

Public Document Pack

Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

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14 March 2024

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, 21 MARCH 2024** 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 30 November 2023
4. **CEMETERY ASSET - UPDATE REPORT OUTLINING PROCEDURES IN PLACE TO PROTECT REMAINING LAIR SPACE IN CEMETERIES** (Pages 9 - 18)
Report by Executive Director with responsibility for Roads and Infrastructure Services
5. **WASTE UPDATE** (Pages 19 - 24)
Report by Executive Director with responsibility for Roads and Infrastructure Services
6. **ELECTRIC VEHICLE CHARGING STRATEGY UPDATE** (Pages 25 - 36)
Report by Executive Director with responsibility for Roads and Infrastructure Services
7. **ANNUAL STATUS AND OPTIONS REPORT 2024** (Pages 37 - 70)
Report by Executive Director with responsibility for Roads and Infrastructure Services
8. **TRANSPORT (SCOTLAND) ACT 2019 - PAVEMENT, DOUBLE & DROPPED KERB PARKING STANDARDS** (Pages 71 - 76)
Report by Executive Director with responsibility for Roads and Infrastructure Services
9. **SECOND DOMESTIC BIN REVIEW 2024** (Pages 77 - 88)
Report by Executive Director with responsibility for Roads and Infrastructure Services

- 10. LOCAL BRIDGE MAINTENANCE FUND** (Pages 89 - 96)
Report by Executive Director with responsibility for Roads and Infrastructure Services
- 11. ROUTE OPTIMISATION UPDATE** (Pages 97 - 102)
Report by Executive Director with responsibility for Roads and Infrastructure Services
- 12. ROADS CAPITAL RECONSTRUCTION PROGRAMME 2024/25** (Pages 103 - 112)
Report by Executive Director with responsibility for Roads and Infrastructure Services
- 13. FILM IN ARGYLL - SCREEN INDUSTRIES UPDATE REPORT** (Pages 113 - 118)
Report by Executive Director with responsibility for Development and Economic Growth
- 14. TRANSFORMATIONAL PROJECTS AND REGENERATION TEAM - LARGE SCALE PROJECT UPDATE REPORT** (Pages 119 - 134)
Report by Executive Director with responsibility for Development and Economic Growth
- 15. ARGYLL AND BUTE COUNCIL'S ECONOMIC STRATEGY REFRESH: 2024-2034** (Pages 135 - 158)
Report by Executive Director with responsibility for Development and Economic Growth
- 16. ARGYLL AND BUTE HOUSING EMERGENCY - PROGRESS REPORT** (Pages 159 - 210)
Report by Executive Director with responsibility for Development and Economic Growth

REPORTS FOR NOTING

- 17. ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORKPLAN** (Pages 211 - 212)

Environment, Development and Infrastructure Committee

Councillor Graham Hardie	Councillor John Armour
Councillor Jan Brown	Councillor Garret Corner
Councillor Robin Currie (Chair)	Councillor Mark Irvine
Councillor Andrew Kain (Vice-Chair)	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 ON A HYBRID BASIS IN THE COUNCIL CHAMBER, KILMORY,
LOCHGILPHEAD AND BY MICROSOFT TEAMS
on THURSDAY, 30 NOVEMBER 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 Graham Hardie	Councillor Gary Mulvaney
Councillor Andrew Kain	Councillor William Sinclair
Councillor Jim Lynch	Councillor Andrew Vennard
Councillor Tommy MacPherson	Councillor Peter Wallace

Also Present: Councillor Paul Kennedy

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

The Chair welcomed Councillor Graham Hardie to his first meeting of the Committee following his appointment at the Council meeting on 23 November 2023.

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Mark Irvine.

2. DECLARATIONS OF INTEREST

In relation to item 6 of the agenda (Helensburgh Wooden Pier - Update) Councillor Ian MacQuire noted a connection due to his membership on the Helensburgh Seafront Development Trust (HSDT), he advised that as the Group was currently dissolving he would remain in the meeting during the consideration of this item of Business.

3. MINUTES

The Minutes of the meeting of the Environment, Development and Infrastructure Committee held on 31 August 2023 were approved as a correct record.

4. LATEST UPDATE ON THE SETTLEMENT PROJECT SUPPORT OFFICER ACTIONS

The Committee gave consideration to a report providing an update on the progress of the Settlement Project Support Officer actions that had been approved by the Committee at their meeting on 31 August 2023.

Decision

The Environment, Development and Infrastructure Committee noted –

1. the progress on the actions agreed by the Environment, Development and Infrastructure Committee on 31 August 2023; and
2. that a further update would be provided on the work of the Settlement Project Support Officer at the next Environment, Development and Infrastructure Committee.

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

Councillor Luna Martin joined the meeting during the consideration of the following item of Business.

5. ARGYLL AND BUTE HOUSING EMERGENCY

(a) Progress Report

The Committee gave consideration to a report providing an update on progress towards intentions agreed by the Committee in June 2023 in response to the Housing Emergency in Argyll and Bute.

Decision

The Environment, Development and Infrastructure Committee noted the activity and progress that was ongoing in pursuing the intentions agreed by the Committee in June 2023 which sought to address the Housing Emergency.

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

(b) Project Officer Resource

The Committee gave consideration to a report proposing the allocation of a Project Officer to accelerate the progress of the interventions agreed by the Committee in June 2023 to address the Housing Emergency in Argyll and Bute.

Decision

The Environment, Development and Infrastructure Committee agreed to recommend to the Policy and Resources Committee that the Council recruit a Project Officer to assist in accelerating the work to address the Housing Emergency, with funding for the post being drawn from the Council's Priorities Investment Fund.

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

6. HELENSBURGH WOODEN PIER - UPDATE

The Committee gave consideration to a report providing an update following the decision to remove Helensburgh Wooden Pier from the project options within the Rural Growth Deal Tourism and Place Programme.

Decision

The Environment, Development and Infrastructure Committee –

1. accepted the Consultants findings, particularly that a berthing facility at Helensburgh Pier could not be operated on a revenue neutral basis, particularly where long-term capital replacement costs were accounted for, and that officers would no longer devote resources to pursuing a Council funded berthing facility; and
2. agreed that the Head of Development and Economic Growth would engage with Helensburgh Community Council and any other appropriate community group(s) who may express a wish to pursue options, including a potential asset transfer of Helensburgh Wooden Pier.

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

Councillor Andrew Vennard joined the meeting during the consideration of the following item of Business.

7. WASTE UPDATE

The Committee gave consideration to a report providing an update on a number of waste related matters including meetings with the Scottish Environment Protection agency (SEPA) on 4 October 2023, and with Scottish Government officials on 6 October 2023 in respect of the Waste PPP contract.

Decision

The Environment, Development and Infrastructure Committee noted –

1. the update regarding meetings held with SEPA on the Waste PPP contract;
2. that officers would conclude conversations which were ongoing regarding the derogation and would bring a further report to the next meeting of the Committee for a decision on the way forward for the Council;
3. the update regarding Persistent Organic Pollutants and noted the date of implementation of compliance with SEPA mandatory guidance as 1 November 2023;
4. the bid to the Recycling Infrastructure Fund and officers' achievement in successfully securing funding for improvements;
5. the officer support offered by Zero Waste Scotland; and
6. the detail provided in the report regarding the Circular Economy Bill.

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

8. CEMETERY ASSET - ANNUAL REPORT

The Committee gave consideration to a report providing an annual update on the current Argyll and Bute “active” cemetery estate – number of lairs for sale and operational timescales within the Cemetery Development programme.

Decision

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

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

9. PLAY PARK FUNDING - UPDATE REPORT NO 3

The Scottish Government had allocated £938k for Play Park Funding to Argyll and Bute Council for investment in play park equipment through to 2025/26. The Committee gave consideration to a report providing an update on the engagement process covering local Elected Members, Community Councils, Education and disability forums.

Decision

The Environment, Development and Infrastructure Committee –

1. endorsed the Area Committee priorities for each play park in their area and the allocation of funding as per paragraph 1.6 of the submitted report;
2. noted the updates regarding the Tarbet Play park and the partnership approach to Port Ellen play park in Islay; and
3. noted the updated timelines.

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

10. OCTOBER 2023 WEATHER EVENT - UPDATE

The Committee gave consideration to a report summarising the rain event that caused significant travel disruption and damage during the weekend of 7 October 2023. The report also summarised the extent of works that had been carried out to repair the damage and considered what the next steps should be in relation to investment to enable climate change adaptations to be made.

Decision

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

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

11. 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 November 2023, submitted)

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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE
SERVICES****21 MARCH 2024**

**CEMETERY ASSET – UPDATE REPORT OUTLINING PROCEDURES IN PLACE
TO PROTECT REMAINING LAIR SPACE IN CEMETERIES**

1.0 EXECUTIVE SUMMARY

- 1.1 Argyll and Bute Council has a total of 131 Cemetery Locations with 68 cemeteries considered as “closed”, where all available land for burial lairs has been allocated. Re-opening of lairs for burials and ashes interments are however still possible. The remaining 63 “active” cemeteries are those where land is still available for the purchase of the right of burial, and a lair space can be allocated to the applicant.
- 1.2 This report advises of the current procedures in place to further protect our cemeteries in more rural and island locations which are difficult to extend or purchase new land and should be read in conjunction with the annual report submitted in November 2023 to the Environment, Development and Infrastructure (EDI) Committee (see below link).
- [EDI Nov 2023 \(See Agenda Item 8\)](#)
- 1.3 There are currently 9,506 lairs available for sale throughout the cemetery inventory, sufficient to sustain the burial service overall, for the next 30 years. However, the number of lairs available varies from over 1,000 in larger cemeteries to 10 or less depending on the location. These figures are used to prioritise the cemetery development programme of existing extensions or new sites.
- 1.4 The report also provides, in Appendix 1, a list of Cemeteries where measures have been introduced to allow no pre-sale of lairs, local burials only, in 20 locations across Argyll and Bute.

RECOMMENDATION

The Environment, Development and Infrastructure Committee are asked to consider this report and agree that listed measures in Appendix 1 be endorsed to further protect the sale of lairs in cemeteries which have a rural/island location, as well as having limited scope for extension and or a new site locally to build on.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

ROAD AND INFRASTRUCTURE
SERVICES

21 MARCH 2024

**CEMETERY ASSET – UPDATE REPORT OUTLINING PROCEDURES IN PLACE
TO PROTECT REMAINING LAIR SPACE IN CEMETERIES**

2.0 INTRODUCTION

- 2.1 This report outlines the approach to protect the sale of lairs on some islands, in more rural areas and locations where officers are finding it difficult to extend the cemetery site or purchase new land.
- 2.2 Argyll and Bute Council, along with other Local Authorities across Scotland, are experiencing budget cuts and reduced resources as well as increasing pressure on burial land within its area. The Council is responsible for managing and maintaining burial grounds within the Council area. There are 131 cemeteries ranging from small churchyard cemeteries to large ‘municipal’ cemeteries.
- 2.3 At the March 2023 EDI Committee a Cemetery Rule change was agreed:-
- ‘Remaining lair space in any operational cemetery will be considered critical, when the current rate of unrestricted lair sales indicates less than 10 years until all lairs are sold. In such cases sale of lairs will be restricted to “at point of requirement” for a first interment. There will be no resumption of “pre-purchase” of lairs, until such time, as additional lair space has been developed and made available.’
- 2.4 Further to this, there have been historical local agreements agreed at Area Committee level. These further restricted the sale of lairs to local residents or Parish members only. An example of this is Luss Church Yard Cemetery which is very popular and had many requests for the purchase of lairs from non-residents of Argyll and Bute, and which would have a detrimental effect on local residents looking to be buried there. In the absence of the further restrictions on lair sales, it is very likely that the lair availability in Luss would have reached or nearly reached capacity.
- 2.5 Officers have monitored this over the last 10 months and note that whilst the stop on the pre-sale of lairs has been helpful in allowing time to look at extending cemeteries or purchasing land, there is a further issue in that islands and some very localised cemeteries have limited availability. To further support the EDI Cemetery Rule change from March 2023, officers recommend that where there are issues with land acquisition or extension in island and outlying cemeteries with

limited choice for burials nearby, that the local arrangements are sanctioned on top of the stop on pre-sale of lairs to include sale for local residents/islanders only.

3.0 RECOMMENDATION

3.1 The Environment, Development and Infrastructure Committee are asked to consider this report and agree that listed measures in Appendix 1 be endorsed to further protect the sale of lairs in cemeteries which have a rural/island location, as well as having limited scope for extension and or a new site locally to build on.

4.0 DETAIL

4.1 There are many requirements which need to be considered when creating a new cemetery, these include but are not limited to:-

- 1m clear, below lair depth, to rock or water table (approx. 2.6m below surface);
- At least 50m from any open body of water or watercourse;
- At least 250m from any well, borehole or intake for drinking water;
- No coarse sand or gravel at lair depth.

4.2 Officers previously carried out a survey on cemeteries and lair availability in 2020 where it was clear from the responses that our communities wanted to be able to bury family locally. A recurring response theme was, that of families wanting to have somewhere to go to visit loved ones locally and be able to attend a funeral. This was particularly evident in the island responses where the community did not want buried on the mainland.

4.3 Out of the remaining 63 Cemeteries which are available for lair sales, a total of 20 have been identified as '**Special**' sites (see Appendix 1) where officers believe that the no pre-sale of lairs with less than 10 years availability is further supported by the 'Local Residents/Islanders' restriction on the sale of lairs. Effectively each of the sites has limited capacity for expansion or new site availability is limited or cost prohibitive.

4.4 The construction of Tobermory (Beadoun) cemetery phase 2 was concluded in August 2023. This provided a further 210 lair spaces for the town and immediate area. This site cannot be expanded further due to land tenure and other constraints. Suitable land in the vicinity of the town is not readily available and consideration is being given to further cemetery provision in Tobermory. This is an example of a cemetery which has limited capacity, even after being extended, where it is necessary to maintain the restrictions on the pre-sale of lairs.

4.5 A pre-application enquiry to SEPA for a potential phase 3 extension to Lismore Cemetery concluded that this would not be supported due to groundwater requirements and private water supplies in the vicinity. Plans are now being developed to maximise the use of the existing burial ground, by excavating

shallow rock and re-filling with imported suitable material. Officers are working with Lismore Community Council on offers of locally won material from various landowners on the island. In parallel, discussions are in progress with the Church of Scotland Estates regarding wayleave access to the rear of the cemetery.

- 4.6 This would further support the survey responses which clearly identified that island residents did not want to be buried on the mainland and local residents wanted to be able to be buried near their family or near their home.

5.0 CONCLUSION

- 5.1 The cemetery estate has sufficient overall capacity for the next 30 years operation but locally, restrictions are in place to preserve remaining lair space. These restrictions however can better support our island communities and more rural communities if a 'Local Residents/Islanders' restriction on the sale of lairs was sanctioned to support this.

6.0 IMPLICATIONS

- 6.1 Policy – The Management Rules for Burials revised policy 2023, provides a process where lair sales can be restricted when cemeteries have less than 10 years remaining capacity the introduction of the local residents/Islanders restriction would enhance this. The historical local agreements further protect our rural sites and islands.
- 6.2 Financial – Cemetery extensions and new developments require additional Capital funding, to provide “ready to use” infrastructure to sustain the burial service at local levels.
- 6.3 Legal – The Council, as Burial Authority, is legally bound to provide at least one cemetery.
- 6.4 HR – None known
- 6.5 Fairer Scotland Duty: This would support our duty to provide a fair and equitable cemetery provision for local islands and rural areas.
- 6.5.1 Equalities - protected characteristics – None known
- 6.5.2 Socio-economic Duty – Provision of the burial service at local level sustains the business models of both the Council and private providers and reduces the overall cost to customers.
- 6.5.3 Islands – The programme of cemetery development locations, highlights the desire for the retention of a local burial service, this would support our duty to provide a fair and equitable cemetery provision for local islands and rural areas.

- 6.6 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. Future consideration should be given to a Council policy position on encouraging cremations over burials, given the land requirements and increasingly challenging prospects of being able to further develop cemeteries.
- 6.7 Risk – Land suitability, availability and development costs, may affect the viability of retaining a local burial service.
- 6.8 Customer Service – Cemetery development programme aims to provide and maintain the burial service at local level where ever practicable.
- 6.9 Rights of the Child (UNCRC) – None arising from this report.

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

Policy Lead for Climate Change and Environment, Councillor Ross Moreland

March 2024

For further information contact:

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APPENDICES:

Appendix 1 – Restricted Sale of Lairds to Local (Parish) Residents

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ARGYLL AND BUTE COUNCIL - EDI – MARCH 2024

NO PRE-SALE OF LAIRS – LESS THAN 10 YEARS OPERATIONAL DURATION
AT AUG. 2023

HELENSBURGH AND LOMOND

LOCATION	REASON FOR NO PRE-SALE	MITIGATION MEASURES
Luss Church Yard and Cemetery	No Pre-sale of lairs due to restricted land available. Attractive location – tourist area	None immediately available - new location to be considered if local burial service to be retained. Sale of lairs restricted to Luss residents. No option to expand current site.
Faslane Cemetery	No pre-sale due to restricted land available within current boundary. No option to expand	Cemetery building removed and other areas converted - a further approx. 40nr lairs created Sale restricted to Faslane parish residents. No option to expand.
Barbour Cemetery	Less than 10 years available at current annual rate of sale.	None immediately available – Adjacent land unsuitable due to shallow rock depth. No option to expand.

BUTE AND COWAL

LOCATION	REASON FOR NO PRE-SALE	MITIGATION MEASURES
Kingarth cemetery South Bute	Less than 10 years available at current annual rate of sale.	Additional 30nr lairs created in current ground - adjacent extension being pursued. Initial contact with land owner ongoing at present.
Cnoc-an-raer Cemetery North Bute	Less than 10 years available at current annual rate of sale.	Section 2 to be expanded and developed within owned land. Ongoing planning work at present.
Kilmorich (Cairndow) Cemetery	Less than 10 years available at current annual rate of sale.	No adjacent land available – option for new extension in wooded ground – cost prohibitive. Officer is looking for alternative areas locally. Initial meeting with land owner in late Feb 2024 established trial excavations can be carried out in March 2024.
Strachur Cemetery	Less than 10 years available at current annual rate of sale.	Additional 15nr lairs by relocating access road. New site south of village being

		explored. Initial approval from land owner – Ground investigation works to prove suitability within SEPA regs.
Kilmun Cemetery	Less than 10 years available at current annual rate of sale.	Additional 10nr lairs by removing access road. No scope to expand further – Considering use of Sandbank Cemetery
Cowal (Sandbank) Cemetery	Less than 10 years available at current annual rate of sale.	Additional drainage and footpaths to develop 110nr lairs within current site. Adjacent land at Torlochan Site – Dept. responsibility transferred to RIS. Initial trial holes carried out in early 2023 - site to be developed after confirming SEPA regs.
Kilmodan (Glendaruel) Cemetery	Less than 10 years available at current annual rate of sale.	No scope to extend, new development unlikely - SEPA water course / Flood plain restrictions, affecting planning consent.
Lochgoilhead Cemetery	Less than 10 years available at current annual rate of sale.	No adjacent land available – option for new extension in wooded ground – cost prohibitive new site to be investigated in coming 2-5 years.

MID-ARGYLL, KINTYRE and ISLANDS

LOCATION	REASON FOR NO PRE-SALE	MITIGATION MEASURES
Kilkerran Cemetery (Campbeltown)	Less than 10 years available at current annual rate of sale.	Additional 100nr lairs in existing “6 th Section” by converting roads and footpaths. Scope for 120nr more in unused land within bounds of cemetery. Further expansion on adjacent farmland not possible due to SEPA regs. Restrictions on Planning Approval. Initial plan was a new site to be developed West of Campbeltown, however this site is no longer available. Alternative site to the north of Kilkerran awaiting confirmation of land ownership via MOD and agreement for sale of land in conjunction with local farmer..

Patchen Cemetery Kintyre	Less than 10 years available at current annual rate of sale	Additional extension in field – initial site investigation required to confirm SEPA compliance.
Bowmore Cemetery Islay	Less than 10 years available at current annual rate of sale	Additional extension in field – initial site investigation required to confirm SEPA compliance.

OBAN, LORN and the ISLES

LOCATION	REASON FOR NO PRE-SALE	MITIGATION MEASURES
Isle of Iona Cemetery	Sale restricted to Iona residents	New site required by 2035
Beadoun (Tobermory) Cemetery	No pre-sale restrictions in place in PH1 Construction approx. 2008, to remain in place in new 2023 PH2 extension to preserve Burial Service in town.	Approximately 210nr lairs available in new extension. Release to “open sale” likely to trigger “10 year rule” after first 12 months. No scope to expand further due to cost prohibitive construction and land tenure conditions on adjacent ground. Third site to be sought - limited suitable ground available.
Calgary Cemetery Mull	Sale restricted to local parish residents – at point of requirement – but in pairs due to depth	Shallow ground extension in process of being acquired. Lairs sold in pairs for single interments. Additional material source being investigated to allow upfill to multiple depth layers.
Pennygowan Cemetery , Mull	Less than 10 years available at current annual rate of sale	Adjacent land – unsuitable due to shallow rock - limited scope elsewhere for new site.
Isle of Lismore Cemetery	Sale restricted to local parish residents – at point of requirement	Rock at shallow depth in “half” the current cemetery, to be removed and up-filled to maintain burial service. Awaiting Church of Scotland approval for access through adjacent field, works programmed May/June 2024 which will allow approx. 40 years availability of lairs. SEPA reg restricting further expansion at this site Limited suitable land elsewhere.
Kilbrandon (Old)	Sale restricted to parish residents	Limited remaining space. “New” cemetery operating in parallel.

Achnaba Cemetery	Sale restricted to parish residents	Gifted Extension approx. 2009, no scope for further development.
Appin Cemetery	Sale restricted to parish residents Alternative site explored approx. 2015 but not taken to conclusion.	Extension constructed 2022 on remaining area of suitable ground. No scope for further extension.

ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE
SERVICES****21 MARCH 2024**

WASTE UPDATE

1.0 INTRODUCTION

- 1.1 Argyll and Bute Council currently has a 3 model waste disposal arrangement in place. This consists of Island landfill sites which the Council operate, a third party off taker for the refuse collected in Helensburgh and Lomond and a PPP contract for the remainder of the Council area which runs until September 2026.
- 1.2 At the November 2023 meeting of the Environment, Development and Infrastructure Committee, Members considered a report covering a number of work streams regarding recycling and waste disposal. This report provides an update regarding the Council's request to Scottish Government for a derogation for the Council's PPP contract and also informs Members that the existing third party off taker for the Helensburgh and Lomond area will cease to trade from 31 March 2024, meaning that new arrangements have to be put in place.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee:-
- i. Consider and note the update regarding meetings held with Scottish Government on the Waste PPP contract; and further note the update relating to the derogation and the drop date set with Scottish Government of the 5 April;
 - ii. Note that the third party off taker for Helensburgh and Lomond has given notice that they will cease trading on 31 March 2024;
 - iii. Note that a further update report will be made available to the Environment, Development and Infrastructure Committee in June.

3.0 DETAIL**3.1 Waste PPP**

- 3.1.1 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.

- 3.1.2 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.
- 3.1.3 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.
- 3.1.4 Argyll and Bute Council is the only Local Authority in Scotland 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.
- 3.1.5 A derogation, if granted, 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.
- 3.1.6 The Council Leader and officers have held various meetings with the Minister for Green Skills, Circular Economy and Biodiversity, Scottish Government officials following the formal request to Scottish Government for a derogation in December 2022. A further meeting took place between the First Minister, Council Leader and Chief Executive during Scottish Governments Travelling Cabinet visit to Inveraray in the Autumn of last year, officers have had a number of meeting with SEPA who regulate waste legislation in Scotland and numerous letters and emails have been exchanged. At the time of writing there is no derogation available to the Council.
- 3.1.7 Officers have informed Scottish Government officials that the drop dead date for a decision regarding the derogation is 5 April 2024. This date has been specified to enable necessary briefings to be carried out and a report to be prepared for Members consideration at the June 2024 Environment, Development and Infrastructure Committee. The Committee will be formally asked to approve an approach at its June meeting, if a derogation has not been granted, whereby the contract with Renewi is varied. This contract variation will involve Renewi converting the existing Mechanical Biological Treatment (MBT) plants to waste transfer stations in Oban, Lochgilphead and Dunoon. General waste will then be taken to third party off takers for Energy from Waste (EfW) feed stock rather than being processed with residual being landfilled. This approach will also future proof the Council's waste service in line with the BMW ban.
- 3.1.8 At a meeting between the Executive Director and Head of Service with officials from Scottish Government on 9 February 2024, Scottish Government officials

stated that subject to due diligence it would be more likely that some form of associated grant payment could be forthcoming rather than a derogation. At the time of writing this has not been confirmed by Scottish Government.

3.1.9 From the options appraisal carried out in 2022, the additional costs to the Council for the varying the contract with Renewi is c£1.5M. The options appraisal is being refreshed as part of a due diligence exercise. However, it is not expected that the additional costs of £1.5M will be far off the mark. In the representations to Scottish Government it has been made very clear that should the derogation not be forthcoming then the Council will seek the additional costs incurred through the contract.

3.2 Barr Environmental Limited (BEL)

3.2.1 BEL issued a notice to the Council on the 10 January 2024 informing the Council of their intent to withdraw from contracts on 31 March 2024. The contracts included the disposal of Persistent Organic Pollutants (POPs) and Wood from Helensburgh and Lomond, and residual waste from Helensburgh and Lomond, and Tiree.

3.2.2 Officers continue to engage with other providers and will have a replacement provider contracted by 1 April 2024.

4.0 CONCLUSION

4.1 In concluding this report, an update on various meetings held with Scottish Government officials relating to the Council's request for a time limited derogation for the Waste PPP area from 1 January 2026 - September 2026 for the BMW landfill ban which is due to be implemented from 1 January 2026. The Committee agreed, in December 2022, to pursue two options and officers continue to take these forward in tandem. Officers will pursue the derogation until the drop dead date of 5 April 2024, if a derogation is not granted or suitable communication from Scottish Government advising that a derogation is agreed, officers will engage with Renewi to ensure the conversion of the MBT plants to waste transfer stations takes place.

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. However, there remains 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 regarding 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 raised with Transport Scotland.
- 5.6 Climate Change – Transitioning from Landfill to Energy from Waste (EfW) would result in a reduction in the annual quantity of Greenhouse Gas Generated in Argyll and Bute. Additional road miles incurred taking waste to EfW markets will partly offset the carbon reductions achieved through not landfilling.
- 5.7 Risk – There are financial risks associated with no derogation. The costs are approx. £1.5m, a refresh of all Waste PPP costs will be undertaken.
- 5.8 Customer Service – None.
- 5.9 Rights of the Child – None arising from this report.

Executive Director with responsibility for Roads and Infrastructure: Kirsty Flanagan

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

February 2024

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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE****21 MARCH 2024**

ELECTRIC VEHICLE CHARGING STRATEGY UPDATE

1.0 EXECUTIVE SUMMARY

- 1.1 Argyll and Bute Council has increased its network of public Electric Vehicle Chargers (EVC) since the last time this was reported to Environment, Development and Infrastructure Committee (EDI) from 28 to 37 thanks mainly to an investment of nearly £400,000 through the HITRANS FASTER project. Since formally adopting the EVC expansion plan in December 2022 officers have engaged with Scottish Government through Transport Scotland with a view to accessing funds from the £30million Electric Vehicle Infrastructure Fund (EVIF) but unfortunately, at the time of writing this report, we have not yet had any funding allocation or formal feedback on our submission. It is understood that no Local Authorities have yet received funding from the new fund.
- 1.2 As EVC becomes increasingly popular, and as the ban on new internal combustion engine vehicles approaches, there is a clear need for a comprehensive roll out of charging points and arrangements to sustainably manage and maintain these.
- 1.3 This report provides an update under various headings:
- EVC expansion plans and the Scottish Government's Electric Vehicle Infrastructure Fund (EVIF)
 - Maintenance of the current network
 - Update on network expansion
- 1.4 Background information including previous committee reports is available on the Council website [here](#).
- 1.5 In December 2022 the EDI Committee considered a report on the EVC strategy and formally agreed the development methodology and expansion list following a public consultation and development of the expansion list through a Member Seminar. That reports with its various appendices is available [here](#) at agenda item 6.

1.6 It is recommend that the Environment, Development and Infrastructure Committee is asked to:

- Consider and note the ongoing work to develop and manage the EVC network.
- Agree that Officers should continue to engage with Transport Scotland on future funding options through the new Electric Vehicle Infrastructure Fund and that a specific Member Seminar will be arranged on EVC when there is clarity on how that fund will operate and be allocated.

2.0 RECOMMENDATIONS

2.1 The Committee is asked to:

- Consider and note the ongoing work to develop and manage the EVC network.
- Agree that Officers should continue to engage with Transport Scotland on future funding options through the new Electric Vehicle Infrastructure Fund and that a specific Member Seminar will be arranged on EVC when there is clarity on how that fund will operate and be allocated.

3.0 DETAIL

3.1 EVC expansion plans and national Electric Vehicle Infrastructure Fund (EVIF)

3.1.1 A detailed methodology was presented to the June 2021 meeting of this committee, then discussed at a Member Seminar in September 2021 which led to changes to the original proposed methodology. The original draft had sites to be prioritised large towns to small, whereas feedback from the seminar meant that we changed the prioritisation to focus on small villages/towns first on the basis that larger towns already have at least one charger. We had also originally proposed to cut off at settlements smaller than 1,000 population but following feedback we included villages with a smaller resident population than that but acknowledging that tourist traffic is significant. An updated draft list and methodology was then presented to the December 2021 meeting.

3.1.2 The agreed draft development methodology and site list went out to public consultation to ensure that communities had the opportunity to be involved in the process of deciding where future public EVCs installations should be across the Council area, and how that network should be developed and prioritised.

3.1.3 We received 254 responses from across Argyll and Bute; and as well as giving views on specific questions, respondents also provided more than 500 comments. The full consultation findings report is appended to the last report to EDI at Appendix 3 and an overview of themes from the consultation is at Appendix 4 of that same agenda item. These can be accessed [here](#).

