 14th and RSTs fell well below zero. Tuesday / Wednesday was another cold morning as a ridge of high pressure brought clear skies and light winds. A warm front crossed the region late Wednesday 15th associated with a band of rain. This ushered in a period of milder conditions that lasted through the third week of March. It turned sharply colder into the last weekend of March. Saturday 25th saw spells of rain end as a wintry mix over the higher routes on Sunday morning. RSTs became marginal over higher sites but remained above zero elsewhere. Sunday was cloudy and colder with a few rain or wintry showers. Sunday night saw skies gradually clear and RSTs fell widely near to below zero by Monday morning 27th. Monday was dry and bright but Monday night a low-pressure system approached from the west bringing spells of rain and milder temperatures. The wet and milder conditions continued until the end of the month on Friday 31st March.

#### April 2023

It turned sharply colder into the last weekend of March, but this cold spell was short-lived as it turned milder once again for the end of the month. Overall, April came out near the 30-year average on the main climatologically parameters. The mean temperature came in at around the 30-year average. Precipitation also came in near the monthly average. Sunshine was a little above the 30-year average. April started dry and cool with high pressure dominating the weather. There were a couple of cooler nights but otherwise RSTs were above zero during the first week. The second week of April turned unsettled and colder. There were some wintry showers on some higher elevation sites Wednesday morning 5th. Also, there were multiple nights where minimum RSTs fell marginal to below zero on elevated sites., with A816 Blaran & Salachray, A819 Accurrach and A886 Leanach all recording minimum RSTs between zero and Minus 1C on the morning of Friday 7th. A warm front crossed the region Saturday night ushering in a milder southwesterly flow that continued through the third week of April. Minimum RSTs were predominantly well above zero during the third week, although marginal readings close to Zero were recorded on the mornings of 11th – 13th in North Western sensors including Blaran and Leanach. A strong cold front crossed the region early in the last week of April and it turned sharply colder in the wake of this front. Minimum RSTs fell below zero in elevated sites and marginal to near zero for low levels sites for a couple of nights. Although RSTs of between Zero and Minus 1 were recorded in Northern and Eastern road sensors A817, A886, A819 & A816 on the morning of Tuesday 25th. the surfaces were dry and no hazards were forecast. A milder southerly flow developed by the end of the week and RSTs rebounded to be well above zero for the remainder of the month.



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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE  
SERVICES****31 AUGUST 2023**

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**REST AND BE THANKFUL UPDATE**

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**1.0 INTRODUCTION**

- 1.1 At the meeting of the Environment, Development and Infrastructure (EDI) Committee on 2 March 2023 a report was considered regarding the Rest and Be Thankful. Part of the decision of that meeting was to bring a further report to the August EDI Committee. To a certain extent, this update report has been superseded by the motion to June Council.
- 1.2 At Full Council on 29 June, a report was considered following the announcement from Transport Scotland regarding the preferred option for the long-term solution to address the challenges at the A83 Rest and Be Thankful.
- 1.3 The preferred option (Brown) is for a debris flow shelter along the line of the existing Trunk Road with a construction time of three to four years following improvements to the Old Military Road. This is considered the most deliverable option by Transport Scotland. The full implications of the economic and social impacts of this option need to be carefully considered by the council in its consideration of the best permanent solution for the Rest and Be Thankful.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee consider and note this report.

**3.0 DETAIL**

- 3.1 At Full Council on 29 June, a report was considered following the announcement from Transport Scotland regarding the preferred option for the long-term solution to address the challenges at the A83 Rest and Be Thankful. The report can be found here: [REST AND BE THANKFUL UPDATE JUNE 2023.pdf \(argyll-bute.gov.uk\)](#)
- 3.2 At its meeting on 29 June, Council agreed the following motion:
1. *request that the Leader of the Council writes to the newly appointed Minister for Transport, Fiona Hyslop MSP, to highlight our communities'*

*concerns and their need for urgency in progressing the permanent solution for the Rest;*