- 3.1.4 The list is based on theoretical locations based on feedback and knowledge to date. It is anticipated that as the list is worked through there could be infrastructure limitations due to limited grid capacity across many locations in Argyll and Bute or technical considerations which may prevent development at a specific site. Although the development methodology provides for different priority bands, until such time as there is clarity on the possible future funding options it is not possible to develop a method to determine how that funding should be allocated to sites within the priority bands e.g. how sites are prioritised within the priority bands against available funding. As and when there is clarity on external funding a further report will come forward for Members to agree funding allocations.
- 3.1.5 The Environment, Development and Infrastructure Committee at its meeting in December 2022 agreed the following –
1. *agreed the development and prioritisation methodology at Appendix 1 to the submitted report, and the 55 site electric vehicle charging expansion list at Appendix 2 of the submitted report, noting that the expansion plan was supported by three-quarters of respondents to the electric vehicle charging public consultation; and*
 2. *noted that Officers would continue to engage with Transport Scotland on future funding options through the new Electric Vehicle Infrastructure Fund and that a specific Member Seminar would be arranged on electric vehicle charging when there was clarity on how that fund would operate.*
- 3.1.6 Since then Officers have been engaging with Transport Scotland through the Scottish Futures Trust to understand more about how the national fund will operate and how we might access it. The Scottish Government's vision for EVC expects that £60million of investment will be made in EVC, with that investment to be 50% publicly funded by Scottish Government, with the other 50% coming from private finance.
- 3.1.7 It is not clear how the private element will work – it is recognised that Local Authorities should have flexibility to develop a long term delivery model for their area which takes into account their own circumstances and each Local Authority's level of appetite for future involvement in the delivery and management of an EVC network. In an Argyll and Bute context, what is clear is that there is limited commercial appetite for large scale EVC development. While we have had the odd ad hoc approach from private companies these have tended to be somewhat niche and site specific e.g. a possible pilot venture to convert streetlights to EVC which did not develop beyond early discussions; and discussions with a private provider who is seeking to install EV infrastructure in a specific location in order to support a specific service provision, electric buses from Oban to Edinburgh. On the face of it, it seems likely that if there were genuine commercial opportunities of scale available within our area we would have been contact by potential providers/private sector partners. There are also instances of private supermarkets providing EVC for their customers in their own car parks, which is of course welcomed but does not, by its very nature, align with any overarching public transport development strategy.

- 3.1.8 Our experience of private interest is similar to that of other rural Local Authorities we are in discussion with through professional networks. In many parts of Argyll and Bute the infrastructure costs will be high to connect to the grid and/or to upgrade capacity. It is therefore likely that any vision which includes an equitable level of provision to ensure that no communities are disadvantaged/face barriers to EVC access is likely to fall on the public sector.
- 3.1.9 We have received informal feedback from Scottish Future Trust in the summer of 2023 that they would like us to provide a greater amount of evidence to show market failure in Argyll and Bute. With this in mind we have joined a procurement exercise called a PIN, which stands for Prior Information Notice, with various Councils across the Northern Roads Collaborative area. We are currently awaiting feedback from that exercise.
- 3.1.10 Our EVIF submission was considered by the EVIF Advisory Panel which comprises representatives from Transport Scotland, Scottish Future Trust and the Energy Savings Trust, in October 2023. We have not as yet had any formal feedback from that meeting although in dialogue with Transport Scotland in early January they advised that we should receive this shortly. A feedback letter was received in mid-February. This letter outlined a completely new formal application process which we will now work through, along with some generally positive informal feedback on the information we submitted previously.
- 3.1.11 It is unfortunate that we do not yet have clarity on what funding allocation we will receive from EVIF as the Council is not in a position to make any long-term decisions on the delivery of EVC in Argyll and Bute without more information on the amount of funding we will receive. The latest feedback highlighting a structured application process with guidance notes is, however; to be welcomed. The recommendation from the December 2022 EDI report regarding a future Member Seminar once there is clarity on the position is also recommended in this report as, unfortunately, the position remains largely the same as it was then.
- 3.1.12 Officers will urgently look to complete the new EVIF application and will continue to liaise with Transport Scotland and the Scottish Futures Trust, and will also continue to explore any private finance options that may be available to us. It is not possible to say with any certainty what our EVIF allocation might be – it would be prudent at this stage to begin to consider what the Council may wish to do if the allocation is less than we might require to deliver our expansion plan. If that is the case there would be a number of options to consider:

Option	Comments
Revise/reduce the scope of the plan	It would be sensible to revisit the strategy when there is clarity on funding, however; reducing its scope would not be consistent with the agenda to decarbonise transport due to the climate emergency. Across all public infrastructure we need significantly more and better EV

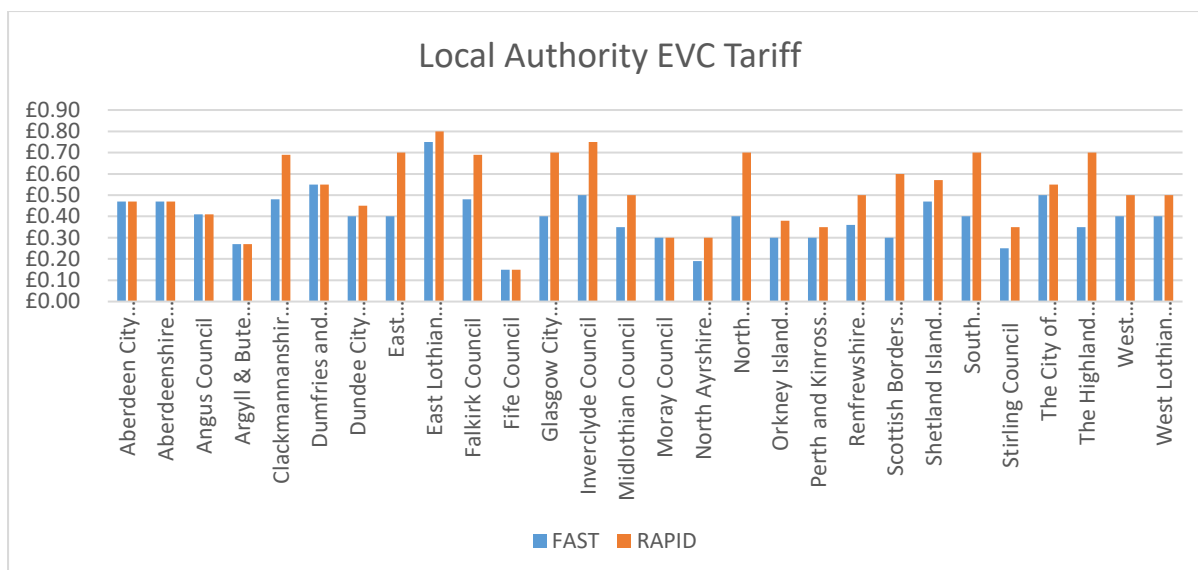
	chargers to support the changeover to electric vehicles
Council investment in EVC to make up any shortfall	A business case can be developed to look at if or how this could be self-financing across the whole asset group, with some busier assets likely to generate a surplus to cross-subsidise assets which are required in more rural areas to provide equitable provision but which by their nature are likely to operate at a loss This option would likely need to be accompanied with a significant increase in EVC fees for users
Explore externalising the network to a private provider	There has been limited private interest so far, but this is something we can further explore, although Officers have concerns that such a model would not provide an equitable provision. We could explore externalising some sites and retaining others but this would lead to a mixed model which could have the effect of having a two tiered system of access to EVCs with different fees in place.

3.2 Maintenance of the Network/Fault Issues

- 3.2.1 Fault reporting is simple for the EVC user; it can be done via the Charge Place Scotland (CPS) phone number which is on all units or their online form. Once received it is assigned a ticket number and various back office troubleshooting is undertaken to try and bring the unit back into use remotely. If this communication fails an engineer is scheduled with a Service Level Agreement (SLA) of 48hrs, unfortunately the SLA is rarely met due to a combination of staff over commitments and our geography. This is not uncommon across all Local Authorities. We are finding that providers price based on the 48hrs service standard but submit a lower price for a 72hrs standard. Given that the 48hrs is rarely met we are likely to alter our maintenance contracts in the future to a more realistic timeline which will also provide best value. If the fault can be fixed within the warranty agreement this is carried out and if not a quote for the work is provided directly to the Council for approval and authorisation. Once the fault is rectified the back office system is updated. Overall we are seeing improvements thanks to our approach which provides for continuity between the day to day and the long term strategy development
- 3.2.2 We have been proactive with the management and maintenance of fault and issues through the Project Officer post which also works on strategy development as well as supporting other key projects like Route Optimisation. We are monitoring faults and adding service disruptions to the Council's website, liaising

closely with providers to stay up to date on faults that run longer than the SLA and have recently brought a number of chargers under a single maintenance contract.

- 3.2.3 Due to the nature of funding awards in the past, piecemeal, year on year amounts, and in the absence of a strategy pre 2021, the network has a mixture of maintenance arrangements. Transport Scotland have previously provided funding to extend existing warranty packages, and prior to the strategy being in place this is what was done. The warranty and maintenance packages have proven not to be entirely reliable, with part replacement falling out with the standard contract Terms and Conditions, and costs falling on the Council to bear, with these costs being managed through the existing budget/fee recovery model. In effect the warranty and maintenance contracts cover what is internal to the units but not the items which are external. This year our non-contract spending on EVC maintenance has been c.£9k. As warranty and maintenance packages have ended we have looked to bring as many assets as possible under a single umbrella contract. We have been limited with some of the assets as the units previously installed could only be maintained by a single company. Over the course of 2023 we have successfully brought 13 chargers into a single robust all-encompassing maintenance contract with clear Key Performance Indicators.
- 3.2.4 Across Scotland Local Authorities are experiencing external funding for maintenance dry up with the cost burden falling to Local Authorities. With this in mind we have been planning for the long-term in how to make our network sustainable, which is why we recommended a fee increase for financial year 24/25. Previously our fee structure covered electricity costs to the Council and a small element to cover the non-contract spend mentioned above, whereas going forward our fee structure will need to cover asset management costs in addition to the other costs of the network.
- 3.2.5 The Council's approach to date has largely been to utilise external money coming through the Scottish Government, HiTrans etc. It is assumed that Members would wish to continue with this approach although it may be that Members would consider investing limited Council resources directly into the provision of additional charging points.
- 3.2.6 The current charge per kWh is £0.29. As part of the Budget process in February, this charge proposed to increase to increase to £0.45 per hour from April. This increase covers increased electricity charges from utility companies, ongoing maintenance and is designed to provide a small surplus which can be reinvested into replacement of charging units. This moves our charges more towards a market rate although is still some way short of supermarkets in Argyll and Bute, for example, who charge 79p per kWh in some cases. Below is a table showing the 2023/24 EVC tariffs across Local Authorities. .



3.3 Update on Network Expansion

3.3.1 The full, live expansion list is available at Appendix 1 of this report, with changes colour coded. A summary of the work to expand the network is provided in the table below, which is in addition to the significant work to develop better day to day management arrangements for the existing network. The team continue to liaise with government agencies and other Local Authorities, and represent the Council on national groups, to ensure they are at the forefront of developments in what is a fast growing industry. Significant work is also being undertaken with colleagues in Procurement to let various contracts and look at developments, liaise with framework suppliers and installers etc. Ultimately we will look to have a single contract for installs once the position on EVIF is clear, which will drive consistency across the network.

Item	Funding	Comments
HITRANS FASTER project	c. £400,000	<p>This has delivered 8 rapid chargers at the following locations:</p> <ul style="list-style-type: none"> • Two at Dunoon Coal Pier; • Two at Rothesay Pier, Isle of Bute; • One at Tarbert Harbour; • One at Ledaig Car Park, Tobermory, Mull; and • Two at Corran Halls Public Car Park, Oban

Council business chargers	£157,000 from Switched on Fleets	<p>Successful installs at Jackson's Quarry depot, Oban, and an additional unit at Helensburgh Civic Centre</p> <p>Out to tender for installs at the Hub Offices at Union Street, Rothesay and Kintyre House, Campbeltown to support the office rationalisation project.</p> <p>These chargers have the effect of increasing the public network as it means there are specific chargers for Council business use which relieves pressure on the public network. We have also been working with NHS and other public partners about use of each other's chargers with a view to developing a wider partnership approach to fleet decarbonisation.</p>
Tarbert	£45,000 from SSEN	Funding has now been secured for this and is in the Council's accounts. We are currently out to tender for this as part of the same exercise for the above office installations.
Tighnabruaich	£63,000 from Transport Scotland	This scheme was delivered in 2022/23

4.0 CONCLUSION

- 4.1 A significant amount of work is ongoing to develop a network which will support decarbonisation and lead to cleaner, greener transport. How the strategy develops from this point will largely depend on clarity on future funding and will need to be the subject of future discussions, report and decisions.

5.0 IMPLICATIONS

- 5.1 Policy – EVC strategy expansion plan and development methodology has been formally agreed in December 2022. It may be the case that this needs to be revisited depending on the outcome of the EVIF application.
- 5.2 Financial – cost recovery model is covering electricity costs and have been recommended for adjustment to cover asset management costs which were previously externally funded; capital costs currently 100% externally funded.
- 5.3 Legal – None.
- 5.4 HR – None.
- 5.5 Fairer Scotland Duty:
 - 5.5.1 Equalities - protected characteristics – None.
 - 5.5.2 Socio-economic Duty – None.
 - 5.5.3 Islands – Gaps in the network are prioritised through the public programme.
- 5.6 Climate Change – Implications for climate change through EVC strategy are very positive. Expanding our public network will encourage people to transition to electric vehicles, reducing CO2 emissions and moving towards a cleaner, greener transport system.
- 5.7 Risk – In terms of future options, there may be risks associated to a commercial model.
- 5.8 Customer Service – Work to ensure a better maintenance and warranty contract is increasing network reliability and providing a better service for our customers.
- 5.9 The Rights of the Child (UNCRC) – None arising from this report.

Kirsty Flanagan, Executive Director with responsibility for Roads and Infrastructure

Policy Lead for Roads and Transport, Councillor Andrew Kain

February 2024

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APPENDICES

Appendix 1 – updated EVC expansion list

Key		Chargers beyond economic life
		Sites expected to be delivered in 2024
		Sites delivered since last update December 2022
		Chargers beyond economic life and replaced as part of FASTER Project

AREA	TOWN/VILLAGE	EXISTING	LOCATION	COUNCIL OWNED	PROPOSED	THEME	PRIORITY	COMMENTS	
BUTE & COWAL	STRACHUR		MEMORIAL HALL	Y	1 x RAPID	1	1	This would provide for a network gap between Dunoon and Inveraray/Arrochar. This is a third party owned site - we have had positive initial discussions with the owners	
	ROTHESAY		GUILDFORD SQUARE	Y	1 x RAPID	1	1	Rapid charging provision has now been provided via the FASTER project noted below. It may be the case that, with the 2x RAPIDs provided at Rothesay Harbour, the Guildford Square site needn't be as high a priority.	
			GUILDFORD SQUARE	Y	1 x FAST	2	2	Population of 2,000 to 5,000 - 25% off-street car parks	
		1 x SLOW	GUILDFORD SQUARE	Y				This charger has reached the end of its economical life and we are seeking to decommission it and, in time, when funding becomes available, replace it with a FAST or RAPID charger	
			CHAPELHILL ROAD CAR PARK	Y	1 x FAST	2	2	Population of 2,000 to 5,000 - 25% off-street car parks	
		2 x RAPID	ROTHESAY HARBOUR	Y		1	2	Delivered 2x RAPID chargers as part of HITRANS FASTER project 2023. This provides additional capacity over and above what was planned, in agreement with HITRANS in order to access and maximise funding. Also bolsters the provision given the issues with the Guildford Square charger noted above.	
		ROTHESAY HARBOUR	Y		1 x FAST or SLOW [TBC]	2	2	Different type of charger at this site to provide for those ferry passengers who would leave their car.	
	TIGHNABRUAICH	1x RAPID AND 1x FAST	ROCKBANK	Y		1	2	Previously committed to via 2019/20 TS LAIP funding, now delivered	
	INNELLAN		SANDY BEACH	Y	1 x FAST	2	1	Population 1,000 to 2,000 - one car park.	
	PORT BANNATYNE		ON-STREET PARKING BAY [EXACT DETAILS TBC]	Y	1 x FAST	2	1	On the basis that there is no off-street car park proposed on street to meet network gap	
	DUNOON	1 x FAST AND 1 x RAPID		COAL PIER ALEXANDRA PARADE	Y				
				HANOVER STREET CAR PARK	Y	1 x FAST	2	3	Population 5,000 to 10,000 - 50% off street car parks
				KIRK STREET CAR PARK	Y	1 x FAST	2	3	Population 5,000 to 10,000 - 50% off street car parks
				ARGYLL STRET CAR PARK	Y	1 x FAST	2	3	Population 5,000 to 10,000 - 50% off street car parks
			GLENMORAG CAR PARK	Y	1 x FAST	2	3	Population 5,000 to 10,000 - 50% off street car parks	
			JANE VILLA CAR PARK	Y	1 x FAST	2	3	Population 5,000 to 10,000 - 50% off street car parks	
SANDBANK			MOIR STREET CAR PARK	Y	1 x FAST	2	3	Population 5,000 to 10,000 - 50% off street car parks	
			TSC CAR PARK	Y	1 x FAST	2	1	Population 1,000 to 2,000 - one car park. It should be noted here that there is another car park owned by a local community group which may provide for a better location [Ardnadam]	
LOCHGOILHEAD		SHORE ROAD CAR PARK	Y	1 x FAST	2	1	Population fewer than 1,000 but known tourist hotspot		
HELENSBURGH & LOMOND	CARDROSS		MAIN STREET CAR PARK	Y	1 x FAST	2	2	Population of 2,000 to 5,000 - 25% off-street car parks [or at least one]	
	ARROCHAR	1 x RAPID	LOCH LONG CAR PARK	N				This car park has reverted to Luss Estates and we are currently engaging with framework suppliers to understand the potential costs of providing a new charger in Glen Loin 2 which the Council now owns. Currently, access to the Luss Estates car park is at a cost which makes access to the charger a cost, unlike the rest of our network. The charger itself is coming to the end of its economical life so the most prudent course of action would be to install a completely new one in Glen Loin 2.	
	KILCREGGAN		SHORE ROAD CAR PARK	Y	1 x FAST	2	1	Population 1,000 to 2,000 - one car park.	
	GARELOCHHEAD		COMMUNITY CENTRE	Y	1 x FAST	2	2	Population of 2,000 to 5,000 - 25% off-street car parks [or at least one]. Divergence from the 'higher to lower' original criteria of car parks on the basis of local geography.	
	ROSNEATH		FERRY ROAD CAR PARK	Y	1 x RAPID	1	2	Filling a network gap c. 30min drive from Helensburgh	
			FERRY ROAD CAR PARK	Y	1 x FAST	2	1	Population 1,000 to 2,000 - one car park.	
	HELENSBURGH	2 x FAST AND 3 x RAPID		WEST CLYDE STREET	Y				These have been moved within the site as part of the Waterfront project.
				SINCLAIR STREET CAR PARK	Y	1 x FAST	2	4	Population greater than 10,000 - all off street car parks
				MAITLAND STREET CAR PARK	Y	1 x FAST	2	4	Population greater than 10,000 - all off street car parks
				KIDSTON PARK CAR PARK	Y	1 x FAST	2	4	Population greater than 10,000 - all off street car parks
LUSS			GRANT STREET PARK AND RIDE	Y	1 x FAST or SLOW [TBC]	2	1	Rail park and ride	
			OLD TOLL HOUSE CAR PARK	Y	1x FAST	2	1	Population less than 1,000 but known tourist hotspot	
MID-ARGYLL, KINTYRE AND THE ISLANDS	TAYINLOAN		PIER, FERRY ROAD	Y	1 x RAPID	1	1	To address a rapid charging network gap between Campbeltown and Lochgilphead [on the public road network for drivers]	
			TAYINLOAN FERRY FERMINAL	Y	1 x RAPID	1	1	Rapid charger to be provided for cars in the ferry queue as opposed to parked up.	
			TAYINLOAN FERRY FERMINAL	Y	1 x FAST or SLOW [TBC]	2	1	Second charger at this site to provide for those ferry passengers who wouldleave their car.	
	GIGHA		FERRY TERMINAL	Y	1 x RAPID	1	2	Rapid charger to be provided for cars in the ferry queue as opposed to parked up. As part of ongoing works under the Marine Asset Management Plan we are looking at options for electricity upgrades for harbour infrastructure which would include capacity for EVC	
			FERRY TERMINAL	Y	1 x FAST	2	2	Second charger at this site to provide for those ferry passengers who wouldleave their car.	
	CARRADALE		SHORE ROAD CAR PARK	Y	1 x RAPID	1	2	To address a network gap in East Kintyre	
	TARBERT		CAMPBELTOWN ROAD CAR PARK	Y	1 x RAPID	1	1	To address an existing rapid charging network gap between Campbeltown and Lochgilphead. We have benefitted from 45k of funding from SSE for use at this location and are currently out to tender.	
		1 x FAST		CAMPBELTOWN ROAD CAR PARK	Y				
	CAMPBELTOWN			NEW QUAY CAR PARK	Y	1 x FAST	2	2	Population of 2,000 to 5,000 - 25% off-street car parks. Divergence from the 'higher to lower' original criteria of car parks on the basis of local geography.
		1 x RAPID		NEW QUAY CAR PARK	Y				
	ARDRISHAIG		CHALMERS ST No. 2 CAR PARK	Y	1 x FAST	2	1	Population 1,000 to 2,000 - one car park.	
	LOCHGILPHEAD	2 x FAST AND 1 x RAPID		LORNE ST No. 1 CAR PARK	Y				
		2 x FAST		MANSE BRAE CAR PARK	Y				
	INVERARAY	1 x FAST AND 1 x RAPID		THE AVENUE	Y				
	COLONSAY			COLONSAY AIRPORT	Y	1 x FAST or SLOW [TBC]	2	4	Island airport. Through enabling funding secured from TS we are working with colleagues in Strategic Transport to explore options for power upgrades here which would both serve the airport itself, which currently has no mains power, as well as provide for EVC.
	BOWMORE	1 x RAPID AND 1 x FAST		SCHOOL STREET CAR PARK	Y				
	PORT ASKAIG			FERRY TERMINAL	Y	1 x RAPID	1	2	Rapid charger to be provided for cars in the ferry queue as opposed to parked up.
			FERRY TERMINAL	Y	1 x FAST or SLOW [TBC]	2	2	Second charger at this site to provide for those ferry passengers who would leave their car.	
CRAIGHOUSE ISLAY			COUNCIL CAR PARK		1 x FAST	2	3	Proposed instead of Feoilin ferry terminal with a view to providing for the main service centre, also noting that the ferry crossing is relatively short and there is provision on the Islay side	
OBAN			LOCHAVULLIN CAR PARK	Y	1 x FAST	2	2	Population of 5,000 to 10,000 - 50% off-street car parks. Consideration will need to be given to known flooding at this site	
OBAN	1 x FAST AND 1 x RAPID		TWEEDDALE STREET CAR PARK	Y					
OBAN			LONGSDALE ROAD CAR PARK	Y	1 x FAST	2	2	Population of 5,000 to 10,000 - 50% off-street car parks.	
OBAN			CORRAN HALLS 1	Y	1 x FAST	2	2	Population of 5,000 to 10,000 - 50% off-street car parks.	
OBAN			NORTH PIER	Y	1 x FAST	2	2	Population of 5,000 to 10,000 - 50% off-street car parks.	
OBAN			GANAVAN SANDS	Y	1 x FAST	2	2	Population of 5,000 to 10,000 - 50% off-street car parks.	
TIREE	1 x RAPID		FERRY TERMINAL SCARANISH	N					
COLL	1 x RAPID		COMMUNITY CENTRE, ARINAGOUR	N					

OBAN LORN AND THE ISLES	FIONNPHORT	1 x RAPID	COLUMBA CENTRE CAR PARK	Y				Whilst this is an existing site, as part of the Iona Fionnport marine project we are looking at what electricity upgrades we can lever in to future proof the site for potential expansion
	CRAIGNURE	1 x RAPID AND 1 x FAST	CRAIGNURE CAR PARK	Y				
	TOBERMORY	1 x RAPID	LEDAIG CAR PARK	Y				
	PORT APPIN		FERRY TERMINAL/SLIPWAY	Y	1 x RAPID	1	2	Mainland-side ferry
	PORT APPIN		FERRY TERMINAL/SLIPWAY	Y	1 x FAST or SLOW [TBC]	2	2	Mainland-side ferry
	SEIL [ELLENABEAICH]		FERRY TERMINAL/SLIPWAY	Y	1 x RAPID	1	2	Mainland-side ferry
	SEIL [ELLENABEAICH]		FERRY TERMINAL/SLIPWAY	Y	1 x FAST or SLOW [TBC]	2	2	Mainland-side ferry
	CUAN FERRY [SEIL]		FERRY TERMINAL/SLIPWAY	Y	1 x RAPID	1	2	Mainland-side ferry
	CUAN FERRY [SEIL]		FERRY TERMINAL/SLIPWAY	Y	1 x FAST or SLOW [TBC]	2	2	Mainland-side ferry
	CULLIPOOL		FERRY TERMINAL/SLIPWAY	N	1 x RAPID	1	3	Island-side ferry
	CULLIPOOL		FERRY TERMINAL/SLIPWAY	N	1 x FAST or SLOW [TBC]	2	3	island-side ferry
	COLL		AIRPORT	Y	1 x FAST or SLOW [TBC]	2	4	Island airport
	OBAN		AIRPORT	Y	1 x FAST or SLOW [TBC]	2	1	Mainland airport
		32			53			

ADDITIONAL CHARGERS DELIVERED THROUGH HITRANS FASTER PROJECT AUTUMN/WINTER 2023			
BUTE AND COWAL	DUNOON	2 x RAPID	COAL PIER
MID-ARGYLL, KINTYRE AND THE ISLANDS	TARBERT	1 x RAPID	FERRY TERMINAL
OBAN, LORN AND THE ISLES	OBAN	2 x RAPID	CORRAN HALLS
		37	

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

ROAD AND INFRASTRUCTURE

21 MARCH 2024

ANNUAL STATUS AND OPTIONS REPORT 2024

1.0 EXECUTIVE SUMMARY

- 1.1 The Annual Status and Options Report (ASOR) provides an overview of road infrastructure assets within Argyll and Bute Council based on 2022-23 and 2023-24 data for asset condition, previous investment, asset valuation and other relevant information. The report provides information, based upon current available data, on the condition of the asset and future options which can be considered in terms of investment. The report gives an RCI score, the **higher** the RCI score means the **poorer** the road condition is in.

The ASOR provides details on each of the following assets:

- Roads
- Footways
- Structures such as Bridges
- Street Lighting and Traffic Signals
- Street Furniture
- EV Chargers

- 1.2 It should be noted that the external Road Condition Index (RCI) report did not survey our full area with most of our Islands missed, we have therefore used last year's figures as the most up to date RCI score. The report sets out the 2023 road and associated infrastructure condition and forecasts future condition based on different proposed levels of investment.

- 1.3 The ASOR demonstrates previous investment in the Roads Reconstruction Programme in 2022-23 which provided a slight improvement to the overall Road Condition Index (RCI) from 2021-22. Whilst the condition has only improved slightly, without the increased investment from Council, the road condition would have continued to deteriorate, resulting in our road network being in an extremely poor condition. The condition surveys carried out nationally have a lag of 2 – 4 years (due to not all of the network being surveyed in one year). Argyll and Bute's condition survey is indicating a smaller percentage in the 'red' and this position is anticipated to worsen

should there be a reduction in available investment. Currently Argyll and Bute Council, although having improved recently, are listed as having the highest RCI within our family group consisting of roads authorities with similar roads networks, effectively our roads index is the poorest of the 8 family group members for rural authorities in Scotland.

- 1.4 Within the ASOR report, the respective asset groups are identified with four investment options presented to allow members to consider appropriate future funding which will allow a more informed budget setting process for the maintenance and improvement of Roads and Infrastructure assets.
- 1.5 The ASOR links into the Priority Investment Plans (PIPs) (Previously Service Asset Management Plan (SAMP)) which forms part of the overall Capital budget decision making process. The ASOR is a useful tool in assisting Members to make informed strategic decisions regarding investment of our limited Capital resources.

RECOMMENDATIONS

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

- Endorses the Annual Status and Options Report and the positive analytical feedback it provides and agrees to use the information for future budget setting.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

ROAD AND INFRASTRUCTURE

21 MARCH 2024

ANNUAL STATUS AND OPTIONS REPORT 2024

2.0 INTRODUCTION

2.1 This report introduces the Annual Status and Options Report which makes an analytical assessment of the condition of the Council's road network and associated infrastructure as well as setting out projected conditions based on varying levels of investment.

3.0 RECOMMENDATIONS

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

- Endorses the Annual Status and Options Report and the positive analytical feedback it provides and agrees to use the information for future budget setting.

4.0 DETAIL

4.1 The ASOR is a report which forms part of a suite of documents which are recommended by SCOTS for local authorities use. The documents have been developed in collaboration with all Scottish and Welsh authorities and aim to improve processes and continue the development and implementation of the wider use of recognised asset management techniques. When authorities have fully developed the use of these documents they will enable better value for money to be delivered and prudent stewardship of the road asset to be demonstrated.

4.2 SCOTS have focused on carriageway condition including backlog value and steady state figures due to carriageways being the single most valuable Council asset.

4.3 The ASOR is also a tool which elected members can use to help set priorities for investing the limited resources available to the Council.

4.4 At the Argyll and Bute Council Budget Meeting in February 2022, an £8M investment programme for both 2023/24 and 2024/25 roads reconstruction was

approved. This was further enhanced by a successful bid to the Scottish Timber Transport Scheme of £387k. This continued investment coupled with the level of revenue investment over the last few years has helped to improve the steady state road condition and ensured that we continue to keep over 50% of our road network in a Green Condition.

RCI for 2018-20 = 54.2% of roads needing improvement
RCI for 2020-22 = 49.8% of roads needing improvement
RCI for 2021-23 = 48.8% of roads needing improvement

Previous levels of investment have halted the deterioration of the surfacing, began to improve network condition and acted as a contributory factor in reducing the number of CAT 1 & 2 defects. The latest RCI survey results (listed above) clearly reflect the positive impact previous investment has made whilst contributing to achieving the corporate goals and objectives.

- 4.5 The RCI survey data is utilised along with other relevant available data such as SCRIM (sideway-force coefficient routine investigation machine), Accident Statistics, Road Hierarchy, Inspection data and local engineering judgement to develop an initial list of suitable schemes for inclusion in the road reconstruction programme. The WDM pavement management system interrogates all the available data to identify and rank potential schemes. Once a draft list is compiled further analysis is carried out by local staff to establish scheme costs, treatment options etc. this is then matched to available funding. The selection process is under regular review and has been steadily improved over time.

5.0 CONCLUSION

- 5.1 This ASOR report has been developed in line with the SCOTS Asset Management Project and provides a useful resource aimed at providing relevant decision makers with information which will allow a more informed choice to be made in respect of future investment options.

6.0 IMPLICATIONS

- 6.1 Policy – The ASOR contributes towards policy for infrastructure and roads.
- 6.2 Financial – Current investment levels provide a steady state for the roads network.
- 6.3 Legal – None known.
- 6.4 HR – None known.
- 6.5 Fairer Scotland Duty: None known.
- 6.5.1 Equalities - protected characteristics – None known.
- 6.5.2 Socio-economic Duty – None known.

- 6.5.3 Islands – the reduction in the Ferry Prices (RET) has increased numbers of vehicles on island roads which has caused more damage to the island road network.
- 6.6 Climate Change –the impact of climate change on key infrastructure is expected to increase in the coming years.
- 6.7 Risk – road Network will deteriorate due to underfunding, as such we need to prioritise roads which may well affect island and more rural communities more.
- 6.8 Customer Service – None known.
- 6.9 The Rights of the Child (UNCRC) – None arising from this report.

**Executive Director with responsibility for Development and Infrastructure:
Kirsty Flanagan**

Policy Lead for Roads and Transport: Councillor Andrew Kain

February 2024

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APPENDICES

Appendix 1 – ASOR Report

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ANNUAL STATUS AND OPTIONS REPORT

JANUARY 2024

Contents

Carriageways	3
1.1 Road Length.....	3
1.2 Condition	3
1.3 Asset Valuation	3
1.4 Investment.....	4
1.5 Maintenance Backlog.....	5
1.6 Winter Maintenance	Error! Bookmark not defined.
1.7 Capital Resurfacing Investment Options.....	5
1.8 Revenue Funded Preventative Maintenance Investment Options.....	6
2.0 Footways	8
2.1 Length	8
2.2 Condition	9
2.3 Asset Valuation	9
2.4 Investment.....	9
2.5 Public Liability Claims	10
2.6 Investment Options	11
3.0 Street lighting	12
3.1 Inventory.....	12
3.2 Condition	12
3.3 Valuation	13
3.4 Investment.....	13
3.4 Investment (Cont).....	14
3.5 Energy Consumption.....	14
3.6 Investment Options	15
4.0 Structures.....	16
4.1 Assets.....	16
4.2 Condition	16
4.3 Asset Valuation	16
4.4 Investment.....	17
4.5 Maintenance backlog	17
4.6 Flood Risk Management	17
4.7 Match Funding Opportunities.....	18
4.8 Investment Options	18
5.0 Traffic Signals	19
5.1 Inventory.....	19
5.2 Valuation	20
5.3 Investment.....	20
5.4 Investment Options	20
6.0 Street Furniture	22
6.1 Assets.....	22
6.2 Condition	22
6.3 Valuation	23
6.4 Investment.....	23

6.5 Investment Options	24
7. Road and Infrastructure Recent Projects	26
8. Climate Adaptation	25

Carriageways

1.1 Road Length

ALL ROUTES (Kms)				MAINLAND			ISLAND		
Road Class	Urban	Rural	Total	Urban	Rural	Total	Urban	Rural	Total
A	120.436	384.854	505.29	58.765	206.345	265.11	61.671	178.509	240.18
B	138.952	474.556	613.508	34.322	350.047	384.369	104.63	124.509	229.139
C	69.067	365.198	434.265	35.934	251.103	287.037	33.133	114.095	147.228
Unclassified	358.588	374.46	733.048	237.848	243.628	481.476	120.74	130.832	251.572
Totals (Km)	687.043	1599.068	2286.11	366.869	1051.123	1417.99	320.174	547.945	868.12

1.2 Condition

Road condition is measured by the Scottish Road Maintenance Condition Survey (SRMCS) which assesses parameters such as surface texture and cracking, smoothness and rutting. This provides an indication of the residual life of the road structure.

The table opposite analyses the various conditions of road category for an overall network figure. This is based on a factored calculated figure produced by SCOTS which is a percentage of our roads and **not**

Overall Road Condition % by Class				Road Condition Index (Red% + Amber%)
Road Class	% RED	% AMBER	% GREEN	
A	7.46	29.9	62.64	37.4
B	15.77	40.7	43.53	56.5
C	13.86	38.59	47.55	52.5
U	16.37	34.75	48.88	51.1
Urban	3.92	27.66	68.42	31.6
Rural	16.15	38.03	45.82	54.2
All	13.76	36	50.24	49.8

specific lengths. It should be noted that the external Road Condition Index (RCI) report did not survey our full area with most of our Islands missed, we have therefore used last year's figures as the most up to date RCI score. We have been advised that the external provider will endeavour to get the rest of the network surveyed as soon as possible, the ASOR will be update when this data is received via a covering report.

1.3 Asset Valuation

Carriageways Valuation (These values include the regional and inflation factors for the current year)			
Road Classification	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Principal (A) Roads (Urban)	£243,477,338	£217,077,320	£2,417,584
Principal (A) Roads (Rural)	£528,709,818	£492,266,921	£3,087,858
Classified (B) Roads (Urban)	£231,543,236	£206,547,686	£2,302,252
Classified (B) Roads (Rural)	£382,314,340	£350,208,437	£2,485,939
Classified (C) Roads (Urban)	£91,122,828	£79,238,946	£1,021,479
Classified (C) Roads (Rural)	£245,600,490	£219,604,424	£1,971,191
Unclassified Roads (Urban)	£421,683,747	£353,474,058	£5,884,204
Unclassified Roads (Rural)	£200,882,470	£175,900,806	£1,772,881
Total	£2,345,334,267	£2,094,318,597	£20,943,387

1.4 Investment

The capital reconstruction programme in 2022-23 delivered £7.5m of investment on a range of surfacing projects aimed at improving network condition across Argyll. The table details the surfacing quantities and value within each activity. The percentage split across activities shows the bulk of investment (77%) is attributed to Surface Dressing (SD) and thin surfacing works to maximise network coverage. The aim being to seal and extend surface life with a SD treatment and tackle as much deteriorated surface as possible with thin surfacing works so as to help reduce demand for reactive treatment works.

Argyll and Bute Council, applies annually for Strategic Timber Transport Scheme (STTS) funding from the Scottish Government. Since 2005, the Strategic Timber Transport Scheme (STTS) has financed projects that facilitate the sustainable transport of timber in rural areas of Scotland and deliver benefits for local communities and the environment through innovative projects and partnerships.

The fund typically contributes 50-70% of the costs of successful applications, with the remainder coming from Local Authorities and/or forestry sector partners. The Overall level of funding for 2024-25 is expected to be confirmed at the February Council Budget meeting.

Surface Treatment	Length (m)	Cost (£)	Percentage
Surface Dressing	82389	£2,263,946	%
Thin/Micro Surfacing (up to 25mm)	1191	£108,125	1%

Thin Overlay (>25mm to 60mm)	39010	£2,244,509	29.7%
Moderate Overlay (>60mm to 100mm)	866	£94,181	1%
Structural Overlay (>100mm)	1130	£146,570	2%
Thin Inlay (>25mm to 60mm)	9079	£1,250,779	17%
Moderate Inlay (>60mm to 100mm)	3658	£565,766	8%
Structural Inlay (>100mm)	1019	£227,842	3%
Planned Patching	NA	£24,366	0.3%
Reconstruction (250mm+)	3707	£599,584	8%
	Total	£7,525,669	

1.5 Maintenance Backlog

The SCOTS Headline Maintenance Backlog figure is calculated every two years using road condition data collected via the Scottish Road Maintenance Condition Survey (SRMCS). The calculation uses surveyed condition data with a surfacing treatment matrix and national average unit rates to determine the extent of surfacing maintenance required to bring whole network surface to an 'A1' condition with no defects. The value of backlog maintenance for Argyll and Bute's Road Network is £122.5M.

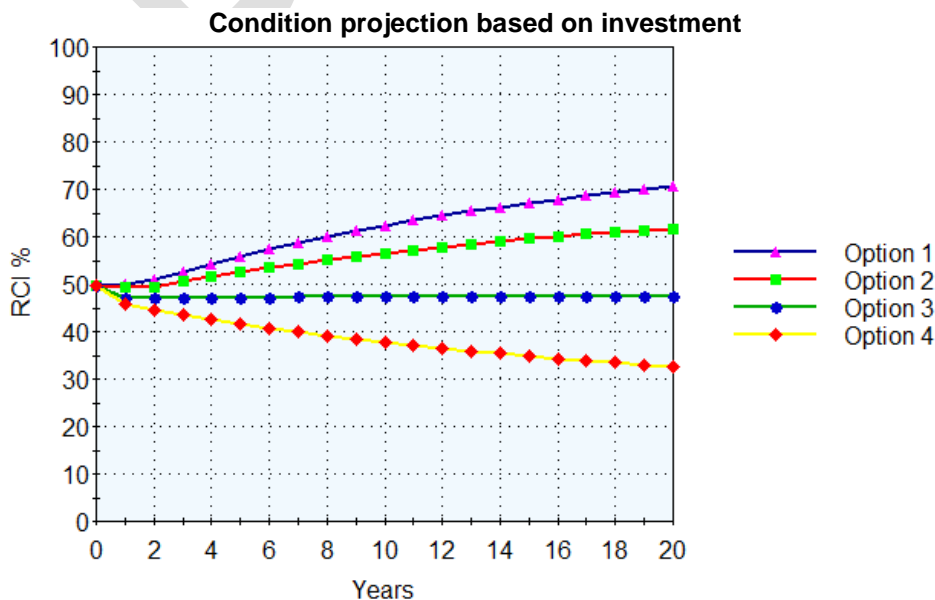
The backlog maintenance figure is calculated by WDM on behalf of SCOTS using a modelling tool that applies various surfacing treatments to the whole network based on RCI condition and national average unit rates for treatments. This produces the Headline Maintenance Backlog (£122.5M)

The table and graph below predict future RCI values based on four different investment options. The £8M represents a steady state/slight improvement to the network. This model has effectively been confirmed by the investment in the road network over recent years and the slight but steady improvement in road condition (RCI).

The investment values will likely be increased in future modelling to reflect the inflationary increases. However, for the purpose of the modelling over a 20 year period, these figures provide a good indication of likely future condition. However, it should be noted that this modelling does not take into account spikes in investment following significant weather events e.g. the October 2023 weather event.

1.6 Capital Resurfacing Investment Options

The SCOTS cost projection modelling tool enables an indicative illustration of predicted road surface condition in terms of RCI to be developed for a range of investment options over a 20yr term. This allows comparisons between various levels of investment. Options 1-4 are illustrated in the table and chart below for £3m, £5m, £8m and £11m respectively.



**Predicted future RCI values based on the four investment options
(i.e. lower % = better condition)**

Year	Option 1	Option 2	Option 3	Option 4
0	49.80%	49.80%	49.80%	49.80%
1	50.10%	49.20%	47.01%	45.75%
2	50.84%	49.38%	47.07%	44.63%
3	52.61%	50.49%	47.12%	43.56%
4	54.27%	51.53%	47.16%	42.57%
5	55.83%	52.51%	47.20%	41.63%
6	57.30%	53.43%	47.23%	40.75%
7	58.67%	54.29%	47.26%	39.93%
8	59.97%	55.10%	47.29%	39.16%
9	61.19%	55.86%	47.31%	38.43%
10	62.33%	56.58%	47.33%	37.74%
11	63.41%	57.25%	47.35%	37.09%
12	64.42%	57.88%	47.36%	36.47%
13	65.37%	58.48%	47.37%	35.89%
14	66.27%	59.04%	47.38%	35.34%
15	67.11%	59.57%	47.39%	34.82%
16	67.90%	60.06%	47.39%	34.34%
17	68.64%	60.53%	47.40%	33.88%
18	69.35%	60.97%	47.40%	33.44%
19	70.01%	61.38%	47.40%	33.03%
20	70.63%	61.77%	47.40%	32.65%

Option 1 - £3m annual investment shows **substantial deterioration** of network RCI

Option 2 - £5m annual investment shows **slower deterioration** of network RCI

Option 3 - £8m annual investment shows steady or **slow improvement** of network RCI (steady state)

Option 4 £11m annual investment shows **greatest improvement** rate of network RCI

1.7 Winter Maintenance

Table below identifies the last 8 years of road and winter maintenance revenue budget

Budgets	Roads	Winter	Total	Winter %
2015-16	£3,957,298	£1,644,490	£5,601,788	29.36%
2016-17	£3,972,055	£1,836,286	£5,808,341	31.61%
2017-18	£3,832,056	£1,636,828	£5,468,884	29.93%

2018-19	£3,832,056	£1,621,674	£5,453,730	29.74%
2019-20	£3,411,055	£2,122,154	£5,533,209	38.35%
2020-21	£3,506,058	£2,122,618	£5,628,676	37.71%
2021-22	£ 3,422,540	£ 2,119,974	£5,542,514	38.25%
2022-23	£3,542,940	£2,108,942	£5,651,882	37.31%

Table below shows outturn actual revenue spend on Roads and winter maintenance for the last 8 years. The proportion of spend on winter within the total revenue outturn shows a fluctuation due to unplanned weather events

Spend	Roads	Winter	Total	Winter %
2015-16	£4,173,702	£1,832,248	£6,005,950	30.51%
2016-17	£4,243,332	£1,885,851	£6,129,183	30.77%
2017-18	£3,926,258	£2,669,341	£6,595,599	40.47%
2018-19	£3,765,604	£1,791,150	£5,556,754	32.23%
2019-20	£3,485,315	£2,165,845	£5,651,160	38.33%
2020-21	£ 3,360,100	£ 2,251,432	£ 5,611,532	40.12%
2021-22	£3,516,984	£2,355,154	£5,872,138	40.10%
2022-23	£3,746,846	£2,661,350	£6,408,196	41.54%

Winter Treatment Information	Ten Year Average	
Total number of planned treatment runs (equiv Full Fleet)	66	Runs
Total aggregate annual treatment mileage travelled by all gritting vehicles on all planned routes	105,902	Miles
Total tonnage of salt used on carriageways	12,535	Tonnes
Total Winter actual spend carriageways	£2,158,905	Spend

1.8 Revenue Funded Preventative Maintenance Investment Options

The value of undertaking adequate preventative maintenance works cannot be overstated. It is the most vital and fundamental function required to extend infrastructure service life, strengthen network resilience, and minimise demand for capital investment.

Below are a number of initial revenue budget investment options for consideration. These will all require further investigation, research, and development to progress more detailed information on which option is best suited to support council objectives within the confines of available resources.

OPTION 1 Increased pressure on council budgets and the need to realise savings may reduce current investment levels for preventative maintenance activities. This needs careful consideration and will impact the quantity of works afforded necessary to provide adequate protection to vital road assets. It will increase demand for more expensive reactive works which is the vicious cycle essential maintenance activities are currently experiencing. It will increase future demand for capital investment far greater than initial savings realised.

Benefits	Drawbacks	Considerations
Delivers short term budget savings	Less maintenance works afforded	Doesn't support corporate objectives
	Increased asset deterioration	Difficult to demonstrate value
	Greater demand for expensive reactive works	Future demand for capital investment far greater than initial savings realised
		May compromise current internal service delivery

OPTION 2 Maintain existing investment levels and consider prioritising activity funding using a risk based approach. Prioritised activities should be delivered through a planned programme of works to maximise value for money through appropriate service standards. Combined with improved recording of maintenance works asset information can be enhanced to assist driving an improved asset management approach that can break the current vicious cycle of reactive maintenance demands.

Benefits	Drawbacks	Considerations
Maintains existing budget	No council budget saving	Supports some corporate goals
Retains internal service delivery	Requires change in approach	Training to focus efforts on prioritised business needs
Need more focus on planned works	Needs commitment to deliver	Some investment in better mobile technology
Need better data capture and analysis		Development of appropriate service standards
Better value works can be afforded		Additional resources needed to implement any changes

OPTION 3 Maintain or increase investment levels through a zero based budget approach. This would essentially allocate a percentage budget for reactive maintenance with the balance of funding allocated through planned schedules and programmes of works to effectively justify and approve funding allocation against a measured works quantity to meet appropriate service standards. This would refocus effort on delivering measured work packages whilst improving capture of asset information to assist delivery of the benefits from implementing recognised asset management practices.

Benefits	Drawbacks	Considerations
Better control of costs	No Council budget savings	Supports council objectives
Delivers better value maintenance services	Potential increased budget required	Implementing SCOTS Asset Management recommended practices
	Requires significant changes	Investment in better mobile technology
More informed decision making	Needs commitment to deliver	Staff training & Additional resources to implement

OPTION 4 Consider funding some maintenance activities using a capital funding allocation. Preventative maintenance is a critical activity some of which can be easily quantified (Ditching, Gully cleaning, Patching etc.). Delivering planned measurable works would greatly enhance ability to demonstrate value and prudent stewardship of assets.

Benefits	Drawbacks	Considerations
Vital maintenance activities delivered	Compliance with capital investment rules	Supports council objectives
Ability to demonstrate value	May impact capital investment on other assets	Implementing SCOTS Asset Management recommended practices
Improved asset management		Investment in better mobile technology
		Staff training & Additional resources to implement

2.0 Footways

2.1 Length

Footways/Footpaths Cycleways Quantities by Hierarchy		
Footway Hierarchy	Length (m)	Area (sqm)
Higher Amenity Footways	41,977	117,536
Other Footways	470,174	1,001,471
Total	512,151	1,119,006
All Footpaths	9,349	11,219

Total	9,349	11,219
Cycle Lanes	0	0

2.2 Condition

Asset condition surveys for our Footways are not currently undertaken due to limited resources and cost implications.

2.3 Asset Valuation

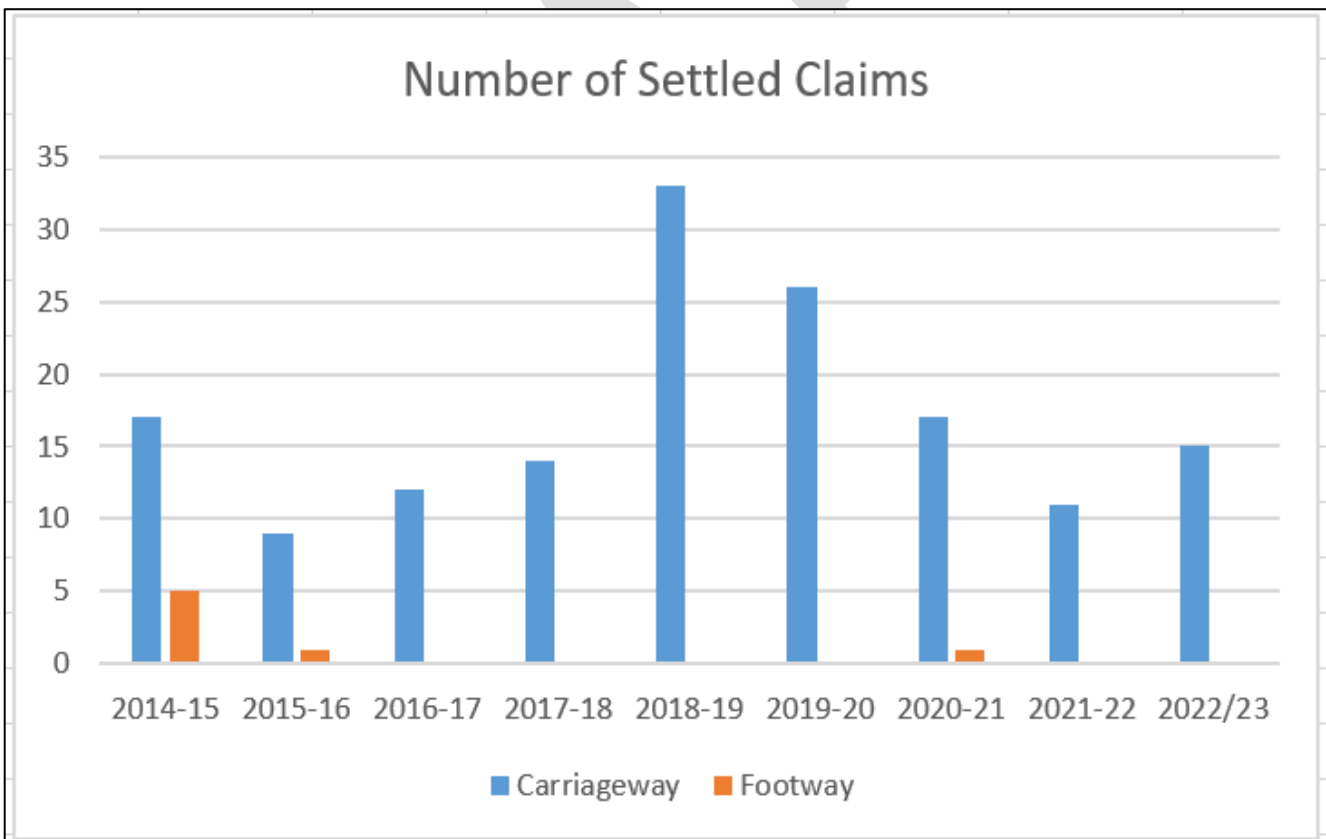
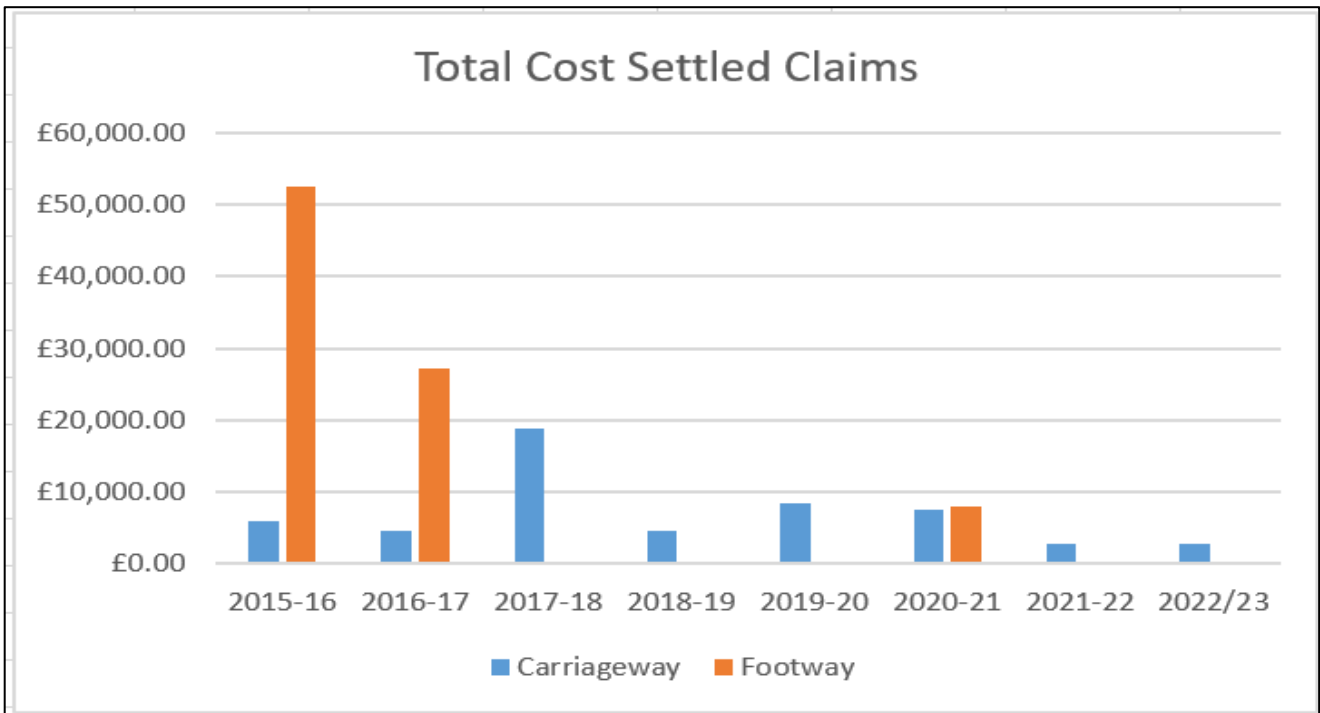
Footway Hierarchy	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Higher Amenity Footways	£11,057,091	£9,386,342	£71,308
Other Footways	£94,796,737	£73,596,142	£934,977
Total	£105,853,828	£82,982,484	£1,006,285

2.4 Investment

Footways investment of £1m over previous 3 years has tackled some of the worst identified sections of the network aimed at reducing reactive maintenance demands. The planned capital investment for 2021/22 was £900k and a further £500k for 2022/23 Table 2.4a details the extent of capital works undertaken 2019-20.

Treatment	Length (m)	Cost (£)
Surface Treatment	802	£20,641.74
Resurfaced	1,913	£139,205.57
Reconstruction	471	£74,045.90
Totals	3,186	£233,893.21

2.5 Public Liability Claims



2.6 Investment Options

Below are a number of initial revenue budget investment options for consideration. These will all require further investigation, research, and development to progress more detailed information on which option is best suited to support council objectives within the confines of available resources. Investment options should be linked to the long-term maintenance strategy for the asset..

Option 1 Undertake maintenance only on a reactive basis to repair defects within existing revenue budget allocation		
Benefits	Drawbacks	Considerations
Continues service delivery for defects	Continued long term asset deterioration	Adopting risk based approach to managing the asset
	Growing demands for capital investment	Resource condition survey of asset to gain information on asset needs
	Rising number of public liability claims	Development of long term maintenance strategy for asset group
	Reactive maintenance is expensive and poor value	Resource development of a prioritised list of planned works
Option 2 Increased investment in revenue planned maintenance activities		
Benefits	Drawbacks	Considerations
Investment tackles asset deterioration	Limited asset information and condition data	Implementing SCOTS asset management recommended
Planned works deliver better value	Resources required to identify, quantify undertake works	Resource development of a prioritised list of planned works
Reduced demand for reactive works	Level of works limited within available revenue budget allocation	Development of long term maintenance strategy for asset group
Less complaints		
Option 3 Develop business case for investment through capital budget for resurfacing/reconstruction of sub standard footways and footways. Develop a 3- 5 year rolling programme of works that can be prioritised in line with available resources.		
Benefits	Drawbacks	Considerations
Investment tackles deterioration and gradually improves whole asset	Limited asset information and condition data	Development of long term maintenance strategy for asset group
Demonstrates prudent stewardship of assets	Resources required to identify scope of works	Investment in mobile technology to capture asset data
Supports Corporate objectives	Requires increased levels investment	Implementing SCOTS asset management recommended
Option 4 Capital investment for improvement in kerbing in conjunction with carriageway surfacing and street lighting projects. Requires a holistic planned approach across all asset groups to collaborate works programmes to support overall council goals and objectives. A Streetscene approach to delivering improvements		
Benefits	Drawbacks	Considerations
All asset approach to maintenance	requires substantial capital investment	Use of SCOTS asset management tools
		Investment in mobile technology
		Development of appropriate maintenance strategy

3.0 Street lighting

3.1 Inventory

Street Lighting Quantities		Other Street Lighting Assets	
Column Material	Quantity	Other Street Lighting Assets	Quantity
Non Galvanised Steel	2,209	Wall Bracket	1,196
Galvanised Steel	9,196	Wooden Pole	110
Concrete	29	High Mast Column	0
Aluminium (pre 2000)	1,119	Control Cabinet	751
Aluminium (post 2000)	0	Other	0
Stainless Steel	8	Total	2,057
Cast Iron	0	Cable Assets (Estimated)	Quantity (m)
Total	12,561	Cable under Carriageway (10%)	43,050
Luminaires	Quantity	Cable under Footway (50%)	215,250
All	13,896	Cable under Verge (40%)	172,200
Total	13,896	Total	430,500

Illuminated Sign Assets	
Illuminated Signs	Quantity
Signs	433
Bollards	46
Total	479

3.2 Condition

The condition of street lighting columns was assessed as part of the LED Luminaire replacement programme using a four level condition rating as shown in the table below.