2. *seek reassurance from the Minister and her officials at Transport Scotland on a range of points including clear timescales; measures to mitigate against delay; contingency plans for maintaining access in the event of a major incident during construction; and confirmation that the A82 upgrade will progress as planned;*
3. *ask the Minister to convene an urgent meeting of the A83 Taskforce given the commitment made at the last meeting in Arrochar, in the context of this recent announcement and the questions that remain within the community and local industry;*
4. *call upon the Minister to ensure that the Scottish Government, Transport Scotland and any other relevant agency will prepare and share a robust communications strategy which will reinforce the vital message at a national level that Argyll and Bute is open for business;*
5. *reiterate this Council's longstanding position that urgent completion of the permanent solution is of the utmost importance in order that Argyll and Bute's current and future opportunities for population and economic growth are not compromised; and*
6. *request officers to respond to the Scottish Government's recent announcement on the basis of paragraphs 1 to 5, above.*

3.3 This decision is being progressed and correspondence, following the Council meeting, has been sent to the Minister from the Council Leader and also to Transport Scotland from officers. Further updates on this project will be reported to future meetings of this Committee.

#### **4.0 CONCLUSION**

4.1 This report provides an update on the Scottish Government's recent announcement on the long term solution for the Rest and Be Thankful. The preferred option (Brown) is for a debris flow shelter along the line of the existing Trunk Road with a construction time of three to four years following improvements to the Old Military Road. This is considered the most deliverable option by Transport Scotland. The full implications of the economic and social impacts of this option need to be carefully considered by the council in its consideration of the best permanent solution for the Rest and Be Thankful.

#### **5.0 IMPLICATIONS**

5.1 Policy – in line with the Council's policy position in respect of the A83 Rest and Be Thankful which is seeking a long term permanent solution.

- 5.2 Financial – funding for the project to be met by Scottish Government.
- 5.3 Legal – limited for the Council relating to side road orders and tie-ins to the B828 to Lochgoilhead.
- 5.4 HR – none known.
- 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 – forms part of a lifeline route to islands and remote rural mainland locations.
- 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 – ongoing connectivity challenges for Argyll and Bute until a permanent sustainable solution is completed.
- 5.8 Customer Service – none known.

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

**Policy Lead for Strategic Development,** Councillor Robin Currie

**Policy Lead for Roads and Transport,** Councillor Andrew Kain

June 2023

**For further information contact:**

Jim Smith, Head of Road and Infrastructure Services

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**ARGYLL AND BUTE COUNCIL****ENVIRONMENT, DEVELOPMENT AND  
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE  
SERVICES****31 AUGUST 2023**

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**WASTE PPP UPDATE**

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**1.0 INTRODUCTION**

- 1.1 In December 2022, the Council's Environment, Development and Infrastructure Committee agreed to pursue a derogation from the Scottish Government, from the implementation date of the Biodegradable Municipal Waste Ban of 1 January 2026 to the end of the Council's Waste PPP contract in September 2026.
- 1.2 This report provides an update on a meeting held with the Minister for Green Skills, Circular Economy and Biodiversity on 26 July 2023 and a subsequent meeting between Council officers and Scottish Government Officials.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee consider and note the content of this report.

**3.0 DETAIL**

- 3.1 The Council has in place a 25 year Waste PPP contract which ends in September 2026. The Waste PPP contract covers Oban and Lorn, Mid Argyll and Kintyre, Bute and Cowal together with the inner islands.
- 3.2 The Scottish Government are due to introduce a Biodegradable Municipal Waste (BMW) landfill ban from the end of December 2025. The last 9 months of the PPP 25 year contract will not be compliant with the new regulation.
- 3.3 Argyll and Bute Council is the only Local Authority with a PPP contract, this leaves the authority in a unique situation whereby it is hampered by a 25 year contract which was supported by the Scottish Executive in 2001. To remove itself from the contract has significant financial implications for the authority.
- 3.4 A derogation would enable the PPP contract to continue with the Mechanical Biological Treatment (MBT) process until the contract comes to an end in September 2026, this being some 9 months after the BMW ban comes in to place. Note – the islands and Helensburgh and Lomond areas are intended to be BMW compliant from 1 January 2026. Should a derogation not be permitted,

the Council are seeking funding for additional costs (circa £1.5M) which would be incurred by the Council in respect of varying the PPP contract from Scottish Government.