Street Lighting Columns		
Condition Rating		% Total Asset
1- V. Good	4708	33.95%
2 - Good	8869	63.96%
3 - Fair	174	1.25%
4 - Poor	116	0.84%
Total	13867	

3.3 Valuation

Street Lighting Valuation			
Column Assets	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Non Galvanised Steel	£3,979,085	£394,493	£159,163
Galvanised Steel	£16,599,396	£6,668,805	£553,313
Concrete	£28,748	£958	£958
Aluminium (pre 2000)	£1,147,178	£60,664	£28,679
Aluminium (post 2000)	£0	£0	£0
Stainless Steel	£7,919	£7,240	£113
Cast Iron	£0	£0	£0
Cable Assets			
Cable under Carriageway	£3,694,864	£2,003,337	£61,581
Cable under Footway	£16,514,690	£8,955,182	£275,245
Cable under Verge	£11,197,303	£6,071,123	£186,622
Other Street Lighting Assets			
Wall Bracket	£622,116	£519,553	£15,553
Wooden Pole	£108,882	£23,954	£2,178
High Mast Column	£0	£0	£0
Control Cabinet	£218,473	£100,602	£4,369
Total	£54,118,652	£24,805,911	£1,287,775
Luminaires Assets			
Total	£2,862,063	£2,121,491	£143,103
Illuminated Signs Assets			
Signs	£249,879	£122,527	£9,995
Bollards	£17,908	£8,892	£716
Total	£267,787	£131,419	£10,711
All Assets Total			
	£57,248,502	£27,058,821	£1,441,590

3.4 Investment

Funding	Funding source	Current Year	Anticipated Investment (£m)		
		2023-24 (£m)	2024-25	2025-26	2026-27
Block Allocation	Scottish Government	£150k	£150k	TBC	TBC
Block Allocation Carried Forward	Scottish Government	Nil			
Additional Council Allocation	Council	£740k			
Prudential Borrowing	Council	£674k (Not New Legacy – Over)			

3.4 Investment (Cont).

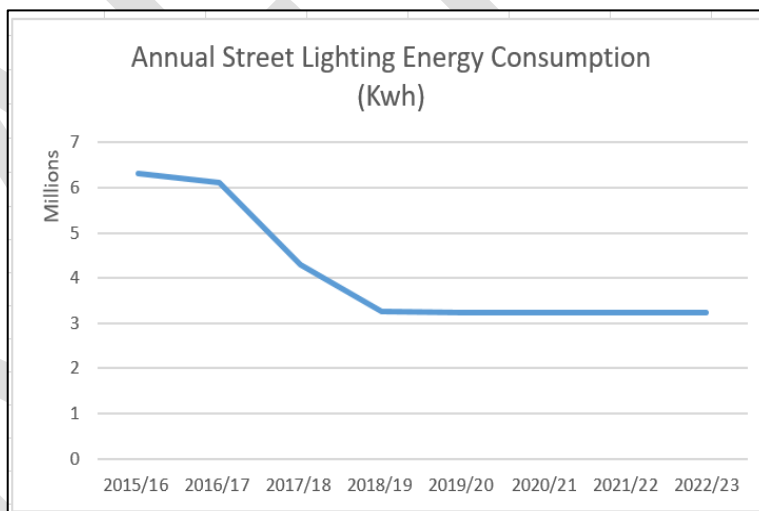
The replacement of deteriorated assets that have reached the end or beyond their expected service life is currently not part of a longer term maintenance strategy or plan. For many years the need to deliver investment savings has over ridden the need for asset renewals. This reduced funding has delayed asset renewal projects creating an even older and more fragile asset base leading to a growing backlog of outages and reactive maintenance demands on very limited resources.

The LED project highlighted the condition of assets and the growing need for action to develop a longer term maintenance strategy for investment in asset renewals. Table 3.4 provides an indicative treatment cycle based on current average expected asset renewal and clearly illustrates the present investment strategy is unsustainable.

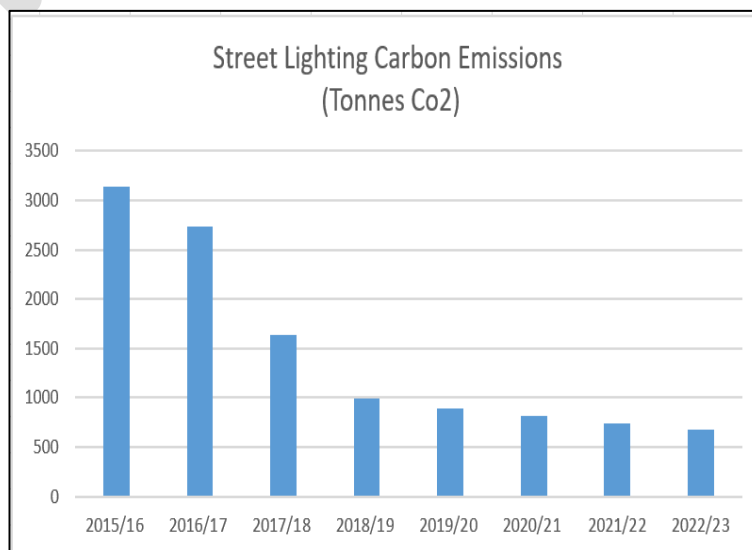
Treatment	Expected Service Life (Yrs)	Annual Quantity (Ave)	Inventory (No.)	Treatment Cycle (Years)
Column Replacement	30	25 No.	13047	522
Cable replacement	60	750 Lin m.	430,500 (Lin.m)	574
Luminaire (LED)	20	N/A	14640	All new assets

3.5 Energy Consumption

Year	Total	Unit
2015/16	6325655.3	kWh
2016/17	6119183.7	kWh
2017/18	4288415.2	kWh
2018/19	3267835.1	kWh
2019/20	3232557.7	kWh
2020/21	3228999	kWh
2021/22	3224175	kWh
2022/23	3224175	kWh



Year	Carbon Total	Units
2015/16	3140	tonnes CO2
2016/17	2733	tonnes CO2
2017/18	1636	tonnes CO2
2018/19	996	tonnes CO2
2019/20	889	tonnes CO2
2020/21	810	tonnes Co2
2021/22	738	Tonnes Co2
2022/23	673	Tonnes Co2



3.6 Investment Options

Below are a number of initial revenue budget investment options for consideration. These will all require further investigation, research, and development to progress more detailed information on which option is best suited to support council objectives within the confines of available resources. Investment options should be linked to development of a long-term maintenance strategy for the asset.

Option 1 Undertake maintenance on a reactive basis to repair defects within existing revenue budget allocation.		
Benefits	Drawbacks	Considerations
Continues service delivery for defects	Continued long term asset deterioration	Adopting risk based approach to managing the asset
	Growing demands for capital investment	Resource condition survey of asset to gain information on asset inventory, condition Etc.
	Rising number of public liability claims	Development of long term maintenance strategy for the asset group
	Reactive maintenance is expensive and poor value	Resource development of a prioritised list of planned works

Option 2 Increased investment in planned revenue maintenance activities		
Benefits	Drawbacks	Considerations
Investment tackles worst asset deterioration	limited asset information and condition data	Implementing SCOTS asset management recommended practices
Planned works deliver better value	resources required to identify and quantify works	Current use, Is it needed? Can it be removed?
Reduced demand for reactive works	Level of works limited within available revenue budget allocation	Resource development of a prioritised list of planned works
Less complaints		Development of long term maintenance strategy for asset group

Option 3 Develop a business case for investment through capital budget for replacement of obsolete, damaged and deteriorated assets particularly vehicle safety barriers. Align the business case to a suitable long term maintenance strategy for the asset group.		
Benefits	Drawbacks	Considerations
Investment tackles deterioration and gradually improves whole asset	limited asset information and condition data	Development of long term maintenance strategy for asset group
Demonstrates prudent stewardship of assets	resources required to identify scope of works	Investment in mobile technology to capture asset data
Supports corporate objectives	Requires increased levels investment	Implementing SCOTS asset management recommended practices

Option 4 Business case development for capital investment in conjunction with other asset groups that aligns with the Road Asset management Plan (RAMP) and council priorities.		
Benefits	Drawbacks	Considerations
Whole asset approach to maintenance	requires substantial capital investment	Use of SCOTS asset management tools
	Requires significant improvement in asset data	Investment in mobile technology
		Development of appropriate maintenance strategy

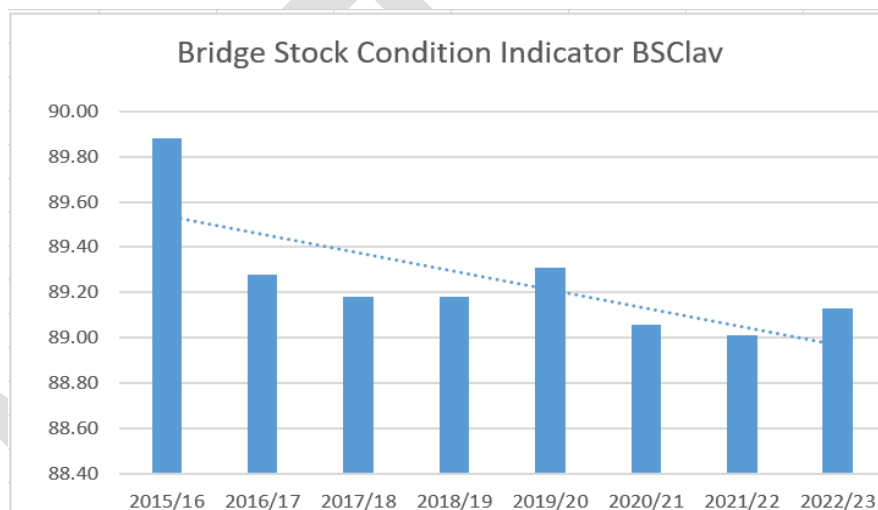
4.0 Structures

4.1 Assets

	Quantity
Road Bridges	890
Footbridges	11
Unusual Structures	2
Retaining Walls	1888
Height, Sign and Signal Gantry	0
Culverts	294
Subways	0
Total	3085

4.2 Condition

Our bridges and structures are inspected and assessed to comply with the “*Well-managed highway infrastructure*” Code of Practice. Data gathered from bridge inspections is used to calculate a Bridge Stock Condition Indicator value which can enable analysis and trending of condition information. The condition results since 2012/13 are illustrated in the chart below which shows a steady decline in overall bridge stock condition from a reduction in capital investment with revenue investment being prioritised towards reactive repairs. The long term trend line in blue shows a continued deterioration of assets with condition of less critical structures expected to decline further without increased levels of investment.



There are currently 53 structures subject to special monitoring precautions and 28 bridges that have failed the European standard assessment (prior to restrictions). 15 bridges are currently subject to acceptable weight restrictions.

Bridges are subject to regular inspections with principal inspections every 6 years and general inspections every 2 years.

4.3 Asset Valuation

Structure Type	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Road Bridges	£115,251,542	£108,769,286	£1,268,947
Footbridges	£2,934,648	£2,924,575	£2,117
Unusual Structures	£2,286,856	£1,876,450	£18,390
Retaining Walls	£166,492,505	£166,442,331	£20,470
Height, Sign and Signal Gantries	£0	£0	£0
Culverts	£3,533,754	£3,528,339	£294
Subways	£0	£0	£0
TOTALS	£290,499,306	£283,540,981	£1,310,218

4.4 Investment

PLANNED INVESTMENT						
		2022-23	2023-24	2024-25	2025-26	Comments
CAPITAL	Bridge Strengthening/Replacement Programme	£350k	£350k	£350k		Bridge & Retaining Wall: • Strengthening • Replacement
	Previous Years BSRP Slippage	£999k				
	Local Bridge Maintenance Fund – Grant Funding Secured *	£244k	£4,972k			
	Coastal Protection		£100k	£100k		Coastal Protection Strengthening repairs
	Ardbeg Seawall / Bute Sea Wall Repairs	£67k	£683k			Repairs of asset following December 2021 storm damage
	Coastal Change Adaptation	£1k	£159k			Secured funding for Coastal Change Adaptation
REVENUE	Structural Maintenance	£231k	£231k	£231k	£231k	Bridges & Retaining Walls: • Maintenance & Repair, • Inspection, • Asset Management • Abnormal Load Monitoring, • Technical Approval Budget confirmed Annually
	Structural Assessment	£64k	£64k	£64k	£64k	Assessment of Bridges & Retaining Walls. Budget confirmed Annually
	Coastal Protection	£180k	£180k	£180k	£180k	Inspections, Maintenance & Repairs, Asset Management Budget confirmed Annually

- Note contract price increases due to a number of factors, which are reported elsewhere to March EDI Committee, mean that there is a significant shortfall with the available Scottish Government Local Bridge Maintenance Fund.

4.5 Maintenance backlog

Headline Backlog Figure	Steady State Figure	Source
£29.2m	N/A	Argyll and Bute Council Asset Management Reporting

4.6 Flood Risk Management

Argyll and Bute Council has a statutory duty under the Flood Risk Management Act (Scotland) 2009 to reduce the overall flood risk through Local Flood Risk Management Plans subject to funding availability. This includes Flood Incident Investigation, Waterbody Assessments, Provision of Flood Consultancy (General Flood Advice), Clearance and Repair Works, Mapping, Flood Risk Assessments, Flood Studies, Flood Monitoring Network, Production and Update of Local Flood Risk Management Plans. These works are undertaken in conjunction with the Scottish Environment Protection Agency (SEPA) and other *responsible authorities* as defined under the Act. The current budget allocation for flood risk management are:

PLANNED INVESTMENT						
		2022-23	2023-24	2024-25	2025-26	Comments
FLOOD RISK MANAGEMENT						
CAPITAL	Flood Protection	£12k	£838k	£305k	£155k	<ul style="list-style-type: none"> Tigh Dearg Rothesay FPS Performance
	Helensburgh Flood Mitigation	£1k	£431k			
	Campbeltown Flood Protection Scheme	£4.114m	£9.729m	£0.029m	£0.33m	Design & Construction of Flood Protection Scheme. 80% of costs at contract award funded by Scottish Government. All other costs funded by ABC.
REVENUE	Flood Management	£222k	£222k	£222k	£222k	<ul style="list-style-type: none"> Flood Incident Investigation Waterbody Assessments Provision Of Flood Consultancy (General Flood Advice) Clearance and Repair Works Mapping Flood Risk Assessments Flood Studies Flood Monitoring Network Production and Update of Local Flood Risk Management Plans Budget confirmed Annually
	Flooding Direct Costs	£100k	£100k	£100k	£100k	Works by ABC Operational Services Budget confirmed Annually

4.7 Match Funding Opportunities

The Scottish Government currently offers 80% funding opportunity for local authorities towards development of necessary flood protection schemes. The actions defined in section 4.6 ensure the Council meets the Scottish Government's defined process to enable capture of any potential funding for Argyll.

4.8 Investment Options

Below are a number of initial revenue budget investment options for consideration. These will all require further investigation, research and development to progress more detailed information on which option is best suited to support council objectives within the confines of available resources. Investment options be linked to development of a long term maintenance strategy for the asset.

Option 1 Undertake maintenance only on a reactive basis to repair defects within existing revenue budget allocation		
Benefits	Drawbacks	Considerations
Continues service delivery for defects	Continued Asset deterioration	Development of a long term maintenance strategy
	Increased risk of more weight restrictions or road closures	Strengthen the business case for investment
	Impacts Economy and vital transport links	Explore funding opportunities Etc. (Flood prevention Etc)
	Reactive maintenance is expensive and poor value	

Option 2 Increased investment in revenue planned maintenance activities		
Benefits	Drawbacks	Considerations
Continues service delivery for defects	Asset deterioration remains greater than investment	Development of a long term maintenance strategy
Tackles some preventative maintenance backlog	Impacts Economy and vital transport links	Strengthen the business case for investment
Contributes to lowering risk of more weight restrictions or road closures	Reactive maintenance is expensive and poor value	Explore funding opportunities Etc. (Flood prevention Etc)

Option 3 Develop business case for investment through capital budget for strengthening and refurbishment of structures. Development and implementation of an appropriate long term maintenance strategy for the asset group. Continued improvement in asset management.		
Benefits	Drawbacks	Considerations
Contributes to development of more sustainable asset management regime	Requires investment	Development of a long term maintenance strategy
Planned preventative maintenance programme of works	Requires resource to develop business case	Strengthen the business case for investment
More sustainable asset condition		Explore funding opportunities Etc. (Flood prevention Etc)
Supports corporate objectives		Resources to undertake increased workload

Option 4 Development of a successful business case for investment to tackle deterioration and improve overall asset condition as part of a developed asset management process.		
Benefits	Drawbacks	Considerations
Sustainable asset management regime	Requires substantial level of investment	Development of a long term maintenance strategy
Improves asset condition	Requires resource to develop successful business case	Resources to undertake/ manage increased workload and project design and development.
Reduced weight restrictions	May require additional data capture to support business case development	Explore funding opportunities Etc. (Flood prevention Etc)
Supports corporate objectives		

5.0 Traffic Signals

5.1 Inventory

Traffic Signal Types	Quantity	Other Traffic Management System Types	Quantity
Traffic Signal (Junction)		Information Systems	2

Minor Junction	0	Safety Cameras	0
Medium Junction	11	Variable Message Signs	2
Major Junction	0	Vehicle Activated Signs	18
Complex Junction	0	Real Time Passenger Information	0
Traffic Signal (Pedestrian Crossing)			
Single Carriageway	14		
Double Carriageway	0		
Total	25	Total	22

5.2 Valuation

Traffic Signal Types	Quantity	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Junctions	11	£571,923.00	£335,788.13	£23,830.13
Pedestrian Crossings	14	£323,512.00	£142,547.48	£14,153.65
Total	25	£895,435.00	£478,335.60	£37,983.78

5.3 Investment

Traffic management systems require specialist contractors to undertake regular inspection and necessary maintenance. Increasing reactive maintenance costs are being incurred as some assets are functioning beyond their expected service lives and when problems arise replacement of obsolete parts is difficult to procure.

Many traffic management assets have had essential works postponed over time due to budget restrictions. Although it is the smallest asset group, delays in asset renewal particularly electronic hardware can lead to parts becoming obsolete as advances in technology become available. A recent survey has highlighted the need for some urgent repairs to bring systems up to date. Historically junctions and pedestrian crossing have been replaced ad hoc in response to system failures or inability to obtain replacement components. Generally this equates to approx. one junction or crossing per year. The table below provides an indicative illustration of the asset renewal cycle.

Planned Investment Budgets			
	2023-24	2024-25	2025-26
Capital	£-Nil	£-Nil	£-Nil
Revenue	£45k	£45k	£45k
Total Budget	£45k	£45k	£45k

5.4 Investment Options

Below are a number of initial revenue budget investment options for consideration. These will all require further investigation, research and development to progress more detailed information on which option is best suited to support council objectives within the confines of available resources. Investment options should be linked to development of a long term maintenance strategy for the asset.

Option 1 Continue to fund Traffic Signals within existing annual allocation of £45k revenue budget		
Benefits	Drawbacks	Considerations
Maintains existing service	Specialised works undertaken by external contractors	Revised tender for routine inspection and maintenance
	Deteriorated asset base drives increasing reactive maintenance costs	Requires additional resource to develop appropriate business case.
	Requires occasional capital investment to replace obsolete /defective equipment.	

Option 2 Utilise latest condition survey data to develop an appropriate business case for investment in renewal of apparatus		
Benefits	Drawbacks	Considerations
Improved asset reliability	Requires investment	Resource and staff training to improve asset knowledge
Reduced maintenance costs	Requires resource to develop suitable business case for investment using capital budget	Development of a suitable maintenance strategy for asset
		Requires resource to procure tenders and administer/supervise potential contract works

Option 3 Produce a business case based on latest survey data to upgrade all apparatus to meet compliance with current standards over a three to five year period		
Benefits	Drawbacks	Considerations
Modernises asset to meet current standards	Requires investment	Resource to manage and supervise works
Improves reliability	Requires resource to develop suitable business case for investment using capital budget	resource required to procure tender documentation and administration of same
reduces reactive maintenance costs		Use SCOTS Asset management tools
Improves user experience		

Option 4 Utilise latest condition survey data to identify asset needs. Address any priority repairs and progress a maintenance strategy as part of the RAMP to develop a long term investment plan over next three - five years to bring asset condition to meet compliance with current standards.		
Benefits	Drawbacks	Considerations
Modernises asset to meet current standards	Requires investment	Resource to manage and supervise works
Improves reliability	Requires resource to develop suitable business case for investment using capital budget	Resource required to procure tender documentation and administration of same
reduces reactive maintenance costs		Use SCOTS Asset management tools
Improves user experience		Assess need for individual assets. Can they be removed? Are alternative control measures available?

6.0 Street Furniture

6.1 Assets

Table 6.1 Street Furniture Quantities		
Street Furniture Assets	Quantity of Assets	Unit
Traffic Signs (non-illuminated)	5,013	Number
Safety Fences	61,629	Length (m)
Road Blockers	0	Number
Hostile Vehicle Barriers	0	Length (m)
Pedestrian Barriers	197	Length (m)
Street Name Plates	Currently no data in system	Number
Bins	Currently no data in system	Number
Bollards	276	Number
Bus Shelters	315	Number
Grit Bins	584	Number
Cattle Grids	162	Number
Gates	Currently no data in system	Number
Trees	Currently no data in system	Number
Seating	Currently no data in system	Number
Verge Marker Posts	2,322	Number
On-Street Parking Meter	92	Number
Electric Car Charging Points	30	Number
Milestones	Currently no data in system	Number
Information Boards	Currently no data in system	Number
Bike Parking Lockers	0	Number
Bike Parking Stands	Currently no data in system	Number
Automatic Trash Screens	0	Number
Watercourse Telemetry	Currently no data in system	Number
Weather Stations	14	Number

6.2 Condition

Asset condition surveys are not currently undertaken due to limited resources and cost implications.

The condition of vehicle safety barriers has been reported previously and requires substantial investment to address. Initial local officer estimates indicate £2.5m investment needed which requires resource to develop an appropriate business case. It should be noted that vehicle barriers are a specialist work requiring appropriate national certification and staff training to enable progress. There is currently no staff resource with required certification so design works will need external consultants to survey and quantify full extent of works.

6.3 Electric Vehicle Charging

There is growing demand for the installation of electric vehicle charging points across Argyll. A number of units have already been installed since 2017 as detailed in tables below. Future installations are also shown based on current funding until 2021. Consideration is required on the ongoing management and future maintenance and inspection of these assets. This will require resource and budget allocation moving forward together with an associated maintenance strategy for an asset that is likely to see accelerated growth over future years.

Asset Inventory	
Type	No.
Rapid	11
Fast	10
Unknown	7

Planned Future Installation		
Year	Type of Unit	
	Fast	Rapid
2019-20	2	2
2020-21	1	1
2021-22	1	1
2022-23		
2023-24		

Electric Vehicle Charging points	
Year	Units
2017	4
2018	3
2019	8
2020	1
2021	
2022	
2023	

6.4 Valuation

Street Furniture Valuation			
Street Furniture Assets	Gross Replacement Cost	Depreciated Replacement Cost	Annualised Depreciation Cost
Traffic Signs (non-illuminated)	£158,244.37	£79,126.92	£7,912.22
Safety Fences	£4,668,248.84	£2,334,158.51	£233,412.44
Road Blockers	£0.00	£0.00	£0.00
Hostile Vehicle Barriers	£0.00	£0.00	£0.00
Pedestrian Barriers	£14,922.28	£7,338.43	£596.89
Street Name Plates	£0.00	£0.00	£0.00
Bins	£0.00	£0.00	£0.00
Bollards	£17,424.87	£8,557.13	£696.99
Bus Shelters	£3,861,156.16	£1,933,642.49	£193,057.81
Grit Bins	£73,730.33	£38,119.25	£4,915.36
Cattle Grids	£818,124.21	£401,385.88	£32,724.97
Gates	£0.00	£0.00	£0.00
Trees	£0.00	£0.00	£0.00
Seating	£0.00	£0.00	£0.00
Verge Marker Posts	£58,620.03	£30,289.54	£3,908.00
On-Street Parking Meter	£382,668.48	£191,750.18	£19,133.42
Electric Car Charging Points	£668,491.33	£367,670.23	£66,849.13
Milestones	£0.00	£0.00	£0.00
Information Boards	£0.00	£0.00	£0.00
Bike Parking Lockers	£0.00	£0.00	£0.00
Bike Parking Stands	£0.00	£0.00	£0.00
Automatic Trash Screens	£0.00	£0.00	£0.00
Watercourse Telemetry	£0.00	£0.00	£0.00
Weather Stations	£249,913.02	£128,526.70	£12,495.65
Total	£10,971,543.91	£5,520,565.25	£575,702.89

6.5 Investment

The street furniture asset consists of many different individual assets all of which deteriorate at different rates. Generally, assets deteriorate to the point where they stop performing their intended function and are replaced with new items in line with available funding. Table 6.4 below provides an indication of the renewal cycle for some street

furniture assets based on previous year budget allocation and estimated asset renewal rates to calculate an indicative renewal cycle based on current funding allocation.

Item	Budget Allocation 2023-20	Current Inventory Data	Annual Replacement Quantity	Indicative Renewal cycle
Cattle Grid	£24,000	162	1.6	101
Traffic Signs	£52,000	5010	173	29
Vehicle Safety Fence	£100,000	616289	653	94

6.6 Investment Options

Below are a number of initial revenue budget investment options for consideration. These will all require further investigation, research, and development to progress more detailed information on which option is best suited to support council objectives within the confines of available resources. Investment options should be linked to development of a long-term maintenance strategy for the asset.

Option 1 Undertake maintenance on a reactive basis to repair defects within existing revenue budget allocation.		
Benefits	Drawbacks	Considerations
Continues service delivery for defects	Continued long term asset deterioration	Adopting risk based approach to managing the asset
	Growing demands for capital investment	Resource condition survey of asset to gain information on asset inventory, condition Etc.
	Rising number of public liability claims	Development of long term maintenance strategy for the asset group
	Reactive maintenance is expensive and poor value	Resource development of a prioritised list of planned works

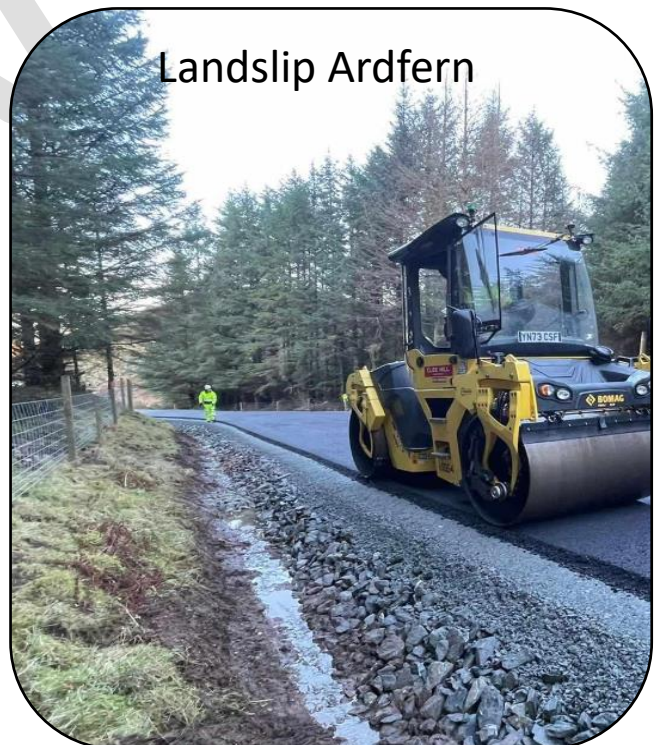
Option 2 Increased investment in planned revenue maintenance activities		
Benefits	Drawbacks	Considerations
Investment tackles worst asset deterioration	limited asset information and condition data	Implementing SCOTS asset management recommended practices
Planned works deliver better value	resources required to identify and quantify works	Current use, Is it needed? Can it be removed?
Reduced demand for reactive works	Level of works limited within available revenue budget allocation	Resource development of a prioritised list of planned works
Less complaints		Development of long term maintenance strategy for asset group

Option 3 Develop a business case for investment through capital budget for replacement of obsolete, damaged and deteriorated assets particularly vehicle safety barriers. Align the business case to a suitable long term maintenance strategy for the asset group.		
Benefits	Drawbacks	Considerations
Investment tackles deterioration and gradually improves whole asset	limited asset information and condition data	Development of long term maintenance strategy for asset group
Demonstrates prudent stewardship of assets	resources required to identify scope of works	Investment in mobile technology to capture asset data
Supports corporate objectives	Requires increased levels investment	Implementing SCOTS asset management recommended practices

Option 4 Business case development for capital investment in conjunction with other asset groups that aligns with the Road Asset management Plan (RAMP) and council priorities.		
Benefits	Drawbacks	Considerations
Whole asset approach to maintenance	requires substantial capital investment	Use of SCOTS asset management tools
	Requires significant improvement in asset data	Investment in mobile technology
		Development of appropriate maintenance strategy

7. Road and Infrastructure Recent Projects

Photographs below showing some of the works projects undertaken by Roads and Infrastructure teams illustrating the diverse scope of works particularly during increased demands clearing and rectifying network damage following recent storm events.



8.0 Climate Adaptation

We are seeing an increasing number of weather events locally, nationally and internationally no doubt linked to climate change which compromise the transport network. The most recent event was experienced in October 2023 and over recent years in Argyll and Bute we have had several weather events including:

- West of Mull bridge wash out At the foot of Ben More July 2012;
- Clachan snow event March 2013 – significant snow fall blocked the road and the weight of frozen snow on power lines resulted in power lines breaking and several thousand households being without power;
- Beast from the east February 2018;
- Sea wall wash out Bute December 2021;
- Numerous flood events in locations such as Lochavullin Oban, East and West Clyde Street Helensburgh, Rothesay, Campbeltown (flood prevention works underway) Lochgilphead Front Green etc.
- October 2023 – severe heavy rainfall resulted in transport connections into and out of Argyll and Bute were severely compromised on Saturday 7 October and for a period of time, all of the trunk roads and many of the local roads were impassable. Numerous people became stranded due to flood waters, landslips and damaged structures. Mountain rescue were deployed along with the coastguard who arranged ground units and a helicopter to support the response to assist Police Scotland who were coordinating the responses in line with protocol for major incident response.

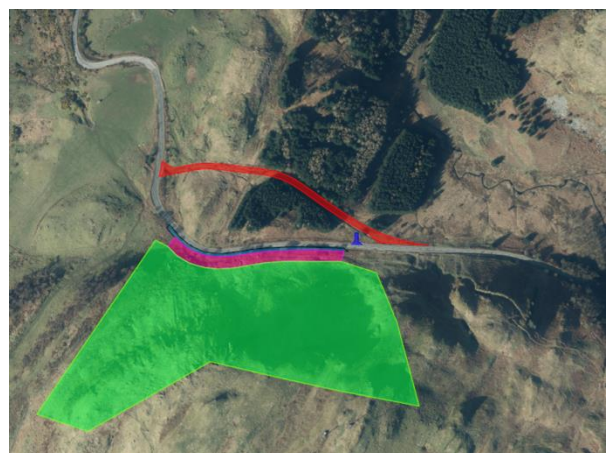
Adaptations have been carried out including reinforcement to bridge abutments, reinforcement and rebuilding of embankments, provision of temporary roads to avoid unstable slopes with a long term proposal to divert the road near Ardfern on a permanent basis. Furthermore, adaptation is being incorporated into various other works including sea defence, flood prevention works etc.

The following images provide a snapshot of some of the damage caused during the October 2023 event.



The photo to the left shows the Ardfern landslip on the A816 – c.15000 tonnes of material blocked the road.

The image to the right shows the extent of the Ardfern slip in green (at least 3 separate slip events took place) the purple shading is the ditch/pit which would catch any future flow, the blue line is a bund to keep the majority of any future flow in the ditch and the red is the proposed emergency road which takes traffic away from the slip affected area and provides a safe alternative route during future weather events.





There is significant additional content and photographs available to Elected Members from the various presentations given immediately following the October 2023 weather event.

Environmental science provides the evidence that climate change is resulting in changing weather patterns. These weather patterns and also rising sea levels mean that increasingly we are having to adapt infrastructure to accommodate the demands of climate change. Such adaptation comes with significant cost and future investment to our infrastructure is likely to see an increasing percentage of funding directed towards climate adaptation.

DRAFT

ARGYLL AND BUTE COUNCIL

**ENVIRONMENT, DEVELOPMENT
AND INFRASTRUCTURE COMMITTEE**

ROAD & INFRASTRUCTURE SERVICES

21 MARCH 2024

**TRANSPORT (SCOTLAND) ACT 2019 - PAVEMENT, DOUBLE & DROPPED KERB
PARKING STANDARDS**

1.0 INTRODUCTION

- 1.1 Argyll and Bute Council operates under Decriminalised Parking Enforcement (DPE) and, as such, already have a small team of wardens carrying out enforcement on our roads and in our car parks. Obstructive parking on footways, until recently, remained a matter for Police Scotland.
- 1.2 The Scottish Government has been working to improve parking legislation in Scotland in order to tackle the impact of inconsiderate and obstructive parking and ensure that our roads and pavements are accessible for all.
- 1.3 As part of this work, the Transport (Scotland) Act 2019 bans pavement parking, double parking and parking at dropped kerbs. The 2019 Act gives Local Authorities the relevant powers to enforce these new provisions. The Act also gives Local Authorities the power to exempt footways from the pavement parking prohibition in certain circumstances and in accordance with Ministerial Directions.

2.0 RECOMMENDATION

- 2.1 It is recommended the Environment, Development and Infrastructure Committee:-
- i. Considers and notes the changes in legislation; and
 - ii. Notes that implementation date for Argyll and Bute is yet to be finalised and a timeline will be provided to a future Environmental, Development and Infrastructure Committee once more information becomes available, including details of any additional resource which may be required to discharge these additional powers.

3.0 BACKGROUND

- 3.1 The new powers give Local Authorities the tools to be able to tackle the issues of inconsiderate and obstructive parking which, alongside a planned

Government led media campaign, will highlight the problems that inconsiderate parking creates in our everyday lives. To support these provisions, a suite of secondary legislation is necessary to bring new legislation into force and support its operation in practice. The below link gives access to the legislation:- [Transport \(Scotland\) Act 2019 Part 6 Pavement Parking Prohibition](#)

- 3.2 These changes to Regulation will essentially provide three new features to parking regulation and enforcement:-
- i. Provision for issuing Penalty Charge Notices (PCNs) where double parking takes place – this is where a vehicle is parked more than 500mm from the kerb when parallel parked.
 - ii. The ability to take forward a Traffic Order to permit footway parking provided 1.5m of clear footway space can be maintained. Photo 1 (Appendix 1) below provides an example of this. Note, we are not expecting this to be a common feature in Argyll and Bute.
 - iii. Issuing of PCNs for vehicles parking on footways where an Exemption Order is not in place to permit this or when obstructing a pedestrian crossing (not a driveway) as shown in Photo 2 (Appendix 1) below.
- 3.3 The Regulations received Parliamentary assent and came into force on 11th December 2023. Transport Scotland have confirmed that this is a power rather than a duty within the legislation provided to Local Authorities to enforce the Pavement Parking Prohibitions, however it was widely accepted that **not ALL** Local Authorities would be in a position to commence enforcement on 11th December 2023. It is understood that Edinburgh City Council went live in January 2024 but the majority of other Scottish Authorities are yet to implement these changes.
- 3.4 Argyll and Bute Council already operates under Decriminalised Parking Enforcement (DPE) and, as such, already have a small team of wardens carrying out enforcement on our roads and in our car parks. We also have the back office function which allows us to administer the various processes attached to DPE. Due to this, we are already effectively set-up to manage the additional functions outlined in the Transport (Scotland) Act 2019 (specifically, footway parking, parking at crossing points and double parking), however, we need to amend our processes which are supported by an externally provided software system which a number of Councils also use. This work is currently underway between our Parking Team, IT colleagues and our software provider. An implementation date is yet to be finalised and a timeline will be provided to a future Environmental, Development and Infrastructure Committee once more information becomes available. This future report will also include any additional resource which may be required to discharge these additional powers.
- 3.5 Once the software has been amended which will enable the relevant ticketing to be issued, officers intend to carry out a soft start whereby advisory notes will be issued for a period of two weeks but with repeat offenders being issued with a PCN i.e. only one warning per vehicle. Prior to any roll out and following the next report to Environment, Development and Infrastructure Committee, a detailed Member briefing and communications will be arranged.

4.0 CONCLUSION

- 4.1 This report highlights the changes in legislation in relation to inconsiderate and obstructive parking and details additional parking enforcement which the Council will be able to carry out as part of its DPE activity.

5.0 IMPLICATIONS

- 5.1 Policy – This report identifies changes to national legislation which the Council as Traffic Authority are provided with powers to enforce contraventions.
- 5.2 Financial – no estimated financial implications at this time.
- 5.3 Legal – changes in Regulations as identified in the report.
- 5.4 HR – no known implications at this time.
- 5.5 Fairer Scotland Duty: no known implications at this time.
- 5.5.1 Equalities - protected characteristics – the new powers available to the Council will help to reduce the number of blocked crossings or footways caused by inconsiderately parked vehicles.
- 5.5.2 Socio-economic Duty – no known implications at this time.
- 5.5.3 Islands – no known implications at this time
- 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. Safeguarding footways and clearing obstructions to pedestrian crossing points should help to encourage more individuals to walk. This, in turn, may help to reduce the reliance on travel by motor vehicle.
- 5.7 Risk – insufficient availability of wardens to effectively provide enforcement patrols across the full Council area.
- 5.8 Customer Service - no known implications at this time.
- 5.9 The Rights of the Child (UNCRC) – the new powers available to the Council to enforce against parking on footways and at crossing points will provide a safer walking environment for young people

Executive Director with responsibility for Roads and Infrastructure: Kirsty Flanagan

Policy Lead for Roads and Transportation: Councillor Andrew Kain

February 2024

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APPENDICES

Appendix 1 – Examples of inconsiderate and obstructive parking

APPENDIX 1 – EXAMPLES OF INCONSIDERATE AND OBSTRUCTIVE PARKING

Photo 1 Example of permitted parking where a Traffic Regulation Order is in place allowing parking with one wheel 'on the kerb'. Note this is an example of parking arrangements outside of Argyll and Bute



Photo 2 parking which obstructs pedestrian dropped crossing points (regardless of there being double yellow line as in this example) become a contravention and a PCN can be issued under the changes detailed in the report.



ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE SERVICES****21 MARCH 2024**

SECOND DOMESTIC BIN REVIEW 2024

1.0 INTRODUCTION

- 1.1 The existing policy for second domestic bins (green bins which take general waste) came into place in 2016 and there has been limited opportunity for this to be reviewed since its introduction. A review may provide an opportunity to reduce the numbers of households receiving a second domestic waste bin collection, who are not entitled to receive this service.
- 1.2 With the Biodegradable Municipal Landfill Ban (BMW) coming into place in January 2026, the advancement in technology and the Council introducing route optimisation, now is considered to be a good time to consider a review of all second domestic bins to all householders in all areas of Argyll and Bute's waste collection service.
- 1.3 The Council, working with Zero Waste Scotland, are carrying out waste composition analysis which will identify the types and percentages of material being disposed of in the general waste stream. This exercise will help to inform campaigns to increase recycling and therefore reduce some of the material which is currently ending up in the general waste system.

2.0 RECOMMENDATIONS

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

- 2.1 Agree to a review being progressed with further information regarding publicity and a timeframe being reported back to the June Committee.

3.0 DETAIL

- 3.1 In June 2016, the Council considered a report proposing an operational service procedure and which provided operational detail to support the Policy that the Council agreed at its meeting on 11 February 2016 as part of Service Choices. The full report can be viewed here: [ARGYLL & BUTE COUNCIL \(argyll-bute.gov.uk\)](http://argyll-bute.gov.uk) and the service procedure is appended to this report at Appendix 1.

3.2 Disposal of general waste has both environmental and cost implications. Whilst the existing PPP contract for part of Argyll and Bute processes material via a Mechanical Biological Treatment plant (which takes out of the waste stream some materials which can be recycled or composted), this process is expensive and is not an approved treatment type beyond the BMW Ban. As such we don't encourage the use of second green bins because our focus is on recycling, however, we understand that, for some people, a second general waste bin may be needed. Generally speaking we will consider a second green bin if:

- There are five or more people in your household
- Someone in your household has a medical condition which means more waste is generated

By contrast second blue bins (for co-mingled recyclable materials excluding glass) are available free to all households who are producing more recycling material than will fit in a single bin.

- 3.3 Officers propose to carry out a second domestic bin review, this will ensure that only those households who meet the criteria have a second domestic general waste bin collected. This should also reduce the amount of general waste collected and in theory increase the amount of recyclable material collected. These changes are likely to facilitate changes to future collection routes. This review, coupled with additional information relating to recycling, will be designed to reduce general domestic waste and increase recycling.
- 3.4 The purpose of this exercise would be to review all recorded second domestic waste bins and establish if the household are still eligible for a second bin uplift. Where the Policy criteria is not met, we will confirm to residents that only one bin will be lifted in the future. It should be noted that whilst some second bins have been provided by the Council, a number of bins have been purchased directly by residents from other suppliers. This exercise will identify where second bins fall within Policy and those which do not.
- 3.5 Prior to the roll out of the review, there will be a social media campaign and additional information added to the Council's website explaining that the review of second domestic bins is being progressed to reduce the amount of general waste having to be collected, encourage recycling percentages to be increased and to make both environmental and financial savings.
- 3.6 Given that the Council collect bins from over 48,000 households, this process will be complex, although, with the introduction of the route optimisation system it should be easier to identify locations where second bins are eligible for collection. Where second bins are presented, but not eligible for collection, residents will be notified and ultimately these second general waste bins will not be collected. Further reports will be brought back to the Environment, Development and Infrastructure Committee detailing progress of this exercise.
- 3.7 The Service have been working closely with colleagues in the Council's Customer Engagement and Transformational Team to create a new function that will allow automatic reviews for the need for a second domestic waste bin to take place at the appropriate date of the customer's review. This will cause minimal disruption in the

future with more manageable workloads for both the Customer Services Contact Centre and Operations Administration Team.

Stage	Completion Date
Ongoing liaison with Customer Services via a workshop session regarding possibilities and to also understand current levels of demand	Commenced and ongoing
Updating of records for all approved second green bins, where possible due diligence on ongoing eligibility for second green bins	Commenced and ongoing
Publicity and timeframe for roll out to be prepared	June EDI Committee
Publicity campaign advising of any agreed output from EDI Committee	To commence following EDI Committee June 2024
Checking and verifying of second green bins and where second bins are not eligible	July 2024 onwards Estimated completion date tbc – this will be dependent on the number of unauthorised second bins, resourcing and prioritisation of other competing demands. Further information to be included in June EDI report.
Rollout of notification for any non-approved second green bins and actively managing this through the deployment of warden resource. Further detail of process and proposals to be reported to June EDI Committee.	Estimated start October 2024 Completion date to be confirmed pending no. of unauthorised second green bins to be dealt with.

4.0 CONCLUSION

4.1 This report proposes that a review of second bins is carried out and in line with the Policy agreed in June 2016. Non-eligible second domestic bins will cease to be collected. This will help to reduce the amount of domestic waste presented at kerbside, encourage residents to increase recycling and reduce the amount of material which is currently processed for landfill.

5.0 IMPLICATIONS

- 5.1 Policy – As per the Policy agreed in June 2016 at the introduction of 3 weekly waste collections.
- 5.2 Financial – It is expected that there will be future waste collection and disposal savings as a result of this exercise.
- 5.3 Legal – None known.

- 5.4 HR – None known.
- 5.5 Fairer Scotland Duty: None known.
- 5.5.1 Equalities - protected characteristics – None known.
- 5.5.2 Socio-economic Duty: None known.
- 5.5.3 Islands – None known.
- 5.6 Climate Change – Reducing waste currently processed for landfill and increasing recycling. There should also be a slight reduction in fuel used for vehicles used in the waste collection and disposal process.
- 5.7 Risk – Representation from individuals who may lose a second bin service
- 5.8 Customer Service – Residents may have become dependent on their second general waste bin. Detailed communications will need to be carried out to keep citizens involved with this proposal and the reasons it is being progressed.
- 5.9 The Rights of the Child (UNCRC) – refuse collection and recycling can have environmental benefits and contribute to the positive future of young people.

Executive Director with responsibility for Roads and Infrastructure, Kirsty Flanagan

Policy Lead for Climate Change and Environment, Councillor Ross Moreland

5th February 2024

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APPENDICES

Appendix 1 – Three Weekly Refuse Collection Service Procedure



DEVELOPMENT AND INFRASTRUCTURE SERVICES

Three Weekly Refuse Collection

Operational Service Procedure

Author	Amenity Performance Manager
Owner	Head of Roads & Amenity Services
Date	June 2016
Version	1.2

1. Objectives

Argyll and Bute Council is committed to increasing recycling

By recycling more we are helping to save the planet's natural resources, save energy, reduce landfill costs and reduce the effects of climate change.

2. Introduction

From date tbc for launch we will operate a new waste collection model for householders which has an even greater focus on our key priority – recycling.

We will now collect general waste (the green bin) on a three-weekly basis and recyclable waste (blue bin) fortnightly. Where we collect food waste and glass we will continue to collect at the published frequency.

This document sets out our procedures and the standards we expect to achieve for our residents.

Public Health

We sought public health advice from the Scottish Environmental Protection Agency (SEPA) when we were thinking about a three-weekly model. They advised us and other councils that there should not be any increased risk to public health as long as the existing common sense standards are followed: wrapping waste and keeping the lid of your bin firmly closed.

3. Wheeled bin identification

Our waste team needs to be able to identify which bin belongs to which property so that we can track and monitor waste collections and identify where improvements can be made. We would encourage people to clearly mark their bins with their house name or number within two months of the new waste collections starting.

4 Green bins for general household waste

Green bins are for household waste that cannot be recycled in any of the other bins we provide.

Every household gets one green (general waste) bin.

5. Blue bins for mixed dry recyclables

We provide a blue bin for mixed dry recyclables. This bin can either be 140 or 240 litres depending on what the customer needs.

Mixed recyclables are:

- paper
- cardboard
- aluminium cans
- tins
- plastic cartons.

The blue bin is not for glass, food waste or polyethene wrap or carrier bags.

Further information on what may be recycled can be found on the council website at:

www.argyll-bute.gov.uk/planning-and-environment/recycling

6. Grey bins for glass

Where we are able to collect glass we provide a grey bin.

We can't provide this service across all of Argyll and Bute because it just isn't cost effective to do so, but we do provide customers with another option. You can take your glass to a number of bottle banks or to your local civic amenity site.

Information on where these sites are is also available on the website at:

www.argyll-bute.gov.uk/planning-and-environment/recycling

Only glass bottles and jars can be recycled.

Other glass items don't break down in the same way so can't be recycled.

7. Green caddies for food waste

In Helensburgh and Lomond we also provide a caddy (small bin) for food waste. This is a government requirement due to the population in Helensburgh.

You need to use bin liners in the food waste bin; these can be sourced from the Civic Centre, Helensburgh Library and the Victoria Halls.

Like the glass collections we can't provide this service in the rest of the area because the rural geography makes it both impractical and very costly.

8. Nappies and other sanitary items

We would ask people, in the interests of hygiene, to take a common-sense approach to binning nappies and other sanitary items by securely bagging them before placing them in their green bin.

9. If your bin is lost, stolen or damaged

If we damage any of your bins in the course of our work then we will, of course, repair it where possible or replace it if necessary.

If your green bin is lost or damaged you will have to pay to have it repaired or replaced.

We will repair or replace any lost, stolen or damaged recycling bin free of charge. We don't charge for this because we want to maximise recycling and reduce the amount of waste going to landfill.

10. Putting your bins out

On your scheduled collection day we would ask that you put your bin out at the kerbside by 6am in Helensburgh, Oban and Dunoon and by 7.30am in all other areas, with the lid properly closed.

Please try and put your bin at the side of the footpath so it isn't causing an obstruction.

If your bin is found to be repeatedly causing an obstruction we'll give you a call to see if there is any way we can help you put your bin out safely.

We would ask people to put their bins out in the morning rather than the night before but understand that this may not be possible for everyone.

Our waste teams start work early to get round their routes; if your bin isn't out in time they won't have time to come back for it later.

If your bin is overloaded then we won't be able to empty it. If it's too heavy our waste team could hurt themselves moving it and it could damage the lifting machinery on the bin lorry.

Extra waste will also fill the lorry up quicker, meaning there is no room for other peoples' bins to be emptied.

We would ask that our customers be considerate and not overfill their bins. For the same reasons we will not take additional waste left in boxes, bin bags etc. at the side of the bin.

If your collection day needs to change we will put information out well in advance.

11. Collections on unadopted roads

We will collect bins from unadopted roads providing that the road is safe for the bin lorry.

The driver will decide on the day whether the road is safe.

If your road is found not to be safe then we will arrange with you a suitable collection point, most likely at the end of your road where it joins the public highway.

12. Contaminated bins

Contaminated means that the recycling bin has items in it which can't be recycled. We can't take bins with non-recyclable items because the entire lorry load would then be rejected when we take it to the recycling plant, meaning it would have to go to landfill, defeating the purpose and incurring a hefty charge to the council.

The more fines we get for contaminated lorry loads and the more we have to pay in landfill costs the less money we have to deliver other council services that people rely on.

If your bin is contaminated we will put a tag handle to let you know. We would ask that you remove the offending items before next putting your bin out.

13. Assisted collection

Some people may be physically unable to put their bins out safely. If you are someone who struggles with your bin then we have a service to help you.

Please call 01546 605514 and speak to one of our helpful customer service agents about an assisted collection service. Once you fill in an application one of our officers will visit you and see what they can do to help.

If it's found that you do need a little extra help we'll agree with you a suitable location for your bins to be emptied from and returned to. To make sure everything is operating as it should do and you're getting the help you need, we'll review this on an annual basis.

Of course if you have any problems before your annual review please don't hesitate to get in touch with us.

14. Other options

Other options for residents include:-

You can also take your waste to any of our civic amenity sites. Often people will do this when they have a lot of extra waste coming from a clear out, garden work etc.

Going to the recycling pages on the council website shows the location of the sites:

www.argyll-bute.gov.uk/planning-and-environment/recycling

You can also arrange a special uplift, which comes at a cost because it is an additional service. Please call 01546 605514 to arrange this.

15. Service Disruptions

If we are having any problems emptying your bin then we'll let you know through our website, Facebook and Twitter.

Disruption can be caused by the weather, road closures, vehicle breakdowns and other circumstances outwith our control.

If a scheduled service is disrupted we would ask you to put your bin out for 6am the next day (even if the next day is a Saturday) until advised otherwise.

16. Second green bins

We don't encourage the use of second green bins because our focus is on recycling, however, we understand that, for some people, a second general waste bin may be needed.

You can apply for a second green bin by calling our helpful customer service staff on 01546 605514. If your enquiry can be dealt with over the phone it will be but if not then one of our officers will visit you and see what we can do to help.

If you are eligible for a second bin then this will be provided free of charge.

Generally speaking we will consider a second green bin if:

- There are five or more people in your household
- Someone in your household has a medical condition which means more waste is generated

Your second green bin will be identified as such by a red lid.

We'll review this on an annual basis to make sure your second bin is still needed. If it's found that your second green bin is being used for recyclables rather than general waste we will remove it and encourage you to use your blue bin for recycled material.

If you feel your current 140litre green bin isn't big enough we will provide you with a 240litre one instead.

17. Home composting

We would encourage people to compost suitable garden and uncooked vegetable waste. More information on home composting is available at:

www.argyll-bute.gov.uk/content/home-composting-advice

18. Commercial waste

We collect commercial waste but charge for it. This is because commercial properties don't pay council tax.

More information on this is available on our website at:

www.argyll-bute.gov.uk/forms/commercial-waste-enquiry-form

Like householders, we would encourage businesses to recycle their waste where possible.

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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROAD AND INFRASTRUCTURE
SERVICES****21 MARCH 2024**

LOCAL BRIDGE MAINTENANCE FUND

1.0 INTRODUCTION

- 1.1 This report provides an update on the £5.450M of funding secured through a highly competitive bid process from Scottish Government's £32million Local Bridge Maintenance Fund.
- 1.2 At the Environment, Development and Infrastructure Committee held in June 2022 a report was presented detailing the funding award for the replacement of 4 bridges and strengthening of a further 5.
- 1.3 At the Environment, Development and Infrastructure Committee held in June 2023 an update report was presented detailing the negotiations regarding land (for new bridges), ground investigation and design work has been progressing well.
- 1.4 Work at Ardchnonnel Bridge commenced in November 2023 and has been completed in February 2024. The works to Ardchnonnel Bridge include strengthening the abutments. This work being urgently required to prevent any further deterioration and increased costs.
- 1.5 Work at Whitestone Bridge has been awarded and is scheduled to commence in March 2024 and is scheduled to complete in May 2024. Similar to Ardchnonnel Bridge, Whitestone Bridge was required to be progressed to strengthen the abutments and reduce any further deterioration and increased costs. Whitestone Bridge wasn't considered to be quite as urgent as Ardchnonnel, however, it is still necessary to progress these works with minimal delay.
- 1.6 Designs for Claonaig, Glenegedale (2), Lochgoilhead, Oude, Pennyghael Bridge are currently progressing. Estimated costs have now been established for all bridges through a feasibility study outlining preferred design options. Public Consultations have been carried out for Oude Bridge and Glenegedale (2) Bridge and are being incorporated into the final feasibility report.
- 1.7 Since the bid was submitted to Scottish Government and as detailed in this report, there have been significant price increases to construction contracts. These increases mean that the allocated funding is not sufficient to deliver the programme originally intended. Officers will be engaging with officials at Scottish

Government to establish if other funding is available and to understand Scottish Government's position regarding the affordability of the original programme which funding was allocated for.

- 1.8 If additional funds are not forthcoming then the projects not delivered will be held back pending additional funding coming from either external sources of council capital programmes. Note all bridges will continue to be monitored as part of our ongoing cycle of bridge inspections to ensure that our bridges are safe and proportionate to use.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee consider this report and note that officers will be engaging with Scottish Government regarding the increased costs.

3.0 DETAIL

- 3.1 The fund will be used to undertake proportionate works (from strengthening to comply with 'construction and use' weight limits to full off-line rebuilds) on bridges in need of repair, identified through our inspection programme/ records. Bridges provide critical transport (often lifeline) connections for some communities and are a vital part of the wider road network.

- 3.2 The table at Appendix 1 details the list of bridges which have received funding along with **indicative** site start dates.

- 3.3 As noted in Appendix 1 a grant amount of £5.45M was secured based on pre COVID estimates but the most updated cost estimations show that a cost of approximately £12.5M will be required. There are seven principal reasons for this significant increase in costs for the projects:

- COVID – Cost estimations used to secure grant funds were completed prior to the full extents of Covid to the economy being understood. The impact to the Construction Industry resulted in large increased costs to tender returns.
- Inflation – Although inflation is considered, the severity of it since 2021 could have not been reasonably predicted.
- Brexit – This brought further increase to costs as Contractors need to charge more due to increase material costs because of import duties and lack of availability of materials.
- War in Ukraine – This had a knock-on effect regarding project costs due to increasing fuel costs and increased cost of production.
- PAS2080 (2023) – Due to recent environmental legislation as part of the design/construction process we must consider steps to reduce/manage carbon output for our projects which have economic repercussions.
- Active Travel Routes – To allow future sustainable transport links we must include active travel routes on each bridge replacement project

therefore increasing the width of each deck by 3.5m and any new approach roads therefore increasing the overall construction costs. However, we are also considering the cost to maintain existing bridges to accommodate the active travel traffic. This potentially could reduce the initial investment although the whole life costs are likely to be similar.

- Feasibility studies – Prior to submitting an application for each bridge there was inadequate time to carry out a full feasibility study in order to accurately estimate each project. Minimal design had occurred and some of the main design constraints were unknown prior to the application for funding.

3.4 Due to the identified funding shortfall, all schemes have been prioritised. The prioritisation considers, network criticality, design life remaining of existing structures, current condition of existing structure and cost. The outcome of the prioritisation process is as follows:

Bridge	Cost
1 (=) 00019-05 B842-150 Whitestone Bridge	£115,385
1 (=) 00019-29 B839-050 Lochgoilhead Bridge	£472,000
3 (=) 00019-38 B840-140 Ardchnonnel Bridge	£93,353
3 (=) 00019-04 B842-010 Claonaig Bridge	£325,000
3 (=) 00019-30 A815-230 Cothouse Bridge	£662,000
6 (=) 00019-12 B844-010 Kilninver Bridge	£2,490,000
<hr style="border-top: 1px dashed red;"/> <p>The bridges above the red line are affordable based on the available funding.</p>	
6 (=) 00019-37 A849-280 Pennyghael Bridge	£4,575,000
8 00019-25 A846-270 Glenegedale (2)	£1,620,000
9 00019-36 A816-120 Oude	£2,185,000

3.5 We propose to write to the Scottish Government to alert them to the funding shortfalls, clarifying the current position and to seek additional funding to progress all schemes. In the meantime work to progress the lowest ranked scheme, Oude Bridge shall be paused. The total revised cost for all schemes above the line is £4.158M.

3.6 Location plans for each bridge can be found in Appendix 2. Regular updates on these works as they progress will be provided through our weekly members briefing.

3.7 Legislation, Standards, Codes of Practice:

Replacement (new) structures are designed in accordance with:

- Roads (Scotland) Act 1984 Legislation
- Design Manual for Roads and Bridges (DMRB) document “*CD 350 - The design of highway structures*” and associated document series “*Highway Structures & Bridges*”
- “*CIHT 'Well-managed highway infrastructure' Code of Practice*” Section C6 and associated documentation.
- PAS 2080 - Carbon management in infrastructure and built environment.

Strengthening (maintenance) works to structures are designed, where appropriate, in accordance with:

- Roads (Scotland) Act 1984 Legislation
- Design Manual for Roads and Bridges (DMRB) document series “*Highway Structures & Bridges*”
- “*CIHT 'Well-managed highway infrastructure' Code of Practice*” Section C6 and associated documentation.

4.0 CONCLUSION

4.1 This report provides an update on the £5.450M of funding secured in highly competitive bid process from Scottish Government’s £32 million Local Bridge Maintenance Fund.

5.0 IMPLICATIONS

5.1 Policy – projects are being taken forward to align with key policies like the Local Outcome Improvement Plan and the Roads Asset Management Plan. Bridge designs in terms of strength and resilience are required to follow nationally set construction specifications.

5.2 Financial – funded from grant funding. The successful award of grant funding helps to reduce the backlog maintenance figure for the Council’s transport infrastructure. Note, the original grant allocation is not now adequate to deliver the full programme.

5.3 Legal – the Council has statutory duties to maintain infrastructure set out in various legislation like the Roads Scotland Act 1984.

5.4 HR – None known.

5.5 Fairer Scotland Duty: None known.

5.5.1 Equalities - protected characteristics – an EqSEIA will be completed which tease out and identify any equality issues which need to be considered for new bridges.

5.5.2 Socio-economic Duty – none known.

- 5.5.3 Islands – the programme will bring benefits to island communities which will see two bridges being replaced which will help provide additional resilience to the island’s transportation infrastructure.
- 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 provision for pedestrian facilities will be included as part of the design for new build bridges together consideration for the projected increase in sea levels due to climate change.
- 5.7 Risk – None known.
- 5.8 Customer Service – None known.
- 5.9 The Rights of the Child (UNCRC) – the investment to improve our bridge network will contribute to a safer environment for young people to thrive in.