3.5 The Council Leader and Council officers met with the Minister for Green Skills, Circular Economy and Biodiversity on 26 July 2023 and the following points were discussed:

- Scottish Government (SG) are not in a position to fund the cost associated with not achieving a derogation (circa £1.5M);
- The initial legal advice received from SG's legal team sets out that a change in law would be required to permit a derogation;
- The Minister confirmed that she is keen to achieve a pragmatic solution to cover the 9 month gap between the introduction of the BMW ban and the end of the Council's PPP contract;
- The Minister has instructed SG officials to further explore opportunities to create a workaround to permit a derogation to be achieved without a change in law;
- The Minister will endeavor to respond in August with her decision to allow an update to the EDI Committee on 31 August.

3.6 A subsequent meeting between Council officers and SG officials took place on 10 August where it was confirmed that further work continues with the legal department for the SG, and the legal team within SEPA. The discussions are based upon the complexities around the derogation request and the requirement for the law to be changed if support was to be given and whether this is possible.

#### **4.0 CONCLUSION**

4.1 This report provides an update on a meeting held with the Minister for Green Skills, Circular Economy and Biodiversity on 26 July 2023 and a subsequent meeting between Council officers and Scottish Government Officials in relation to the Council's request for a time limited derogation from the Scottish Government for the Waste PPP area from 1 January 2026 - September 2026 for the municipal solid waste landfill ban which is due to be implemented from 1 January 2026.

#### **5.0 IMPLICATIONS**

5.1 Policy – The Council's waste strategy will evolve in line with the changes in legislation relating to the BMW ban of waste to landfill. A derogation will be sought, failing a successful response the current Renewi contract will be varied to comply with legislative changes.

5.2 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.

Through lobbying it is our intention to seek to recover any additional costs which have resulted from the changes to legislation, through Scottish Government. There is, however, a risk that funding is not forthcoming.

- 5.3 Legal – The existing PPP contract was not designed or written to accommodate the changes that the 2025 legislation will require. The contract allows variations to be made although the process is quite cumbersome. There will be legal implications, which will need to be resolved, relating to a contract variation relating to the derogation and/or changes in Renewi's contract.
- 5.4 HR – HR issues will be addressed prior to and during the process of contract handback. Having sufficient resource will factor into the project demands of waste management. TUPE will be relevant at the handback and during the process of progressing to handback should the Council operate the sites themselves.
- 5.5 Fairer Scotland Duty:
  - 5.5.1 Equalities – None.
  - 5.5.2 Socio-economic Duty – None.
  - 5.5.3 Islands – There may be potential ferry capacity issues for bulking and transporting waste material from islands, this has been flagged to Transport Scotland.
- 5.6 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. However, the additional road miles incurred taking waste to EFW markets will offset the carbon reductions achieved through not landfilling.
- 5.7 Risk – there are financial risks associated with no derogation as outline in the report.
- 5.8 Customer Service – None.

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

**Policy Lead for Climate Change and Environment Services,** Councillor Ross  
Moreland

August 2023

**For further information contact:**

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**ARGYLL AND BUTE COUNCIL**
**ENVIRONMENT, DEVELOPMENT &  
INFRASTRUCTURE COMMITTEE**
**LEGAL AND REGULATORY  
SUPPORT**
**31 August 2023**


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**COMMUNITY EMPOWERMENT (SCOTLAND) ACT 2015 - ALLOTMENTS  
WAITING LIST REGISTER**


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**1.0 INTRODUCTION**

- 1.1 The purpose of this paper is to update the Environment, Development and Infrastructure Committee on the actions that are being undertaken in response to duties placed on the Council under Part 9 of the Community Empowerment (Scotland) Act 2015 which provides a legal framework that promotes and encourages community empowerment and participation in growing food.

**2.0 RECOMMENDATIONS**

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee note the Allotments Waiting List Register update which reflects the duties placed on local authorities arising from Part 9– Allotments of the Community Empowerment (Scotland) Act 2015.