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

Policy Lead for Roads and Transport: Councillor Andrew Kain

February 2023

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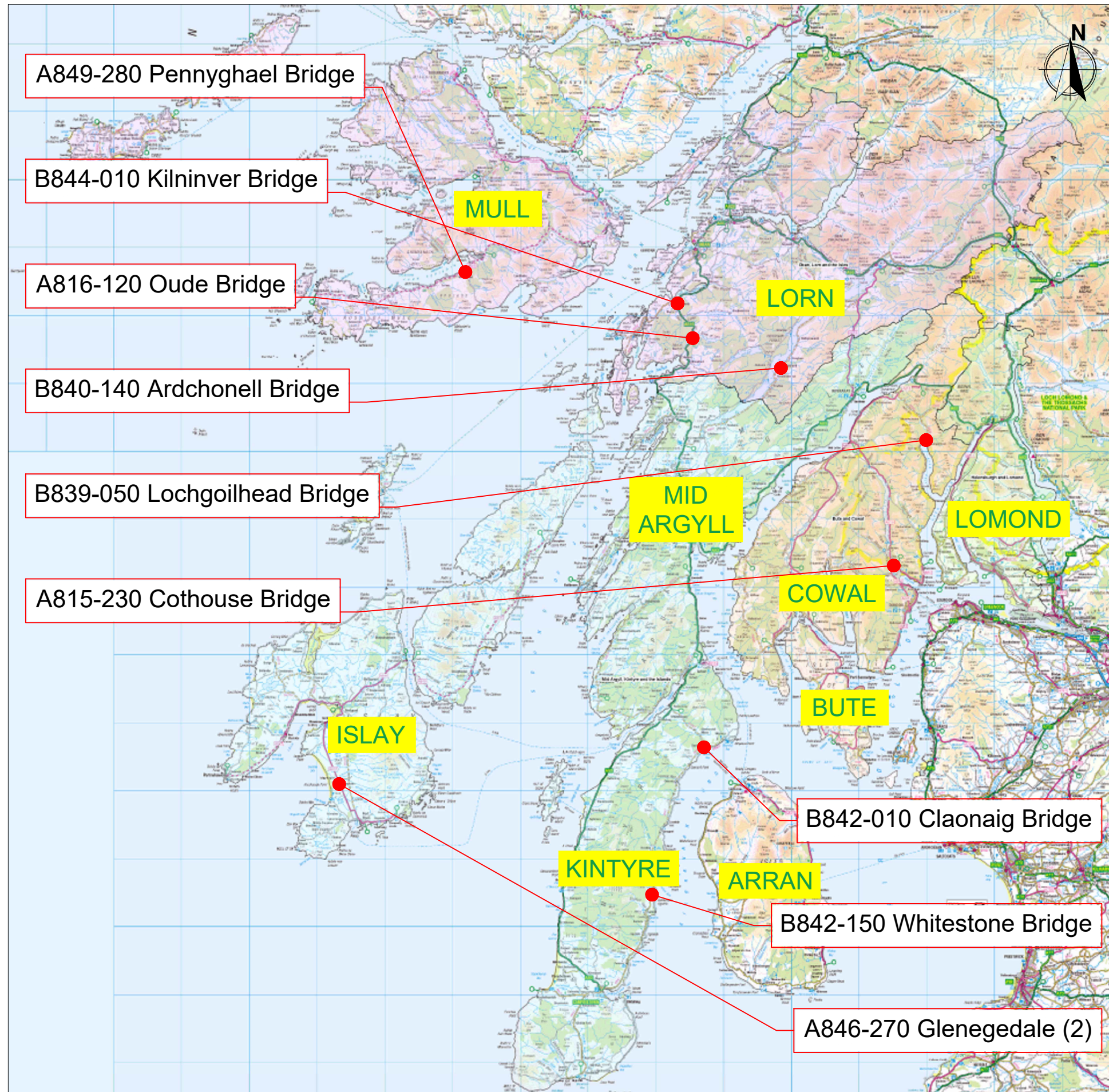
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Appendices:

- Appendix 1 – Bridge work details, prioritisation and cost
- Appendix 2 – Bridge location plans

Appendix 1 – Bridge work details, priorities and cost

Prioritisation	Bridge Name	Asset sustainability or asset improvement	Description of Works	2021 Grant Amount based on pre COVID estimates	Estimated Cost @ 2024	Site Start Date	Estimated Completion Date
=1	B842-150 Whitestone Bridge	Sustainability	Additional retaining buttress structure constructed on downstream face of existing bridge. Works required to be progressed to reduce further deterioration and increase costs.	£40,000	£115,385	Mar 24	May 24
=1	B839-050 Lochgoilhead Bridge	Sustainability	Strengthening of arch barrel, including waterproofing, temporary traffic diversion and drainage works.	£198,000	£472,000	Apr 25	Mar 26
=3	B840-140 Ardchnonnel Bridge	Sustainability	Works started due to safety requirements. Additional retaining buttress structure constructed on downstream face of existing bridge. Works required to be progressed to reduce further deterioration and increase costs.	£40,000	£93,353	Nov 23	Feb 24
=3	B842-010 Claonaig Bridge	Sustainability	Strengthening of wing walls, realignment of road and drainage works.	£477,000	£325,000	Jan 25	May 25
=3	A815-230 Cothouse Bridge	Sustainability	Installation of deck waterproofing system (under road surface), installation of new expansion joints, joint sealings, concrete repair works, drainage works, vehicle barrier partial replacement, vegetation removal	£517,000	£662,000	Aug 24	Jun 25
=6	B844-010 Kilninver Bridge	Improvement/new structure	Full bridge replacement (with an active travel route – footway/cycleway)). Feasibility Study largely completed Public Consultation being progressed early 2024.	£1,194,000	£2,490,000	Aug 25	Aug 26
Affordable schemes from Local Bridge Maintenance Funding subject to Scottish Government confirming the change in programme					£4,157,738	Subtotal of schemes above	
=6	A849-280 Pennyghael Bridge	Improvement/new structure	Full bridge replacement (with an active travel route – footway/cycleway) downstream / seawards. Feasibility Study largely completed Public Consultation being progressed early 2024.	£1,193,000	£4,575,000	Aug 25	Jul 27
8	A846-270 Glenegedale (2)	Improvement/new structure	Full bridge replacement (with an active travel route – footway/cycleway) in same location. A public consultation has been completed. Feasibility Study identifies preferred option to progress.	£597,000	£1,620,000	Jun 25	Dec 25
9	A816-120 Oude Bridge	Improvement/new structure	Full bridge replacement (with an active travel route – footway/cycleway) upstream / northwards. A public consultation has been completed. Feasibility Study identifies preferred option to progress. Project in abeyance due to funding shortfalls.	£1,194,000	£2,185,000	Mar 26	Aug 28
Total				£5,450,000	£12,537,738		



Location Plan

Not to Scale

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TITLE
**Local Bridge Maintenance Fund
 Location Plan for 9 Bridges**

INFRASTRUCTURE DESIGN,
 MANSE BRAE, LOCHGILPHEAD, ARGYLL, PA31 8RD

Head of Roads and Infrastructure Services
 Jim Smith

DRAWING NUMBER:
00019-4LBMF/001

SCALE:
Not to Scale

DATE 16/05/2023



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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROADS AND INFRASTRUCTURE
SERVICES****21 MARCH 2024**

ROUTE OPTIMISATION UPDATE

1.0 INTRODUCTION

- 1.1 The Council has invested in a Route Optimisation system which will enable existing cyclic activities (bin collection, grass cutting, winter gritting etc) to be tested for efficiency and, where possible, remodel routes to be more efficient and effective. The system will enable modeling for potentially different service delivery policy options providing a range of options much quicker than conventional 'manual' modelling processes. At an operational level the system will provide works supervisors the flexibility to change routing in the event of vehicle breakdowns, road closures etc. The system is scheduled to be rolled out in August 2024 following ongoing system building and testing. The purpose of this report is to provide Members with an update on the development of the Route Optimisation project following the report to this Committee in June 2023.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Members of the Environment, Development and Infrastructure Committee:-
- Consider and note the progress with the Route Optimisation project;
 - Agree to a seminar being arranged for all Members following the summer recess to demonstrate the functionality and opportunities available through the system.
 - Note that a further update report will be brought back to the December 2024 Environment, Development and Infrastructure Committee meeting.

3.0 DETAIL**Background**

- 3.1 The Council has appointed Webaspx through a competitive procurement process. Webaspx are a leading Route Optimisation company who provide specialist software solutions in routing vehicles and individuals carrying out cyclic activities including waste management and general municipal activity.

3.2 Route Optimisation provides a system which enables routing of cyclic activity to be efficiently and effectively delivered. The Webaspx system the Council has invested in, provides various capabilities, including, but not limited, to the following modules:

- **Route Optimisation** - enables new/alternative routes (bin collections and other cyclic activity) to be designed more efficiently whilst ensuring deliverability to reduce the risk of service disruption. This will enable existing collection routes to be tested for efficiency with the opportunity for replacement routes cutting down travel, costs and carbon emissions. Different scenarios for collection frequencies will be much easier and faster to model. This is expected to be hugely beneficial for the Biodegradable Municipal Landfill Ban, improvements to recycling percentages etc. Whilst the initial focus will be on modelling refuse collection routes the system is ideally suited for other activities such as winter maintenance, street sweeping etc which are intended to be subsequently modelled.
- **Digital Depot** – replaces paper and spreadsheet routes with cloud based data and automated workflows.
- **In-cab** – replaces paper route cards with touch screen tablets providing the crew and driver with the information they need to work both safely and efficiently. The in-cab technology also provides information to and from the back office which will bring customer service benefits in terms of being able to provide up-to-date information to our citizens. The system will also enable vehicles to be re-routed at an operational level to accommodate vehicle breakdowns, road closures etc.
- **Commercial waste** - gives the ability to plan and operate commercial waste services efficiently whilst also enabling customer accounts to be managed allowing contracts to be easily updated and invoices issued.

3.3 Bin collection is being progressed as the first activity to be modelled. In doing so the system will be populated with all address points and collection locations allowing much of this data to be used for modelling of other activities. Bin collections also have the potential to offer a significant efficiency, this has been confirmed from feedback from other Councils and the system supplier.

Progress

3.4 The implementation of the Route Optimisation system is progressing well with existing routes, all 48,000 households, civic amenity sites and tipping points loaded into the system. Initial training has been carried out with staff. The ongoing work (tactical modelling) tests the model which includes data cleansing and adding data such as the location and pick up frequencies for the Civic Amenity sites etc.

3.5 In line with good practice for contract management, regular meetings are in

place between Webaspx and the Council's Project Team. The project is being progressed in phases. The first phase was setting up the Easy Route software, creating the detailed digital model of our road network, our domestic bin collection, disposal operation is well advanced being reported as phase one. Thereafter there will be a second phase to set up and utilise the in-cab or digital depot technology with a forecast go live date of August 2024 following trials and systems testing.

- 3.6 The table below provides Members with an updated outline works programme to that presented to Environment, Development and Infrastructure Committee in June 2023. Please note that some stages of the project have changed due to adding commercial addresses and civic amenity sites in addition to the residential properties. Any changes to dates/timescales have been noted in the table, although, the overall completion date remains unchanged:

Route optimisation Phase One – Easy Route software			
Title	Description	Date	Status
Inception			
Inception meeting	Agree requirements/ constraints/ deadlines	March 2023	Complete
Data			
Roads	OS data on road network	April 2023	Complete
Properties	UPRN information on all 48,000 households	April 2023	Complete
Routes	Uploading existing bin route information	April 2023	Complete
Resources	Information on vehicles to cross reference with route and property data	April 2023	Complete
Performance	Weighbridge information from the different off-takers	April 2023	Complete
Merging data	Cleansing and formatting various data sets	May 2023	Ongoing at the time of writing
Model development and review			
Initial build	Webaspx build software installation of EasyRoute	May 2023	Complete, domestic properties have been input and this element of the project is

			complete. Commercial properties are scheduled to be input by end of March 2024
Training	ABC staff training	June 2023	Complete, initial training is complete and additional training will be carried out as required.
Model as-is routes	Create calibrated models of current collections across all areas	Revised completion April 2024 Originally scheduled for June 2023	On track for revised date, this is currently ongoing and involving area teams, ensuring employee buy in. Additional familiarisation and roll out of the system's functionality.
Review as-is routes	Ensure As-Is models reflect current collections	Revised completion April 2024 Originally scheduled for July 2023	On track for revised date, this is currently ongoing and involving area teams, ensuring employee buy in.
Tactical modelling	Model routes and other options against different scenarios	Revised completion April 2024 Originally scheduled for August 2023	On track for revised date, this is the next stage. The tactical modelling will take place on completion of all waste routes being uploaded into the system (including commercial and civic amenity sites – this being in addition to residential properties).
Review tactical modelling	Review remodeled routes	May 2024	On track

Operational modelling	Create fully implementable model(s) for each scenario	June 2024	On track
Operational review	Review and revise possible new designs	August 2024	On track
Decision gateway			
Operational Review	Determine next steps and lead in to Phase Two including other services to be modeled	October 2024	On track

4.0 CONCLUSION

- 4.1 The new Route Optimisation system is a powerful tool and, once rolled out, will provide opportunities to model different options, with this firstly being used for the bin collection routes followed by a wider range of cyclic activities.
- 4.2 The initial data upload, review and cleansing stage is very much an iterative process that requires a reasonable resource commitment from the Council, particularly given the different waste models used across the area.

5.0 IMPLICATIONS

- 5.1 Policy – There are no direct policy implications arising from this report.
- 5.2 Financial – This project is funded from previous funding allocated by the Council. Future revenue costs are expected to be self-funding from efficiencies.
- 5.3 Legal – None known.
- 5.4 HR – None known.
- 5.5 Fairer Scotland Duty:
- 5.5.1 Equalities - protected characteristics – Works from this project will be accompanied by a socio and economic impact assessment.
- 5.5.2 Socio-economic Duty – None arising from this report.
- 5.5.3 Islands – This project will look at both the mainland and islands and there is not deemed to be any adverse impact to island communities from this work.

- 5.6 Climate Change – There is potential to reduce the mileage covered by some vehicles, which would help to work towards reducing the Council's carbon footprint. It is anticipated this will result in CO2 savings however this will not be fully known until the system is implemented.
- 5.7 Risk – None arising from this report.
- 5.8 Customer Service – the Route Optimisation system is expected to bring customer service benefits in terms of being able to provide up-to-date information to our service users
- 5.9 The Rights of the Child (UNCRC) – None arising from this report.

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

Policy Lead for Roads and Transport: Councillor Andrew Kain and **Policy Lead for Environment and Climate** Councillor Ross Moreland

March 2024

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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****ROADS AND INFRASTRUCTURE
SERVICES****21 MARCH 2024**

ROADS CAPITAL RECONSTRUCTION PROGRAMME 2024/25

1.0 EXECUTIVE SUMMARY

- 1.1 The Roads Reconstruction Programme has been structured in line with the Roads Asset Management and Maintenance Strategy. The focus has been to arrest the rate of decline and provide an overall improvement in condition as has been demonstrated in the Annual Status and Options Report. In previous years this has been achieved through the delivery of a mix of carriageway resurfacing, edge strengthening, patching/surface dressing and in-situ road surface recycling. These treatments have been designed to seal the road to stop the ingress of water, improve ride quality and reduce the number of reactive repairs. This has resulted in an overall improvement in road conditions. Without this investment and works there would have been a significant deterioration in condition and a detriment to the travelling public, economic opportunity and tourism.
- 1.2 Attached to this report is a draft programme for roads reconstruction schemes for 2024/25. This programme has been designed using the current Road Condition Index (RCI) which is produced by the national road condition survey data. In addition to the RCI data, information such as road traffic collisions, known development, activities such as timber harvesting and skid condition (of the carriageways surface) which is measured by a separate survey are also considered together with information brought forward from Elected Members during agreed Area Business Days with officers from Roads and Infrastructure Service. This information is considered at officer level when appropriate engineering judgement is also applied to ensure that maximum benefit can be derived from the available investment.
- 1.3 As per previous years any post winter deterioration may result in some adjustment to the programme to ensure that the best rates of return in terms of whole life costs can be achieved.
- 1.4 It is recommended that the Environment, Development and Infrastructure Committee:-
- Endorses the proposed programme of capital works for 2024/25
 - Agrees that details of each area committee's programme will be forwarded on to individual Elected Members.

ARGYLL AND BUTE COUNCIL

**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE**

**ROADS AND INFRASTRUCTURE
SERVICES**

21 MARCH 2024

ROADS CAPITAL RECONSTRUCTION PROGRAMME 2024/25

2.0 INTRODUCTION

- 2.1 This report provides details of the proposed roads reconstruction programme for 2024/25. The programme is based on the 2024/25 allocation of a total of £8.0M.
- 2.2 The additional funding allocated at the Council meeting on 23 February 2023 meant that there was an £8M programme for both this financial year and for last year. This level of investment is welcomed and enables substantial programmes of works to be delivered across the road network focusing on arresting deterioration and where possible improving road condition.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:-
- Endorses the proposed programme of capital works for 2024/25
 - Agrees that details of each area committee's programme will be forwarded on to individual Elected Members.

4.0 DETAIL

- 4.1 The focus of the roads reconstruction programme has been to recover the network through the delivery of a mix of carriageway resurfacing schemes, patching/surface dressing and in-situ road surface recycling, which follow the principles set out within the Roads Asset Management Plan.
- 4.2 This Council has approximately £122M of backlog maintenance (based on figures produced by SCOTS) across the road network. This means that over £122M would need to be invested to bring the road network up to an 'A1' standard. Most councils are in a very similar position. During these challenging financial times, it is very unlikely we will benefit from the level of investment required to bring the road network up to an 'A1' condition. However, over the last decade there has been a carefully applied strategy of delivering revenue and capital funding collectively and delivering a series of works designed to minimise reactive work, carry out right first time repairs wherever possible and to deliver surfacing

techniques and specifications which maximises the amount of repairs and resurfacing which is delivered. As with almost all council services there is insufficient funding available to treat all the sections of road that we would like to do, the focus being on treating sections where we can maximise the financial return and in so doing reduce the amount of reactive repairs carried out. However, the investment levels that the Council has made over a number of years have made a positive impact on the council's road condition. This has been detailed in the Road Condition Index which is included in the Annual Status and Options report.

- 4.3 As in previous years, the proposed schemes have been selected using the Councils Roads Asset database WDM Pavement Management System (PMS) using the information collected from the SCANNER Survey carried out in summer months, other information mentioned above and engineering judgement. The SCANNER surveys are carried out by a single contract for all 32 Councils in Argyll and Bute. Unfortunately, this year a small number of councils, including Argyll and Bute, have not received a full network survey. In Argyll and Bute, the majority of the islands have not been surveyed and this means that previous year's data has been used and qualified from safety inspection intelligence. Whilst this is not ideal, Members should note that full network surveys are not carried out on an annual basis, the frequency of surveys is detailed below:

100% of the A Class roads are surveyed (in one direction)

50% of the B Class roads

25% of the C Class roads

10% of the Unclassified road network

- 4.4 The survey data will categorise roads from red to green, with red being in worst condition and green not requiring attention. In-line with industry best practice, investment is not necessarily concentrated on all the red roads but instead has been aligned to focus on a combination of red and amber roads to arrest deterioration. This effectively provides a stitch in time approach and ensures that we get the best rate of return from the investment available. Red roads are roads requiring attention currently, amber roads are roads which will require attention in the not too distant future and green roads are roads which require no attention. By progressing schemes which will provide the best rate of return, taking consideration of the survey results and associated data, the Council is able to deliver a programme of schemes which maximises the benefits to the travelling public from the available investment. There is also a consideration applied that reflects route classification and hierarchy together with the Road Condition Index.
- 4.5 Surface dressing schemes are selected on the basis that, either the skid resistance of the road surface is poor, or the road surface requires sealing before it fails. Surface dressing can range from a standard binder with 6mm chippings through to polymer modified binders with more than one layer of chippings.
- 4.6 Following a presentation to Members in January 2023 and reports to EDI Committee in June 2023, officers carried out Members Business days in October/November 2023 to enable opportunity for Members to bring forward priorities for consideration in the 2024-25 Capital Roads Programme.

- 4.7 As in previous years, the roads reconstruction programme will be delivered by a mixed economy model with the Councils in-house team delivering carriageway reconstruction and patching works. The surface dressing element of the programme will be delivered by an external contractor. This enables the maximum surface area to be covered which will help to seal carriageway cracks, prevent the ingress of water and reduce the amount of reactive maintenance for potholes.
- 4.8 The table below details the total of the 2024/25 allocation following the 2023 February Budget meeting. The capital budget allocation for 2024/25 has been split in line with the pre-agreed percentage formula which is based on road area and population. There are a number of schemes being carried forward for various reasons including ferry availability to transport materials. These have been shown at the bottom of the area programmes and are in addition to the £8M funding for 2024-25.

Area	Area Total
OLI (35%)	£2,800,000
MAKI (31%)	£2,480,000
B&C (20%)	£1,600,000
H&L (14%)	£1,120,000
Total	£8,000,000

- 4.9 As can be demonstrated in the below table, over the last 10 years, where the Council has seen average investment of at least £8 Million on Roads Reconstruction, Road and Infrastructure Services have been able to improve the road condition which in turn improves visitor numbers/local businesses as well as supporting our communities daily commute. Last year for the first time since we have been recording road conditions we were able to improve our roads to have over 50% in the good condition category. This is purely down to investment and the support provided by members allowing the Service to manage the network effectively.

Year	Capital & Revenue	Survey year	RCI
2014-15	£8,896,996	2014-16	54.4
2015-16	£6,799,499	2015-17	55.3
2016-17	£5,821,104	2016-18	55.5

2017-18	£5,233,219	2017-19	54.4
2018-19	£11,502,343	2018-20	54.17
2019-20	£9,472,398	2019-21	54.2
2020-21	£8,426,346	2020-22	52.5
2021-2022	£12,415,060	2021-23	49.8
2022-2023	£10,809,660	2022-24	TBC
Average Spend	£8,920,309	Average	53.99

- 4.10 In 2023/24 there was also a grant from the Strategic Timber Transport Scheme (STTS) totaling £387k. This grant was significantly less than in previous years and officers expect this to continue in the current frugal economic climate. This funding was used to match fund existing schemes on the council network where timber extraction was programmed to be carried out. It is officers' intention to make further bids to the STTS for 2024/25 which, if successful, will provide additional investment for the road network.
- 4.11 The capital programme presented is based on carriageway condition late autumn/early winter. With the effect of winter this programme may need to be adjusted to ensure that any investment takes into consideration any winter deterioration.
- 4.12 The programme for each of the administrative areas will be forwarded to Area Committee Members and updates to Area Committees as the programme progresses. The programme will also be available on the council website with key scheme status and dates.

5.0 CONCLUSION

- 5.1 This report provides details of the proposed roads reconstruction programme for 2024/25.

6.0 IMPLICATIONS

- 6.1 Policy - works assessed and carried out under the current Roads Asset Management Plan.
- 6.2 Financial - programme will be based on capital allocation for year 2024/25.
- 6.3 Legal – None known.

- 6.4 HR - reconstruction works delivered by a combination of in-house roads operations team and sub-contractors.
- 6.5 Fairer Scotland Duty: None known.
 - 6.5.1 Equalities - protected characteristics – None known.
 - 6.5.2 Socio-economic Duty – None known.
 - 6.5.3 Islands – None known.
- 6.6 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.
- 6.7 Risk - completed works will reduce requirement to repair roads and will arrest the carriageway/footway deterioration.
- 6.8 Customer Service - overall improvement in road surfaces and the quality of driven journeys.
- 6.9 The Rights of the Child (UNCRC) – the investment to improve our road network will contribute to a safer environment for young people to thrive in.

Executive Director with responsibility for Roads and Infrastructure: Kirsty Flanagan

Policy Lead for Roads and Transportation: Councillor Andrew Kain

February 2024

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APPENDICES

Appendix 1 – MAKI Proposed Roads Reconstruction Programme 2024/25

Appendix 2 – OLI Proposed Roads Reconstruction Programme 2024/25

Appendix 3 – B&C Proposed Roads Reconstruction Programme 2024/25

Appendix 4 – H&L Proposed Roads Reconstruction Programme 2024/25

APPENDIX 1 - MID ARGYLL, KINTYRE AND THE ISLANDS		
MID ARGYLL, KINTYRE AND THE ISLANDS SHARE OF £8M Budget		£ 2,480,000
2024/25 draft schemes based on the historic % split of the current £8M budget		
MID ARGYLL 33%		
Scheme Location, Road number/Name	Works Type	Estimated Cost
A819 Electric Cottage PH 4	Widening/Surfacing	£200,000
U47 Crinan Loop inc Drainage improvements C39	Overlay	£90,000
B8002 Ardfern to Craignish (4 sites = 1815 Lin.m)	Overlay	£162,000
UC01 - Brodie Cres - Lochgilphead	Inlay	£20,000
UC12 - Union St - Lochgilphead	Inlay	£99,733
C30 Ford - Kilmaha inc Balure Spur	Pre-SD 2024	£30,000
C30 Ford - Kilmaha inc Balure Spur	Laying 2024	£150,000
2025 Pre-SD U18 Drimvore - Crinan ferry - Moss area	Pre-SD 2025	£66,667
	District Total	£818,400
KINTYRE 33%		
Scheme Location, Road number/Name	Works Type	Estimated Cost
Meadows Ave West side	Inlay	£46,205
u15 Crosshill Ave @ Range Rd junction	Inlay	£87,164
Davaar Ave - Albyne Ave to Calton hill	Inlay	£34,161
UC09 Calton Ave - Albyne Ave to Davaar Ave	Inlay	£35,394
B842 Campbeltown Esplanade	Inlay	£130,000
B842 - Main St to New Quay St	Inlay	£41,127
John St- whole length	Inlay	£25,443
Shore St - Main St to New Quay St	Inlay	£69,109
Stewart Rd - John St to New Quay St	Inlay	£36,452
C22 Gigha Ardminish	Overlay	£35,461
Tomaig road - Campbeltown	Inlay	£55,515
2024 Pre -SD U17	Pre-SD 2024	£50,000
2024 SD - U17 A83 - Upperballywilline	Laying 2024	£105,704
2025 Pre-SD U17 Gobbagrennan & U18 Tangy	Pre-SD 2025	£66,667
	District Total	£818,400
ISLANDS 34%		
Scheme Location, Road number/Name	Works Type	Estimated Cost
A846 Steam Mill to Clachan Cottage -Bowmore	Overlay	£240,083
A846 Bunanuig to Cruach Rd - Bowmore	Inlay	£220,760
A847 Gowanlea to Seaview - Bruichladdich, including structural repairs to Burnside	Inlay / Overlay / Structural Repair	£65,794
A847 Bruach Gorm to Sewage Works - Pt Charlotte	Inlay / Overlay	£213,373
B8085 Colonsay	Overlay	£36,525
2025 Pre-SD B8085 & B8086 / U48 Colonsay	Pre-SD 2025	£66,667
	District Total	£843,200
2023/24 schemes re-scheduled for delivery in 2024/25		
Scheme Location, Road number/Name	Works Type	2023/24 allocated budget C/F
B8001 Achmeanach farm (Cloanaig Slip site)	Slope Stabilisation	£464,000
Islay - A846 - Corrary Hill - Island Ho (ferry delay)	Overlay	£167,134
Islay - C12 - S of Barr to W of Cattadle (ferry delay)	Overlay	£95,414

APPENDIX 2 - OBAN, LORN AND THE ISLES		
OBAN, LORN AND THE ISLES SHARE OF £8M Budget		£2,800,000
2024/25 draft schemes based on the historic % split of the current £8M budget		
OBAN & LORN 55%		
Scheme Location, Road number/Name	Works Type	Estimated Cost
C29 - Kilmelford-Drissaig - Lochavich	Overlay	£220,000
U17 McCaig Road - Oban	Inlay	£112,804
C32 Glencruitten Road	Overlay	£63,000
U28 - Achnacloich - Connel	Overlay	£25,460
U32 Craig Road - Dalmally	Overlay	£16,973
U48 Shore Street - Oban	Inlay	£116,582
U58 Lower Gylen to Little Horse Shoe Bay KERRERA	Overlay	£84,865
U 76 Shore Road - Connel	Overlay	£21,824
B845 - Glen Salach	Overlays	£50,000
A819 - Accurrach (re-assessed CLADDICH PH 3 North)	Strategic Widening	£115,000
U22 Achavaich Road	Major Maintenance	£55,000
U 51 Dunuran Road - Oban	Inlay	£25,000
U 135 Pulpit Drive -Oban	Inlay	£45,000
U 45 High St - Oban	inlay	£45,000
U 16 Laurel Road - Oban	Inlay	£63,492
2024 laying operations - North Shian - C27 Pt Appin	SD 2024	£200,000
2024 laying operations - North Shian - U42 - Inverfolla	SD 2024	£160,000
U25 Musdale Road	Pre-SD 2025	£60,000
U14 Scammadale Road	Pre-SD 2025	£60,000
	District Total	£1,540,000
ISLES 45%		
Scheme Location, Road number/Name	Works Type	Estimated Cost
B8073 Calgary area - Mull	Overlay	£124,865
B8035 Gruline North - Mull	Overlay	£50,000
B8035 Gruline South - Mull	Overlay	£50,000
B8065 Tiree	Overlay	£200,000
U14 Grasspoint	Overlay	£50,000
U16 Croggan Road	Overlay	£64,149
B8073 Tobermory - Dervaig	Overlay	£84,865
B 8073 Balligowan	Overlay	£124,865
B 8073 Killichronan	Overlay	£84,865
B 8073 Killiemore	Overlay	£50,000
C 54 Loch Buie Road	Overlay	£64,149
C 54 Lay-by improvement works	Overlay	£50,000
A848 Additional Passing Places - Salen - Gulan Dubh	construction	£99,243
U82 Leiter Road	Overlay	£25,000
U80 Java Road	Inlay	£18,000
C46 Glen Bellart / Glen Aros	Pre-SD 2025	£120,000
	District Total	£1,260,000
2023/24 schemes re-scheduled for delivery in 2024/25		
Scheme Location, Road number/Name	Works Type	2023/24 allocated budget C/F
A816 Blaran widening	Reconstruction	£67,115
C 68 Breadalbane St Tobermory	Widen / Wall / FW	£249,304
Isle of Coll - B8027 Sorisdale Road (ferry delays)	Overlay	£247,294

APPENDIX 3 - BUTE AND COWAL		
BUTE AND COWAL SHARE OF £8M Budget		£1,600,000
2024/25 draft schemes based on the historic % split of the current £8M budget		
COWAL 70%		
Scheme Location, Road number/Name	Works Type	Estimated Cost
C7 - from B8000 to Tank Landing - Kames	Overlay	£120,000
A886 Ardachuple cutting - Colintaive	Overlay	£78,815
A8003 Royal brae - Tighnabraich	Inlay	£26,695
A886 North of Communications Mast	Overlay	£60,000
A886 Dunans House Northwards	Overlay	£200,000
B8000 Largiemore Fish farm - Peir Ho	Overlay	£99,000
C57 Glenbranter	Overlay	£60,000
B839 / B828 Passing Place improvements	construction	£56,066
U22 West Glendaruel	Overlay	£99,000
A815 Var location below PSD	Pre-SD 2024	£40,000
A815 Coylet - Inverchapel	Laying 2024	£91,140
A815 Alexandar Parade - marine P- Pt Riddle	Laying 2024	£36,260
A815 Braemar Cottage - Kelani Toward	Laying 2024	£73,024
U27 Millhouse / U19 Couston	Pre-SD 2025	£80,000
	District Total	£1,120,000
BUTE 30%		
Scheme Location, Road number/Name	Works Type	Estimated Cost
A844 East Princess St & Battery place	Inlay	£164,229
U39 /U69 Gowanfield Place to St Brides Rd	Inlay	£80,000
U58 Serpentine Rd - to B881 Bishop St	Inlay	£135,000
UC5 Glecknabae - Lenie hall - Pipers Cave	Inlay	£50,771
C1 Bruchag Road	2025 Pre-SD	£50,000
	District Total	£480,000
2023/24 schemes re-scheduled for delivery in 2024/25		
Scheme Location, Road number/Name	Works Type	2023/24 allocated budget C/F
A8003 Tighnabraich Ph 7	Reconstruction	£108,817

APPENDIX 4 - HELENSBURGH AND LOMOND		
HELENSBURGH AND LOMOND SHARE OF £8M Budget		£1,120,000
2024/25 draft schemes based on the historic % split of the current £8M budget		
HELENSBURGH AND LOMOND		
Scheme Location, Road number/Name	Works Type	Estimated Cost
C 69 Glen Douglas hairpin bends to A82	Overlay	£30,000
B832 Muirlands - Cross Keys - A82	Overlay	£100,000
U71 Colquhoun St - W Argyle St - W King St	inlay	£30,000
U262 Shore Road - Helensburgh	inlay	£100,000
B872 Whistlefield Road - Garelochhead	inlay	£105,000
U62 Church Road - Rhu	inlay	£25,000
U101 East King - Charlotte St to Grant St	inlay	£35,000
U13 Ardencaple Quadrant	inlay	£80,000
U177 Kirk Brae - Shandon	inlay	£30,000
U105 East Princes St - Henry Bell St - George St	inlay	£150,000
A814 Whistlefield Roundabout	kerb & surface	£30,000
U 306 Victoria Road - Helensburgh	inlay	£60,000
U133 Forestry Houses - Succoth	inlay	£50,000
U72 Columba St - Helensburgh	inlay	£25,000
2024 Pre -SD A814 - sites below	Pre-SD 2024	£80,000
A814 - Whistlefield to Finnart	Laying 2024	£80,000
A814 - South of Glen Douglas	Laying 2024	£60,000
2025 Pre-SD	Pre-SD 2025	£50,000
	District Total	£1,120,000
2023/24 schemes re-scheduled for delivery in 2024/25		
Scheme Location, Road number/Name	Works Type	2023/24 allocated budget C/F
A814 Haul Rd (A817) Middle roundabout	Kerbing and surface	£37,000

ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT
AND INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND ECONOMIC GROWTH****21 MARCH 2024**

FILM IN ARGYLL – SCREEN INDUSTRIES UPDATE REPORT

1.0 EXECUTIVE SUMMARY

- 1.1 This report provides an update of the work of the Council's Film in Argyll service in attracting inward investment into Argyll and Bute from the screen industries and the economic benefits that this brings to the local economy, including the opportunities to promote and market the area. This report covers the period January 2023 to January 2024.
- 1.2 For the period January 2023 to January 2024, Argyll and Bute Council received 90 film enquiries and there were 31 productions filmed during this period. This has led to an estimated local production spend of £1.3M. This compares favourably to the 2022 estimated local production spend of £580,000 and in addition it should be noted that the quality of productions and length of time productions have filmed in the area has significantly increased in 2023. The upward trend over the last 2 years is highly likely to be a direct reflection of the continued recovery from the pandemic and the establishment of more studios in the central belt.