**3.0 DETAIL**

- 3.1 The council's Business Continuity Committee on 16 April 2020 adopted Argyll and Bute's first Community Food Growing Strategy. The Strategy's vision is to encourage and enable people in our community, who wish to grow their own food, by providing information on potential community food growing spaces, advice and guidance.
- 3.2 Developing the strategy was a duty placed on the council by the Community Empowerment (Scotland) Act 2015, which requires each local authority to produce a food growing strategy. It also places a duty on the council to establish and maintain an allotments waiting list register and to produce an allotments report for the area each year.
- 3.4 At the time of preparing this report 147 individuals are included on the Register.

<b>Area</b>	<b>Number of Individuals on the waiting list - July 2023</b>
Bute and Cowal	47
Helensburgh & Lomond	65

Area	Number of Individuals on the waiting list - July 2023
Mid Argyll, Kintyre & the Islands	19
Oban Lorn & The Isles Area	16

- 3.5 Argyll and Bute Council has three allotment sites (as defined by the Act which are those on Local Authority land) one in Helensburgh and two in Rothesay. They are each managed by allotment associations, with no spaces currently available. Other Community Food Growing Spaces such as community gardens and schools exist within a number of mainland and island sites which are managed by local dedicated community members and school groups.
- 3.6 As the Council does not currently directly manage allotments, Legal and Regulatory Support Officers have established relationships with allotment sites and other land owners. With agreement from those that have submitted their details these are then passed to these independently managed sites in anticipation of securing land for the purposes of growing food.
- 3.7 In order to complement the Community Food Growing Strategy Legal and Regulatory Support provide a dedicated community growing spaces website, which can be accessed by following this [LINK](https://www.argyll-bute.gov.uk/community-growing-spaces) (https://www.argyll-bute.gov.uk/community-growing-spaces). The website holds useful information relating to Community Empowerment, including allotment legislation and guidance for community groups who are interested in growing their own food.
- 3.5 Officers recently re-visited the community gardens in Lochgoilhead that featured in the Community Food Growing Strategy. The community have implemented a monumental amount of work from establishing growing species in raised bed, installing bee hives, planting trees, shrubs and perennials along with interpretation boards, storage facilities, a striking covered social space and access to the river walk. The Curling Pond and wetland area are doing well also. **Associated images can be found at appendix 1.**
- 3.8 The Partnerships Development Officer and the team who support Council Asset requests have received several expression of interest from individuals and groups regarding the use of council assets and land for community gardens and spaces for food growing. Some of this interest has reached a positive conclusion in terms of the establishment of a community growing space and the setting up of community groups to manage and run the community garden/ growing space. Officers are committed to giving advice and support to individuals' and groups to encouraging and enable people wishing to grow their own food.

- 3.9 The Council manages a demonstration garden in Hermitage Park. While this does not fall within the definition of an allotment in the traditional sense, it is used to give people, particularly schoolchildren, experience of food growing. Additionally, much of the food grown in the demonstration garden is available for the public to freely pick, for example last year many people helped themselves to strawberries with many patrons being gifted bags of produce to enjoy at home.
- 3.10 Currently a number of community groups and local businesses manage individual beds for food growing. This includes Alzheimers Scotland, Lockheed Martin (Volunteering in the Community), the Park Pavilion café, Hermitage Primary School, the Friends of Hermitage Park and the University of the Highlands and Islands.
- 3.11 As additional support for this and to improve local knowledge of food growing, a total of 15 horticulture themed workshops were delivered free to the community in 2022 as part of the Hermitage Park heritage-led Regeneration project.

#### **4.0 CONCLUSION**

- 4.1 The adoption of the Argyll and Bute Council Community Food Growing Strategy met the Council's duty under Part 9 of the Community Empowerment (Scotland) Act 2015, officers continue to provide information to support and signpost individuals and community groups who wish to grow their own food.