RECOMMENDATIONS

It is recommended that the Environment, Development and Infrastructure Committee consider the contents of this report and the continued positive economic impact the screen industry has on Argyll and Bute.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT
AND INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC GROWTH

21 MARCH 2024

FILM IN ARGYLL – SCREEN INDUSTRIES UPDATE REPORT

2.0 INTRODUCTION

- 2.1 This report provides an update of the work of the Council's Film in Argyll service in attracting inward investment into Argyll and Bute from the screen industries and the economic benefits that this brings to the local economy, including the opportunities to promote and market the area. This report therefore covers the period January 2023 to January 2024.
- 2.2 Argyll and Bute continues to reap the rewards of its geographical position in relation to the central belt and the number of film studios and productions using Glasgow/Edinburgh as a base. This means that more productions are able to use Argyll and Bute for location filming and for increased lengths of time which has significant economic benefits for the area.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee consider the contents of this report and the continued positive economic impact the screen industry has on Argyll and Bute.

4.0 DETAIL

- 4.1 Development of screen industries is a key growth sector for both UK and Scottish Government. Screen Scotland has the overarching role of growing the sector in Scotland in partnership with a range of organisations, including the enterprise agencies amongst others. In recognition of the key role the screen industries plays in the economy, both the UK and Scottish Governments disburse a number of funds to grow indigenous talent and attract productions, including providing tax incentives aimed at productions which represent significant investment in the UK.
- 4.2 This growth and the potential for growth was highlighted in a recently

published report, 'The Economic Value of the Screen Sector in Scotland' (EVSSS). This stated that the screen sector GVA in 2021 was continuing to grow and had increased from £567.6 million in 2019 to £627m in 2021, on track for a potential growth to £1 billion by 2030. The GVA figures in the EVSSS report are made up of development and production, tv broadcast, distribution, exhibitions and festivals, talent and skills development, infrastructure and screen tourism. The biggest increase within this was in High End TV Production, supported by UK tax relief and public service broadcasting, with production more than doubling between 2019 and 2021.

- 4.3 There are now a number of studio spaces, mainly in central Scotland with Pyramid Business Park in Bathgate being the most recent. These studios continue to offer the potential for more location shoots in Argyll and Bute as a result of the accessibility of Argyll and Bute to the central belt. More recently however both the writers and the actors strike have impacted on screen production and have delayed production.
- 4.4 The key economic benefits of the screen industries for Argyll and Bute include income from hire of locations and ancillary services such as accommodation providers, caterers etc. Economic impact also includes: indigenous production companies and freelancers; cinemas in the area (there are more independent cinemas in Argyll and Bute than anywhere else in Scotland); film festivals of which there are currently two, Dunoon Film Festival and Sea Change on Tiree; film tourism and the publicity and subsequent visits to the area as a result of productions which feature Argyll and Bute.
- 4.5 To assist in growing the sector and the associated benefits, Argyll and Bute Council Transformation, Projects and Regeneration officers work with Screen Scotland. Screen Scotland facilitates a Screen Locations Network made up of mostly local authority film officers, who work to an agreed protocol. This protocol is based on providing information on locations, crew etc. and facilitating productions in the area as well as promotion of locations. Screen Scotland Locations (SSL) work closely with The British Film Commission (BFC) and British Film Industry to promote production in the UK. International enquiries are fed into CSL, who in turn pass this on to local film offices. All the above frameworks, recent developments and funding could directly benefit Argyll and Bute through increased production and inward investment within our area.
- 4.6 Core to the Council's Film in Argyll service is providing confidential advice and support as a "one stop shop" to the industry through a single point of contact (www.filminargyll.co.uk). The "one stop shop" supports the production's needs in many ways including, liaising with other council departments (for road closures, access to land/property including car parks etc.), providing locations to film enquiries, landownership queries, local knowledge and connecting productions to local services such as Gaelic speakers and community groups.
- 4.7 Delivering this screen industries development meets with our Outcome Improvement Plan objective of 'Our Economy is Diverse and Thriving, our Economic Strategy objective under the "Place and People" outcome "Creating

a vibrant, cultural experience and strong creative industry”. In response to the pandemic, Argyll and Bute’s Economic Recovery Plan published in August 2020 also highlights council action to “Continue to support cultural activity including film and TV locational work” under the key Scottish Government theme, Place and People. It is also an excellent opportunity to showcase Argyll and Bute to a national and, in some cases, international audience.

- 4.8 The screen industries continues to have the potential to not only bring production spend to the local economy but to be a catalyst for the growth of the tourism industry in Argyll and Bute. Liaising with Visit Scotland, Film in Argyll has supported film tourism by supporting the “Set in Scotland” guide which provides an overview of film locations throughout Scotland and highlights many high profile productions that have filmed in the area over the years. As part of Argyll and Bute’s economic recovery process from the coronavirus pandemic, the Development and Economic Growth Service will continue to work across Council services and with key partners to promote filming in Argyll and Bute.
- 4.9 For the period January 2023 to January 2024, Argyll and Bute Council received 90 film enquiries and there were 31 productions filmed during this period. This has led to an estimated local production spend of £1.3M. Compared to the 2022 estimated local production spend of £580,000, the upwards trend over the last 3 years are a direct reflection of the continued recovery from the pandemic. It should be noted that the quality of productions and the length of time productions have filmed in the area has significantly increased in 2023 however industry figures do vary year on year and can change dramatically due to the fact that one large budget production can significantly increase figures in one year.
- 4.10 The type of enquiries and productions coming into Argyll and Bute has changed compared to pre pandemic years, whereby Film in Argyll is seeing a decrease in unscripted TV small scale productions, and an increase in larger productions with a cast and crew of 30+ with a higher budget and filming for longer periods of time. There could be various factors responsible this change, but it is highly likely that the work and opportunities that are being created at a Scottish level around creating more studio space in the central belt, is having a positive economic impact on surrounding areas. Film in Argyll continues to work closely with our key partners in Screen Scotland and the Scottish Location Network to champion Scotland as a top location for filming.
- 4.11 Within the period January 2023 to January 2024 examples of productions include:
- Argyll and Bute featured as a key location in the new Channel 4 – GP’s in the Wild series. The documentary aims to explore the unique challenges, opportunities and case types/medical needs, experienced by GPs in remote communities. Filming took place in May 2023 across a number of weeks.
 - Float Season 2, a six part BBC Drama series filmed in the former Helensburgh Swimming Pool returned to film the demolition of

the building as part of the series and surrounding areas in Helensburgh. Filming took place in June 2023.

- Sacred Islands with Ben Fogle, an eight part series where Ben travels across Scotland's remotest islands, Filming took place in the summer last year and included islands such as Iona, Islay and Jura.
 - Harvest, the 2013 Booker Prize adaptation drama filmed in August 2023 until the start of October 2023 in Oban and surrounding areas. This production filmed in the Argyll and Bute area for a significant period of time and included a full set build on location.
 - Post Malone "Mourning" Music Video, was filmed in the Loch Lomond area in May 2023.
- The Isle of Bute featured as a key location for The Hairy Bikers (Go West), where the best local restaurants with the most innovative local suppliers were highlighted. Filming took place in June 2023.
- Bollywood Feature, a large scale Bollywood feature filmed in the Arrochar area in December 2023.

5.0 CONCLUSION

- 5.1 The screen industries continues to have the potential to not only bring production spend to the local economy but to be a catalyst for the growth of the tourism industry in Argyll and Bute. As part of Argyll and Bute's economic recovery process from the pandemic, the Film in Argyll service will continue to work across Council services and with key partners such as Screen Scotland and the Scottish Locations Network to take advantage of the newly developed film studios and ensure the sector continues to grow in Argyll and Bute.

6.0 IMPLICATIONS

- 6.1 Policy – Supports Outcome Improvement Plan, Economic Strategy and Economic Recovery Plan under Place and People theme.
- 6.2 Financial – Provides income for Development and Economic Growth. Film in Argyll service covered by core staff.
- 6.3 Legal – Film Location Agreements put in place when filming takes place on Council owned land or asset.
- 6.4 HR – None.
- 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 – None.
- 6.7 Risk – None.
- 6.8 Customer Service - If we do not continue to respond to enquiries timeously and develop Film in Argyll we could lose productions to other areas in Scotland and beyond.
- 6.9 Rights of the Child (UNCRC) – None.

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

Policy Lead for Islands and Business Development – Councillor Liz McCabe

5th February 2024

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ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

21 MARCH 2024

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

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 August 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 £45m. Projects the team delivers 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.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC
GROWTH

21 MARCH 2024

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

2. INTRODUCTION

2.1 This report sets out the current position of the large-scale projects, which are currently being delivered by the 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:-

- Developing and 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 several 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 community led 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 £45m. 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 there is a grant to the project 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 each is delivered over a 5 year period. The schemes currently in progress are based in Rothesay, Helensburgh and Lochgilphead and

Dunoon. Dunoon CARS formally finished in July 23 and we are currently in the process of evaluation and closing the scheme down. 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 their historic buildings. Many 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 because 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 – March 2024) Project Status - GREEN**

Rothesay TH is a £2.75m project is in the final few months of the scheme and is due to complete 31 March 2024. 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.

The project has been given a final extension to 31st March 2024, to allow for the completion of priority building and shopfront restoration which have experienced delays. Of the 5 priority building repair projects, 4 are complete, 1 is due to complete by mid February 2024. 4 shopfront restorations have been completed, with the final shopfront due to complete by mid February 2024. 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, a £2m project is now complete. A fully funded project officer was employed to deliver the project for its duration.

The envelope restoration of 4 priority buildings and 32 shopfronts have been completed.

Working in partnership with Dunoon Community Development Trust, CHARTS, Dunoon Grammar School and Tacit Tacit, a complementary scheme of skills development was successfully delivered with courses and workshops in stonemasonry, woodworking, painting and lime mortar. An additional grant from the Castle Knowledge Trust in 2023, allowed for archaeological geophysical surveys to be undertaken on the Scheduled Monument Castle site in Dunoon.

The Dunoon CARS evaluation report is currently being prepared by consultants to evaluate the impact of the CARS funding in Dunoon and a final audit is being undertaken prior to the project being formally closed down.

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 with an expectation of return by Mid February 2024. The third priority building has decided not to proceed. A fourth priority building has been sourced and a survey has been commissioned via the Conservation accredited Architect.

One shop front grant has been completed (November 2023) with owners reporting an increase in footfall. Planning permission has been granted for a second shop front.

Two lime mortar courses are being procured and these are programmed for May and September 2024. 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 project is due to end in March 2026.

The first two priority building projects are almost complete. All grant funding has been approved for the remaining two priority buildings and work is due to start in March 2024.

A high-level repair project at Poltalloch Street has been completed and other small repair grant cases are being progressed.

Three shopfront reinstatement projects are being developed for delivery in 2024.

Local stakeholders are benefiting from several traditional skills training courses and educational activities, delivered via the scheme. The latest event was a Maintenance and Retrofit event for tenement owners, delivered in partnership with Under One Roof.

4.10 Hermitage Park, Parks for People (2016 – June 23) Project Status - ORANGE

Whilst the project delivery itself is complete this project awaits a decision on the outcome of the potential location of the skate park in Helensburgh in order to complete the final financial draw down of £100,578. National Lottery Heritage Fund, the main funder of this £3.7million project, 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. For reference, the final project evaluation highlights were in the November 2023 EDI Committee and the Park Manager post ended in June 2023.

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 following approval from Full Council on 29 June 23 a project officer was recruited and the development phase is now progressing in close liaison with the funders and the community. Due to delays in the appointment of consultants to undertake

the necessary works required as part of the grant contract it is now anticipated that this will be an 18 month development phase. A report will be brought back to Council prior to any delivery phased bid being submitted.

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 2024/25.

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 through a competitive process and when successful then managing the respective grant awards and reporting back to Scottish Government as well as supporting any third party receiving the funding.

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 – following a number of delays the museum reopened in September 2023 following the completion of the construction and fit out works. We are continuing to work with Kilmartin Museum as they work through the final stage of the formal close down of the redevelopment project.
- Port Ellen Community Hub, Islay – a contractor was appointed for the project in March 2023 and works are progressing. It is expected that they will be ongoing until at least May 2024.

- Scalasaig business units, Colonsay - A contractor is in place and construction is underway. Project end date has now been delayed until mid March 2024
- Kilmory Business Park, Lochgilphead – work is progressing with M&K MacLeod on the proposed Kilmory Business Park. Tender process is underway with contract award expected late January 2024.
- Obair Ùr Thirodh Tìree Community Business Hub – a contractor was appointed for the project in March 2023 and works are ongoing. 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 late January 2024.
- Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha – A contract was awarded early in 2023 and construction works are progressing, works are expected to complete in July 2024.
- Aros Waterfront Development, Mull – outdoor activity hub – a contract was awarded in January 2024 and works are commencing.
- Nonhebel Light Industrial Park Expansion, Mull – construction works have commenced. Project completion expected in March 2024.

Table 1

RCGF Project	Grant Awarded	Year Awarded	Balance Remaining / Yet to Drawdown
Kilmartin Museum	£275,000	2019/20	£0
MACPool	£400,000	2020/21	£0
Port Ellen Community hub, Islay	£1,046,223	2021/22	£608,444
Scalasaig business units, Colonsay	£335,000	2021/22	£689
Kilmory Business Park in Lochgilphead	£829,000	2021/22	£829,000
Obair Ùr Thirodh – Tìree Community Business Hub	£565,000	2022/23	£86,175
Kerrera Old School - Community Hub Final Phase	£285,000	2022/23	£0
Ulva Ferry Shore Facilities Building - Doras Caolas Ulbha	£602,590	2022/23	£33,957
Aros Waterfront outdoor activity hub	£403,500	2023/24	£403,500
Nonhebel Light Industrial Park Expansion	£654,000	2023/24	£296,886

The following stage 2 applications were submitted to the RCGF Round 11 2024/25:

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

The Council has been advised that there has been a delay in any decision being made on RCGF Round 11 due to budgetary considerations.

4.14 Scottish Government Place Based Investment Funded projects 2021 – 2024

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. No confirmation has been received of any award for 24/25.

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, 7 have been fully completed and 1 is due for completion in 2024.

As stated above the Councils PBI allocation for financial year 2022/23 from Scottish Government was £712,000. Of the projects approved in 2022/23, 3 are fully complete and 3 are due for completion in 2024.

At the meeting of the Policy and Resources Committee on 10 August 2023, members agree to allocate £496,000 of the PBI funding to 8 projects listed below:

- Dunoon Burgh Hall Trust – Phase 2 to enhance outdoor area - £74,5000
- Dunoon CARS/LACER approach – flexible fund to support businesses with capital improvements to shopfronts/buildings - £49,500
- Helensburgh CARS Shopfronts - £44,000
- Helensburgh Skatepark - £80,000
- Tobermory Worker Accommodation – £50,000
- Bid4Oban – Shopfronts and Oban Signage - £60,000
- Lochgilphead CARS Shopfronts and high-level amenity project – £100,000
- Steel Beam Project/LACER Shopfronts in Campbeltown - £38,000

All the projects above are progressed to the point that the funding is secured.

4.15 Scottish Crown Estate Revenue Allocation Funding 21/22, 22/23 & 23/24

In financial years 21/22 & 22/23 the Council has received a total of £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 Councils allocation for this financial year (2023/24) is £1,590,409. The formal notification of the allocation was not received until 30 November 2023. In advance of confirmation of the

2023/24 allocation a total of 7 projects were agreed through the delegated process amounting to the full £1million prudent estimate. A report will be considered at Policy and Resources Committee on 15 Feb recommending the allocation of the remaining funding of £590,409 to a number of additional projects. Because of the sheer number of CE 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 2024.

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. 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.
- All equipment installed. All community engagement visits to the islands are expected to be completed by March 2024.
2. Tobermory Seawall and Railings project - £250,000. - In progress, due for completion April 2024.

The Council submitted a total of 2 bids to the IP 2023/24 and successfully secured funding for both projects:

1. Infrastructure for Worker Accommodation, Tobermory, as part of the Rural Growth Deal - £700,000. Planning permission has been secured and road construction consent is in progress. A procurement exercise is also live at the time of writing. Subject to successful completion of these activities, it is anticipated that works on site will commence during summer 2024.
2. Tiree Community Care Hub, HSCP, - £450,000. Works have commenced.

Confirmation is still awaited in respect of any Islands Programme funding round for 2024/25.

4.17 Scotland Loves Local Projects Oct 21 - 2024

Argyll and Bute Gift Card - The gift card for Argyll and Bute formally launched in October 2021. To date, over 325 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 28th 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. In November 2023, 1,200 cards were given to households in receipt of council tax reduction on the islands to the value of £85.

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 October 2023, the Council ran a photography competition for the design of the new Argyll and Bute Gift Card. The winning entry won a £50 Gift Card and the new design will be featured on the cards in April 2024.

In July 2023, the Council piloted its first sales point for the Argyll and Bute Gift Card at Keeping it Local, Campbeltown. In December 2023, the second sales point for the Gift Card was established in the Lochgilphead Post Office (also known as the Bank Store), Lochgilphead. Cards can be purchased in-store from £5 and spent within over the 325 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 17 January 2024, a total of **8,932** cards have been purchased to the value of **£957,225**.

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 requires 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 wherever 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.
- 6.9 Rights of the Child (UNCRC) – None.

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

Policy Lead for Strategic Development: Councillor Robin Currie
Policy Lead for Economic Growth, Communities and Corporate Services: Councillor Alastair Redman

February 2024

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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	2024
Tarbert Lochgilphead Regeneration Fund (Includes TCF Grant)	£6,666,112	£3,140,000	£2,473,534	2018	Ongoing
Hermitage Park (Includes TCF and PBI Grant)	£3,932,314	£553,317	£3,378,817	2016	2023
Kilmartin Museum RCGF & Council Grant	£7,663,403	£400,000	£275,000	2019	2023/24
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	2024
Kilmory Business Park in Lochgilphead RCGF grant	£1,980,000	TBC	£979,000	2021/22	2024
Lochgilphead CARS (Includes 22/23 PBI Grant)	£2,200,782	£750,551	£1,269,731	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
Placed Based Investment 24/25	£496,000	£0	£496,000	2024/25	2024/25
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
Crown Estate Funding 23/24	£1,590,409	£0	£0	23/24	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	2024
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	2023/24

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)
Scotland Loves Local	£46,000	£0	£46,000	2022/23	2024/25
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
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	2024/25
Nonhebel Light Industrial Park Expansion – RCGF Grant	£1,004,000	£0	£654,000	2023/24	2024/25
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
Total	£45,370,328	£6,849,018	£20,842,739		

* 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. 3 of these projects are now complete.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC GROWTH

21st MARCH 2024

ARGYLL AND BUTE COUNCIL'S ECONOMIC STRATEGY REFRESH: 2024-2034

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this paper is to provide the Environment, Development and Infrastructure Committee with a refreshed Argyll and Bute Council Economic Strategy, covering the period 2024-2034, as outlined in **Appendix 1**.
- 1.2 This refreshed economic strategy is both ambitious and forward looking, with a place-based and business/person-centred approach, to secure a fair, inclusive, and prosperous future for the area, more resilient to external factors including the rapid advances in digital technology and increasing impacts of climate change.
- 1.3 The document unites purpose, with a focus on partnership and collaboration as the cornerstones of delivery. Informed through consultation and by available economic and population data, the drivers of economic growth will be across four strategic key pillars: **people, place, planet** and **prosperity**.
- 1.4 The associated action plan will be prepared for consideration by the committee members at the meeting on 20th June 2024.
- 1.5 It is recommended that members of the Environment, Development and Infrastructure Committee:
 - Provide commentary on the refreshed Economic Strategy as outlined in **Appendix 1**.
 - Endorse the refreshed Economic Strategy, with an associated Action Plan to be considered at the next committee meeting in June 2024.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE

DEVELOPMENT AND ECONOMIC GROWTH

21st MARCH 2024

ARGYLL AND BUTE COUNCIL'S ECONOMIC STRATEGY REFRESH: 2024-2034

2.0 INTRODUCTION

- 2.1 The success of the Argyll and Bute economy is fundamental to our future quality of life. The pace of change has been accelerating globally and nationally which has required Argyll and Bute Council to refresh its economic strategy.
- 2.2 The refreshed Argyll and Bute economic strategy is ambitious for our area. Continued focus is required on the medium to longer-term economic and social recovery agenda for Argyll and Bute in response to the economic shocks of recent years. In particular, the pandemic, EU Exit and the cost of living, including the cost of doing business, crises.
- 2.3 The document unites purpose, with a focus on partnership and collaboration as the cornerstones of delivery. Informed through consultation and by available economic and population data, the drivers of economic growth will be across four strategic key pillars: **people, place, planet** and **prosperity**.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that members of the Environment, Development and Infrastructure Committee:
- Provide commentary on the refreshed economic strategy as outlined in **Appendix 1**.
 - Endorse the refreshed economic strategy, with an associated action plan to be considered at the next committee meeting in June 2024.

4.0 DETAIL

- 4.1 The need for collaboration and the interplay between economy, environment and community has never been stronger. Argyll and Bute is particularly well placed to benefit from the potential of the area's natural capital resources and the role it can play in providing green jobs and achieving net zero across key industries.

- 4.2 The refreshed economic strategy has been prepared with a strong focus on collaboration and a joined-up approach, working closely with the Community Development Team who are currently revising the Local Outcome Improvement Plan (LOIP) on behalf of the Argyll and Bute Community Planning Partnership, partner agencies and stakeholders across Argyll and Bute and externally.
- 4.3 A core focus of the strategy is for Argyll and Bute to be a wellbeing economy through embedding a Community Wealth Building approach. The outcome is to increase the flow of wealth and opportunity for the benefit of the people who live and work in the area through improving our places and local access to economic opportunity, including community ownership, reducing inequalities, tackling poverty through providing higher value, well-paid, jobs and supporting employers to take forward the Fair Work First principles.

5.0 CONCLUSION

- 5.1 The Argyll and Bute economy is undergoing significant changes, presenting both distinct short and longer-term opportunities and challenges to overcome. The existing economic strategy has been updated post the COVID-19 pandemic in the context of economic recovery, but due to the rapidly changing global economy, with the added implications of EU Exit and the cost of living crisis, a renewed focus is now required to acknowledge the issues that are with us, celebrate our key strengths as an area and embrace the opportunities of our rural, natural resource based economy.

6.0 IMPLICATIONS

- 6.1 Policy - current Argyll and Bute Economic Strategy, LOIP and National Strategy for Economic Transformation refresh (NSET – 10 year duration).
- 6.2 Financial – resources will be required to deliver the strategic intent and will be considered under the action plan discussions in June 2024.
- 6.3 Legal - all appropriate legal implications have been taken into consideration
- 6.4 HR – none.
- 6.5 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
- 6.5.1 Equalities - all activities have complied with all Equal Opportunities/Fairer Scotland Duty policies and obligations
- 6.5.2 Socio-economic Duty - all strategic pillars, priorities and project activities will comply with the council's socio-economic duty

- 6.5.3 Islands - a refreshed economic strategy will include priorities and actions that will be delivered across the whole of Argyll and Bute including the island communities.
- 6.6 Climate Change - strategic priorities and activities will address the net zero transition agenda.
- 6.7 Risk - buy-in by key partner agencies and stakeholders to the medium to longer-term strategic priorities could be challenging due to the uncertainty around future funding streams; many budgets still decided on an annual basis.
- 6.8 Customer Service – none.
- 6.9 The Rights of the Child (UNCRC) – none.

Kirsty Flanagan, Executive Director responsible for Development and Economic Growth

Policy Lead for Economic Growth, Communities and Corporate Services,
Councillor Alastair Redman

14th February 2024

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APPENDICES

Appendix 1: Economic Strategy Refresh

APPENDIX 1: DRAFT ECONOMIC STRATEGY REFRESH

Argyll and Bute Council Economic Strategy Refresh, 2024-2034

1.0 Strategic Vision

Creating a place-based and people-centred economy that delivers shared prosperity and sustainable business growth through innovation and collaboration.

- 1.1 The success of the Argyll and Bute economy is fundamental to our future quality of life. The pace of change has been accelerating globally and nationally which has required Argyll and Bute Council to refresh its economic strategy.
- 1.2 The strategy is both ambitious and forward looking, with a place-based and business/person centred approach, to secure a fair, inclusive, and prosperous future for the area, more resilient to external factors including the rapid advances in digital technology and increasing impacts of climate change.
- 1.3 The issues identified above will be achieved through the core focus of Argyll and Bute being a wellbeing economy through embedding a Community Wealth Building approach. The outcome is to increase the flow of wealth and opportunity for the benefit of the people who live and work in the area through improving our places and local access to economic opportunity, including community ownership, reducing inequalities, tackling poverty through providing higher value, well-paid, jobs and supporting employers to take forward the Fair Work First principles.
- 1.4 The Argyll and Bute economy is undergoing significant changes, presenting both distinct short and longer-term opportunities and challenges to overcome. The existing economic strategy has been updated post the COVID-19 pandemic in the context of economic recovery, but due to the rapidly changing global economy, with the added implications of EU Exit and the cost of living crisis, a renewed focus is now required to acknowledge the issues that are with us, celebrate our key strengths as an area and embrace the opportunities of our rural, natural resource based economy.
- 1.5 Our ambitious economic strategy for Argyll and Bute (2024 – 2034) unites purpose, with a focus on partnership and collaboration as the cornerstones of delivery. Informed through consultation and by available economic and population data, the drivers of economic growth will be across four strategic key pillars: **PEOPLE**, **PLACE**, **PLANET** and **PROSPERITY**.
 - **PEOPLE:** Addressing the continuing decline in our economically active population, improving workforce skills and attracting key workers, promoting equal access to education opportunity, and supporting job opportunities in emerging and new industries.
 - **PLACE:** Investing in our towns, rural and remote rural communities, including our islands and peninsulas, to attract new people and businesses, pursuing external funding opportunities, investing in critical economic infrastructure such as housing, land for business development, reuse of land and buildings for

community benefit, digital connectivity and transport (principally roads, ports and ferries).

- **PLANET:** Delivering net zero and improving our biodiversity by supporting the sustainable growth of clean energy production (i.e. hydro, solar, wind and biomass), woodland, peat and marine habitat restoration, encouraging green industries to develop in our area, nature-based solutions and community ownership.
- **PROSPERITY:** Creating higher wage opportunities, seizing opportunities in the net-zero economy, improving productivity and innovation through increasing business efficiency including the use of digital technology, empowering communities through ownership and wealth creation, sustaining public services, promoting the blue and green economies, enabling the sustainable growth of key sectors such as food and drink together with revitalising the tourism and hospitality sectors and supporting the growth of the creative industries .

1.6 Argyll and Bute is predominantly a resource-based economy taking advantage of our abundant natural resources to create a resilient, prosperous and wellbeing economy with empowered communities at its heart.