#### **5.0 IMPLICATIONS**

- 5.1 Policy – None
- 5.2 Financial – None
- 5.3 Legal – Meeting our duty to produce a Food Growing Strategy, Allotment Waiting List and Rules and Regulations under Part 9 of the Community Empowerment (Scotland) Act 2015
- 5.4 HR – None
- 5.5 Fairer Scotland Duty – None
- 5.5.1 Equalities – None
- 5.5.2 Socio-Economic Duty – None
- 5.5.3 Islands Duty – None
- 5.6 Climate Change – None

5.7 Risk - Failure to report the Allotments Waiting List Register means we do not fulfil our duties placed on local authorities arising from Part 9 – Allotments of the Community Empowerment (Scotland) Act 2015.

5.8 Customer Service - None

**Executive Director with responsibility for Legal and Regulatory Support**

**August 2023**

For further information contact: Stuart McLean, Committee Manager

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Lochgoilhead Community Gardens



Image of Social space and sheds- the path is adjacent to the river.




View to the Curling pond and wetland area




Interpretation at the Curling pond



**Wetland area, bug hotel and bridge**

 This image cannot currently be displayed.

**Curling pond and buildings.**

 This image cannot currently be displayed.

**Growing spaces -Raised beds**





**Willow feature**



**Social space and raised beds**



**Interpretation and Beehives.**

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## Environment, Development and Infrastructure Committee Work Plan 2023/24

<b>This is an outline plan to facilitate forward planning of reports to the Environment, Development and Infrastructure Committee.</b>				
Date	Title	Service/Officer	Date Due	Comments
31 August 2023				
	Transformational Projects and Regeneration Team – Large Scale Project Update Report	Development and Economic Growth	8 August 2023	
	Latest Update on Staycation Proposals	Development and Economic Growth	8 August 2023	
	Latest Update on the Settlement Project Support Officer Actions	Development and Economic Growth	8 August 2023	
	National Islands Plan Review Consultation	Development and Economic Growth	8 August 2023	
	Argyll and Bute Officer Response to the Scottish Government's Visitor Levy (Scotland) Bill consultation	Development and Economic Growth	8 August 2023	
	Provision of Floral Displays	Roads and Infrastructure Services	8 August 2023	
	Street Lighting Column Replacement	Roads and Infrastructure Services	8 August 2023	
	Footway Reconstruction Programme 2023/24	Roads and Infrastructure Services	8 August 2023	
	Play Park Funding – Update Report No.2	Roads and Infrastructure Services	8 August 2023	
	Update on Budget Investments	Roads and Infrastructure Services	8 August 2023	
	Waste – Persistent Organic Pollutants (POPs)	Roads and Infrastructure Services	8 August 2023	
	Winter Service Policy 2023/24	Roads and Infrastructure Services	8 August 2023	

## Environment, Development and Infrastructure Committee Work Plan 2023/24

	Rest and Be Thankful Update	Roads and Infrastructure Services	8 August 2023	Requested at 02.03.2023 meeting
	Waste PPP Update	Roads and Infrastructure Services	8 August 2023	
	Community Empowerment (Scotland) Act 2015 - Allotments Waiting List Register	Legal and Regulatory Support	8 August 2023	
30 November 2023				
	Annual Status and Options Report (ASOR)	Roads and Infrastructure Services	7 November 2023	
	EVC Update	Roads and Infrastructure Services		
	Car Parking Review	Roads and Infrastructure Services		Moved from August
	Fleet Vehicle Replacement	Roads and Infrastructure Services		Moved from August
	Housing Emergency Update	Development and Economic Growth		
	Route Optimisation	Road and Infrastructure Services		Commitment from June 2023
	Annual Cemetery Asset Report	Road and Infrastructure Services		
	Digital Update	Development and Economic Growth		
29 February 2024				
	Roads Reconstruction Capital Programme	Roads and Infrastructure Services		
30 May 2024				
	Roads Capital Programme Member Engagement	Roads and Infrastructure Services	7 May 2024	

## Environment, Development and Infrastructure Committee Work Plan 2023/24

	Route Optimisation	Roads and Infrastructure Services		
<b>Future Items</b>				
	Shared Prosperity Fund	Development and Economic Growth		

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