2.0 Argyll and Bute Geographical Context

2.1 Argyll and Bute is the second largest council area in Scotland and is home to a rich and varied natural landscape and coastline comprising a significant expanse of Scotland's mainland, as well as the southern group of the Inner Hebridean Islands, currently consisting of 23 inhabited islands.



2.2 Our varied and complex geography has contributed to creating vast disparities in terms of access to essential services both public and private, employment opportunity, business efficiency and-economic outcomes. Most notably between the region's main population centres, our rural and island communities owing to the often isolated nature of the area and reliance on ferries.

3.0 Baseline Analysis

3.1 Presented below is the summarised baseline analysis for the four strategic pillars of **PEOPLE**, **PLACE**, **PLANET** and **PROSPERITY**.

Argyll and Bute Facts: People

PEOPLE

86,220



*NRS 2021, estimates



By sector, the top five employment forecasts for 2026 (by people) are:

- Tourism **3,300**
- Construction **2,400**
- Food and drink **1,900**
- Social Care **1,900**
- Health Care **1,800**



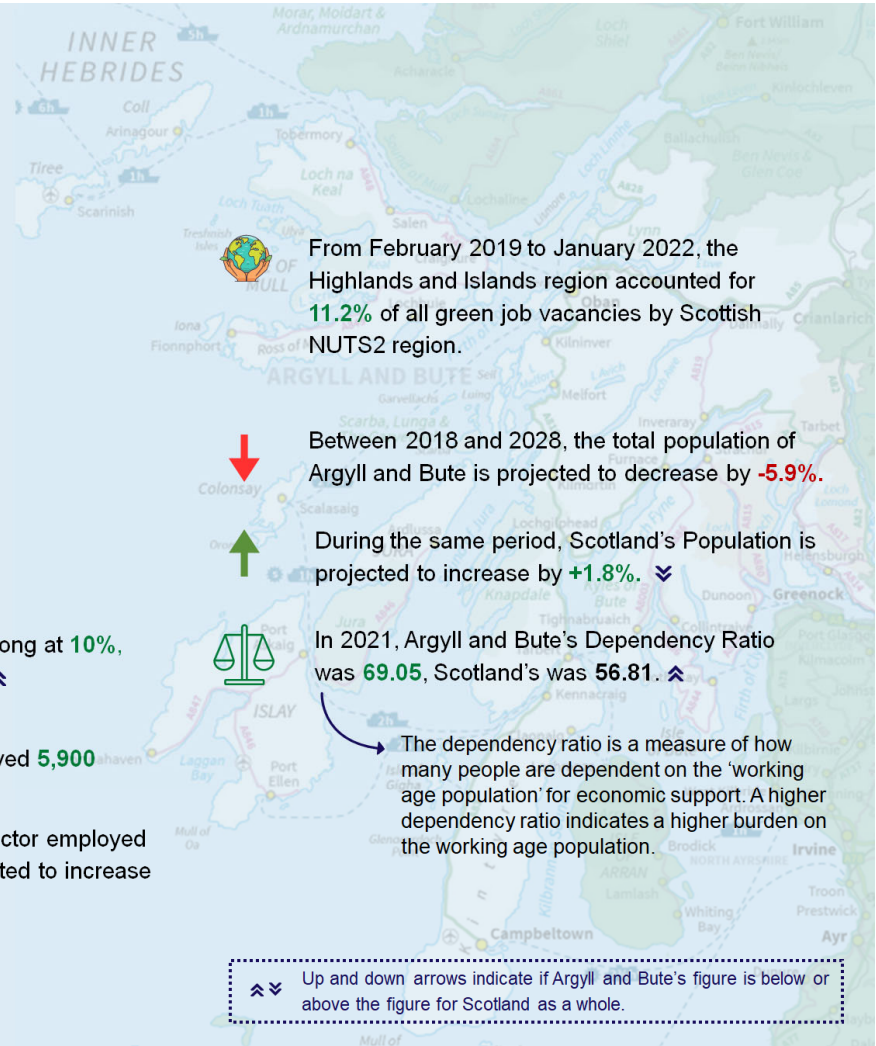
Self Employment is particularly strong at **10%**, compared to **7.6%** for Scotland.



In 2019, the marine sector employed **5,900** people.

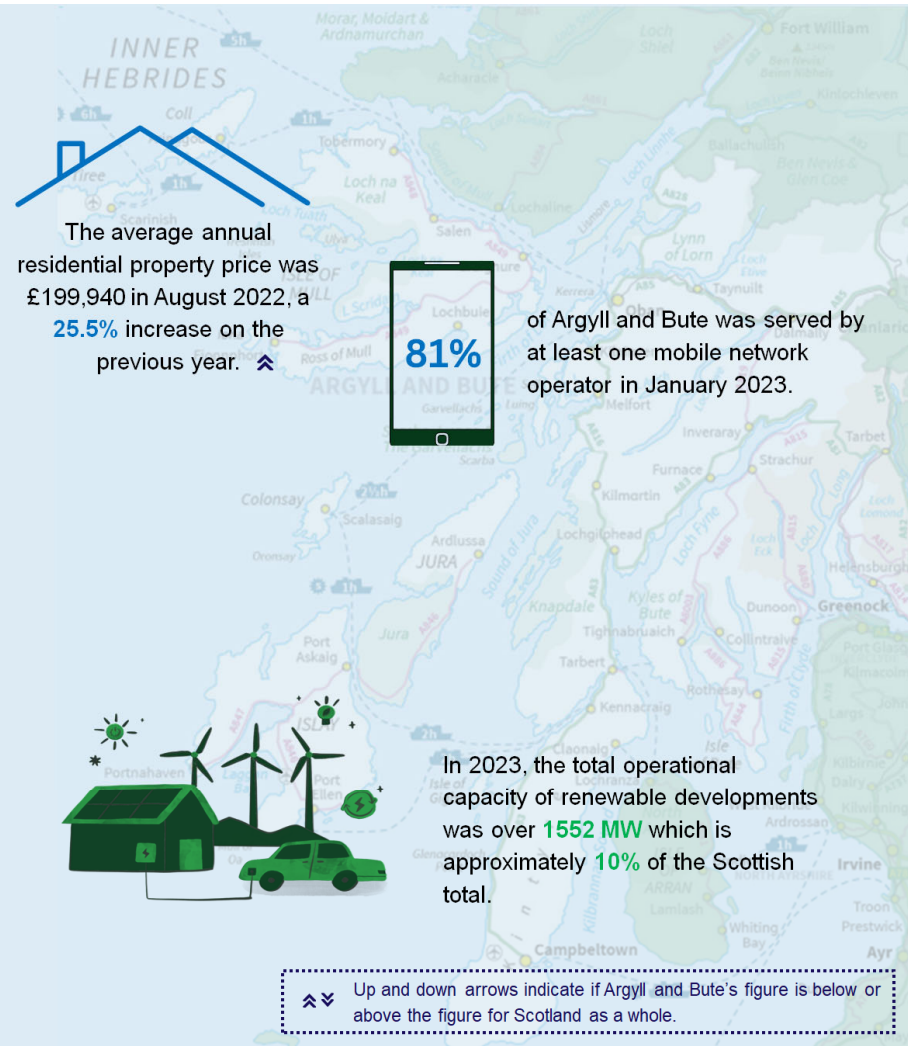


In 2023, the creative industries sector employed **600** people, by 2033 this is projected to increase to **700** people.



Argyll and Bute Facts: Place

- **£21.3m** invested in regeneration projects from 2017-23.
- UKSPF Communities and Place funding of **£1.2m** allocated.
- **£1.2m** invested in tourism-related infrastructure in 2022.
- **£517k** of staycation funding used in litter limiting and information activities from 2021-2023.



Argyll and Bute Facts: Planet



Argyll and Bute's total territorial greenhouse gas emissions decreased by **9.05%** from 2018-2020, Scotland's decreased by **12.7%**. ⬇️



Between 2018 and 2021, total household waste generated (tonnes) has increased by **2.23%**, Scotland's increased by **3.2%**. ⬆️



Between 2018 and 2021, household recycling has increased by **6.25%**, Scotland decreased by **0.77%**. ⬆️



Argyll and Bute Facts: Prosperity

In 2022, the gross weekly pay for full-time workers was **£588.4** in Argyll and Bute, for Scotland it was **£641.3**. ↘



Tourism directly contributed over **£400m** in 2022, with over **2.4m** visitors.



In 2021, the food and drink sector directly contributed **£49.28m**.



In 2019, the marine sector GVA was **£154m**, turning over **£363m**. In 2020, Argyll and Bute accounted for 5% of Scotland's total marine sector GVA.



In 2021 turnover for Arts, Leisure and Recreation was **£41.7m**



From 2018/19 to 22/23:

- **599** start-up businesses have been supported
- **1634** existing businesses have been supported



Ratings of personal well-being 2021-22 (out of 10).

- Anxiety: **2.7/10**
- Happiness: **7.7/10**
- Life Satisfaction: **7.6/10**
- Worthwhile: **7.9/10**



In 2023, in terms of total GVA, the top five sectors in Argyll and Bute were, food and drink (**11.6%**), tourism (**8.1%**), construction (**6.1%**), energy (**5.7%**) and social care (**3.9%**).

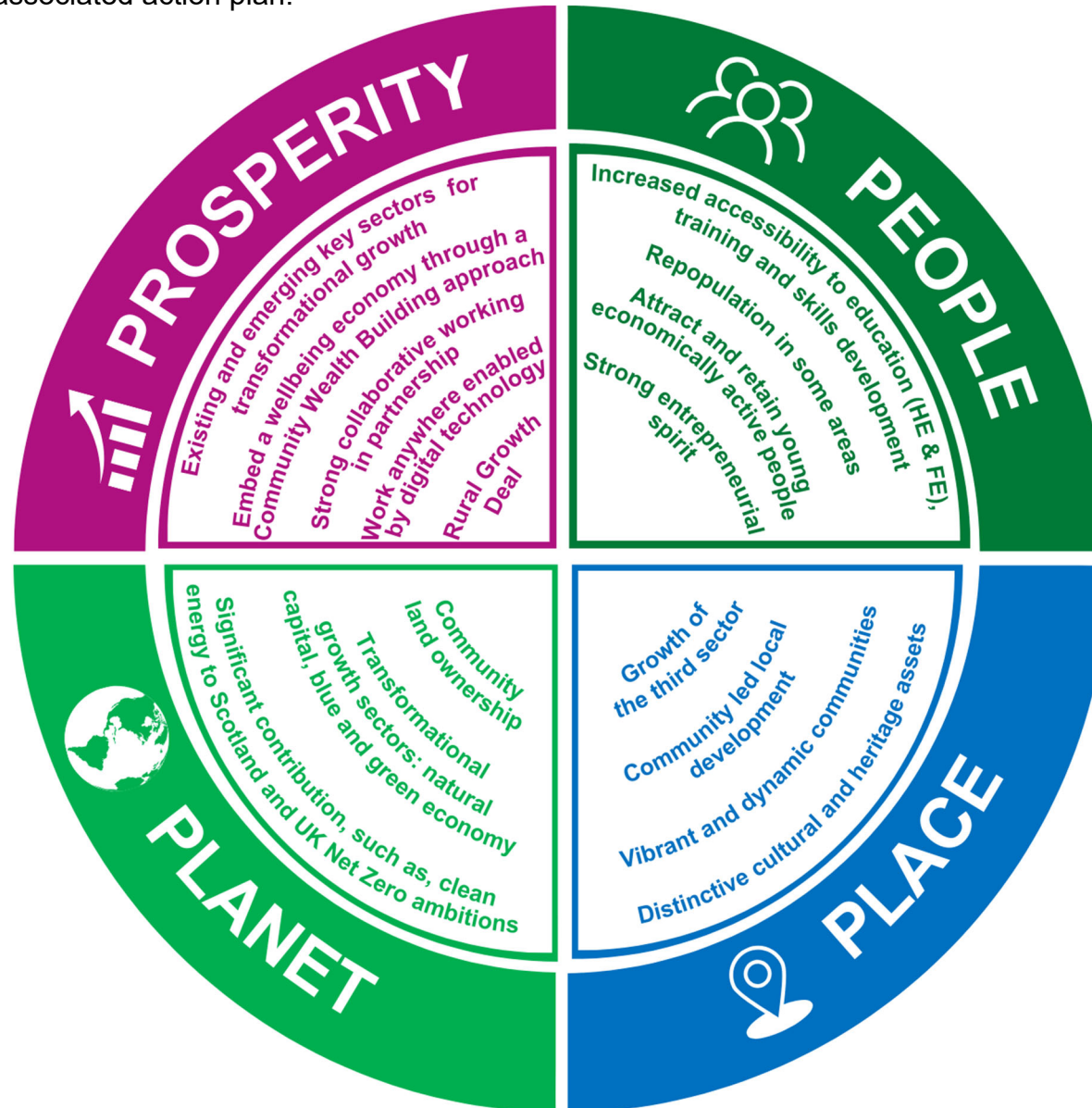
The average GVA per job (£) in 2023 was **£41,900**, Scotland's GVA was **£52,600**.

Argyll and Bute's GVA per job (£) for 2023-26 is to increase by **1.0%**, this is set to grow to **1.1%** between 2026-33.

↗ ↘ Up and down arrows indicate if Argyll and Bute's figure is below or above the figure for Scotland as a whole.

4.0 Opportunities

4.1 Key messages from the evidence base have fed into a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis. The SWOT analysis will be included in a separate baseline report to support this document. The diagram below outlines the **opportunities** for Argyll and Bute and drives the focus of this ambitious refreshed economic strategy and the ongoing preparation of an associated action plan.



5.0 PEOPLE



5.1 People are Argyll and Bute's most important asset in driving forward the local economy and opportunities for future growth. However, our region has a relatively tight labour market arising from consistently higher levels of participation and low unemployment, with critical skills gaps in public services and key business sectors, such as hospitality and construction. A situation that has been

exacerbated in recent years by a declining working-age population, limited in migration and higher levels of economic inactivity particularly in the over fifties.

5.2 Over the next decade the following opportunities and challenges will require concerted action from the council working in collaboration with strategic partners from the public, private and third sectors. This includes sharing of data insights across partners.

5.3 Opportunities:

- **Retention and attraction of young people:** to attract and retain young people to the area will require extensive collaboration and continued targeted interventions and ongoing support.
- **Self-employment:** there is recognition that Argyll and Bute has a high level of self-employment and the majority of businesses that employ 0 to 4 employees are often family owned and operated. There is a requirement to support this strong entrepreneurial approach of local people which can act as a catalyst to strengthen local supply chains, embed a circular economy at a local level and tackle market failure.
- **Skills development:** there is a need for a continued focus on improving people's work skills, through upskilling and reskilling given the world of work is changing at an ever-increasing pace. There is a constant need to keep up to date with the demands of the future economy that will be driven increasingly by the blue, green and digital agendas. STEM (Science, Technology, Engineering and Maths) education will feature highly here and there is need to be creative by helping companies adapt quickly to change and take full advantage of the many new opportunities that will present themselves in the future.
- **Access to further and higher education and training:** increase opportunities for parity of participation across all parts of Argyll and Bute for all ages and stages, including school curriculum, access to modern apprenticeships, further and higher education, and workforce training and development to ensure that no one is left behind.
- **Resettlement programmes:** diversifying communities and bringing new skills.

5.4 Challenges:

- **Increase in the economically active population:** there is a requirement to increase the economically active population across the whole of Argyll and Bute so that local businesses, or potential investors, can access the people they need to sustain or grow their business. External factors, such as leaving the EU has limited the flow of new workers through in migration seeking employment in the area. It is recognised that the availability and cost of housing is a key barrier to people coming to Argyll and Bute. This is being addressed through the council declared a Housing Emergency in June 2023 (not just for in-migrants) and is taking forward a housing action plan as a matter of urgency.
- **Unemployment and Underemployment:** across most of Argyll and Bute unemployment rates remain lower than the national average. That said, a large number of people of working age are underemployed in either part time, or lower paid jobs, or a combination of both.

5.5 To address the opportunities and challenges under **PEOPLE** the refreshed economic strategy action plan needs to deliver clear SMART actions as follows:

- Increase the economically active population by investing in skills development (upskilling and reskilling) and training for those actively seeking work or interested in a change of career in the new and emerging occupations aligned to sectors such as space, the blue and green economy including the use of our natural capital for low carbon and clean energy options.
- Work with partners to enable equal access to education (academic and vocational) including work skills development opportunities for all, especially in emerging industries with significant growth potential.
- Focus on STEM education to prepare for an increasingly, digitally driven and green economy, delivered through the Rural Growth Deal STEM Hubs, Marine Industry Training Centre and Clyde Engineering Cluster proposals and monitored through the key performance indicators outlined in their Full Business Cases.
- Promote increased adaptability and skills development for both existing and new staff among local businesses to better capitalise on changing economic opportunities.

"I am learning every day and now getting the chance to use the skills I have learnt from college and helping experienced trades people. I also have a few quid to be able to go out and socialise with my friends which I couldn't really afford before."

Employability Team
Making Connections

"Just to let you know I passed my HGV driving test this afternoon!! It still feels like a dream. I'm still in shock. Just wanted to say thanks so much for what you did. I couldn't have done this without you."

Employability Team
Making Connections

6.0 PLACE



6.1 Argyll and Bute has distinct, vibrant and dynamic town centres with a strong and distinct cultural heritage coupled with an outstanding natural and built environment. To build on these strengths our places continue to need further investment to adapt to the demands of a rapidly changing economy. The future success of our main towns and key settlements is critical for retaining and attracting people. They need to offer the services, functions and spaces people expect to see, albeit with a recognition that most of our communities are not of a scale that can offer everything. Further active travel investment in walking and safe cycling routes is one key factor in the development of a wellbeing economy. In addition, critical transport and digital infrastructure have been identified by our businesses and communities (island and mainland) as crucial economic enablers.

6.2 Opportunities:

- **Vibrant and dynamic communities:** building on the success of our Love Local Card our towns, places and communities need further development in their vibrancy and attractiveness to encourage private sector investment and to build on the success of securing external funding. External funding is critical to the future success of our town centres, rural and island communities by securing investment to enable key issues to be addressed, including improvements to critical economic infrastructure, transport (including public transport networks) and digital connectivity, the public and built fabric, addressing and harnessing the opportunities with derelict and under-utilised buildings, delivering local living opportunities, having sufficient fit for purpose housing choices and sufficient land to start and sustain new business start-ups.
- **Community Led Local Development:** focusing on local delivery of projects and interventions for communities across Argyll and Bute. Where communities are well placed to embed Community Wealth Building and a wellbeing economy, such as encouraging active travel, and a community first approach.
- **Growth of the third sector:** such partners have a key role of retaining and recycling wealth back into communities.
- **Distinctive cultural and heritage assets:** enhancing and safeguarding the strong culture and heritage that underpins communities coupled with a high quality built environment.

6.3 **Challenges:**

- **Competition for investment:** competition to attract and secure external funding is high and increasing with a continued west to east shift nationally. The availability of match funding that is either required, or desirable, to secure external finance is also in short supply.
- **Fragile communities:** the COVID-19 pandemic had a significant impact on social connections, local economies and the capacity of community support organisations.

6.4 To address the opportunities and challenges under **PLACE** the refreshed economic strategy action plan needs to deliver clear SMART actions as follows:

- The correct tools and support are required to build back socio-economic connectedness, support a sense of belonging, post the COVID-19 pandemic. This will be done through recognising the strengths of community resilience across Argyll and Bute.
- Work with strategic partners to support communities in the development and facilitation of transformational regeneration projects including community ownership of assets and wealth creation.
- Secure future investment from cross sector partners and external funding streams into our towns, rural and island communities to enhance and improve the built fabric for residents and to attract businesses, investors and visitors and support shop local.
- An increasing focus on areas of opportunity, particularly, but not exclusively, in Dunoon, Rothesay, and Campbeltown, by fostering community partnerships, identifying key place-based actions and co-ordinating investment to achieve wellbeing outcomes.



We are encouraging people to live in Argyll and Bute by delivering homes and infrastructure for the future, promoting local living and helping to shape thriving, sustainable, communities.

7.0 PLANET



7.1 Delivering net zero and mitigating the impacts of climate change is key to Argyll and Bute's society and future prosperity. The area is playing a significant role in achieving this through the increasing production of clean energy, the expansion of our forests, and the restoration of our native woodlands, peatlands and marine habitats.

7.2 The council has a number of different strategies to help mitigate climate change. At the heart of all these strategies and plans are the people who live here and make a sustainable living from our abundant natural resources. There is a compelling need however to strengthen the link with our natural environment and the retention of more of the wealth we generate locally within our local communities and at the same time increase our actions to mitigate against the growing impacts of climate change and improve our biodiversity as a place. In short, Argyll and Bute is well placed to make a significant contribution to both Scotland and the UK's Net Zero ambitions.

7.3 Opportunities:

- **Clean energy:** supporting the increase of clean energy through onshore and offshore wind, grid enhancement, pumped storage hydro and other forms of renewable energy such as solar, tidal and biomass where appropriate. In the next decade there is the potential to increase clean energy production from just over one gigawatt to five gigawatts bringing with it a large number of temporary construction jobs and ultimately service jobs in the energy sector. This will require considerable investment in our grid infrastructure making it smarter to deal with the local production of energy and using it locally as well as exporting it. Being mindful of our landscape and communities, and delivering local living opportunities through strategic housing investment, will also be key going forward and promoting our area as a place where new industries and supply chains can be established through a Community Wealth Building approach to make use of this enormous clean energy potential.
- **Low carbon:** there is also a need to improve our infrastructure to offer low carbon options for people including active travel routes, improved digital connectivity, UAV technology, improved insulated housing and premises, green hydrogen production, and EV charging points.
- **Community land ownership:** this is an important aspect as our forests expand, become more diverse and where investment in our natural habitats will improve our biodiversity and at the same time generate local job opportunities in managing the land and sustainable tourism.

- **Investment in new green industries:** success will be demonstrated by the investment of new industries to our area attracted by green energy availability, but this will require additional investment in key areas of infrastructure such as grid, digital connectivity and data links. Importantly the creation of new and emerging industries including space, data centres and high intensity agriculture/aquaculture.
- **Nature based solutions:** these will need to become the norm for our area helping us to deal with increasing climate change impacts and improving our biodiversity. Projects must provide multiple benefits for the place we live in and importantly create livelihoods for the people who want to live and work in Argyll and Bute.
- **Marine/Blue economy:** the marine environment can also play a critical role through the development of existing and emerging industries such as seaweed farming, marine research and marine tourism.

7.4 Challenges:

- **Doing nothing:** if no action is taken to address the ongoing and current impacts of climate change, this will continue to create existential threats and challenges for Argyll and Bute’s natural assets and capital.
- **Unlocking private sector resources:** more needs to be done to prevent further decline in our carbon outputs through unlocking the resources of the private sector to reduce our use of fossil fuels and improve our biodiversity.

7.5 This refreshed economic strategy needs to be supported by SMART actions for our **PLANET** that:

- Lead efforts to achieve net zero through increased clean energy production, forestry expansion, and marine habitat restoration.
- Embrace clean energy opportunities and work with partners and utilities to secure investment in grid infrastructure that provide better local outcomes.
- Develop low-carbon infrastructure to enable alternatives to private transport including active travel, better digital connectivity, and sustainable housing.
- Foster nature-based solutions for increased climate change resilience and biodiversity enhancement.
- Support sustainable industries like seaweed farming, marine research and green energy.



Home insulation at no cost through a non-means tested grant from Argyll and Bute Council Home Energy Efficiency Team funded by the Scottish Government’s Energy Efficient Scotland - Area Based Scheme.

- Unlock the potential of the marine/blue economy by opening controlled sites for broader use.



The Aros waterfront development is a long-term, multi-phase project with an overarching objective to create a hub for community well-being, outdoor activities, and educational opportunities, as well as opportunities for new enterprises and sustainable outdoor tourism experiences. The initial phase of works has focused on making safe and bringing back into use the existing pier as well as providing a pontoon and slipway.

8.0 PROSPERITY



8.1 Argyll and Bute has particular economic strengths and opportunities to take advantage of in the next decade. Further advancements in automation, real-time data technologies and artificial intelligence will provide opportunities for enterprises and public services to diversify and develop new commercial models that embrace change - a key enabler to improve local prosperity and productivity. Increased productivity can mean people have a significant boost to their household income helping them to cope with higher inflation and the cost-of-living crisis. The drive to net zero and climate adaptation can bring with it new opportunities for green jobs through taking a circular economy approach. Inspiring our young people to take full advantage of new innovative opportunities in the green and blue economies is an action that is vital for the area's future, coupled with reskilling existing staff. Creating opportunities for better wages and higher industrial outputs will help local people increase their income potential and quality of life indicators.

8.2 Opportunities:

- **Existing sectors:** there is a requirement to maximise the value of our existing well-established sectors such as tourism; food and drink including aquaculture; together with our creative industries with examples below aligned to hospitality, whisky/spirits and culture:
 - **Tourism and hospitality:** Tourism and the hospitality industry remains a key sector for Argyll and Bute, with a number of outstanding and award-winning businesses and products. A strong rebound has been witnessed, given that this was one of the hardest hit sectors during the pandemic, with a focus on realising its former growth ambitions. The sector continues to innovate and respond to the changing demands of its customers by adapting and introducing new products. This includes opportunities for low carbon development that makes use of our natural assets such as leisure walking and cycling. Argyll and Bute Council recognises the importance of the tourist sector to the economy, but also understands the pressures the industry is facing from the cost-of-living crisis, infrastructure deficiencies, and government legislative changes,
 - **Whisky/spirits:** Argyll and Bute produces world class products including whisky. Two distinct whisky regions are contained in our area, Islay and Campbeltown. This sector has experienced remarkable growth in recent years, and this looks set to continue as the demand for this world class product escalates. Our challenge is to ensure that this growth continues in a sustainable way that maximises supply chain benefits through the Community Wealth Building agenda.
 - **Culture:** Creative industries and our Gaelic heritage could be an economic driver for the region given its popularity with tourists including

bilingual events, visitor centre information and branding within the business or product name.

- **Transformational growth sectors:** there is a requirement to maximise the value of other existing sectors that have economic growth and regional transformational potential such as energy transition (marine, green hydrogen, offshore wind), life sciences and the emerging space sector.
- **Business growth:** many of the area's micro to small and medium sized businesses have potential to grow, supported by appropriate business support, infrastructure and land for business development.
- **Community Wealth Building and empowerment:** there is a requirement to start to embed Community Wealth Building as the key mechanism to deliver a wellbeing economy, economic development, growth and prosperity across all communities across Argyll and Bute. Not every part of Argyll and Bute will be able to create additional employment opportunities through the activities of the private and third sectors. Public services are under increasing pressure to sustain themselves and communities will inevitably have to do more to provide the types of services they need. This needs to be done in a way that can generate income for a community and add to the many successful examples of this approach across Argyll and Bute. The Community Wealth Building approach will provide a strong framework for collaboration and partnership working to be made across with the public, private and third sectors.

8.3 Challenges:

- **Transport connectivity:** lifeline routes and transport assets in need of substantial investment to secure future safe access particularly in light of increased climate change impacts.
- **Inability to access to the coast:** Argyll and Bute looks well placed to access the marine environment, but many sites are controlled by single users, are at capacity, or are no longer usable for modern requirements. To realise the full potential of the blue economy this will need to change, otherwise opportunities will pass us by.
- **Household income:** remains below the average of Scotland. This situation is worsening, exacerbated by the cost-of-living crisis, and local wages not keeping pace with inflation. Through the Fair Work First framework/principles, raising and adopting the real living wage will be a key aspect, as will improving people's skills to improve their job prospects and potential to progress their careers in industries that can offer higher wages. Higher wages also pose issues for business survivability.

8.4 This refreshed strategic needs to be supported by actions for **PROSPERITY** that:

- Capitalise on net-zero opportunities for green jobs and improve living standards.
- Focus on productivity improvements through digital technology.
- Empower the public, private and third sectors to provide services, participate in shared management of civic spaces and generate income.
- Revitalise our key sectors such as the tourism and hospitality industry, through addressing industry challenges including transport connectivity.

“Starting your own business, especially in a rural area, can be daunting. The support of Business Gateway has been vital to success.”



Argyll Yacht Rigger



“The site is being operated by MICT, a social enterprise, generating a sustainable income for the trust in addition to enabling private sector investment through the creation and expansion of businesses.” Mull and Iona Community Trust on the development of Nonhebel Industrial Park

- Leverage natural and cultural assets to drive sustainable business growth and overall economic growth.

9.0 CROSS-CUTTING THEMES

9.1 Achieving a wellbeing economy.

Achieving a wellbeing economy is a key priority of the council and our partners. A healthy population is fundamental to a thriving economy. The purpose of economic growth should be to benefit the people who are part of that economy, and a wellbeing economy is one that structures the economy in a way that delivers wider wellbeing benefit. This requires collaboration across local authority services, business and the third sector to invest in preventative measures that improve people's wellbeing. The wellbeing outcomes we are seeking to achieve are set out in the Local Outcome Improvement Plan and align with the Place and Wellbeing Outcomes.

This strategy has been informed by consideration of the Place and Wellbeing Outcomes (themed by Movement, Spaces, Resources, Civic and Stewardship); a consistent and comprehensive focus for where place impacts on the wellbeing of people and planet. A Place and Wellbeing Assessment of the strategy using the Outcomes as a framework considered how to maximise the positive impact on wellbeing and highlighted the need for strategic alignment of plans which impact on a place, co-ordination of investment in strategic infrastructure and the importance of partnership working to delivery.

9.2 Partnership and collaborative working

Reaching our full economic potential lies beyond the resources of the council on its own. Working in partnership is increasingly important across all sectors to pool resources and expertise in realising economic opportunity, co-ordinating a holistic approach to planning places and addressing barriers to economic growth. The council will work with other enterprise agencies such as Highlands and Islands Enterprise and Scottish Enterprise to align plans and to operate as a cohesive regional team where possible. Stronger and more collaborative partnership working, focused on a place-based person-centred approach, will help to ensure suitable opportunities for individuals of all ages and capabilities through tackling socio-economic disadvantage, inequalities and removing multiple barriers to securing sustainable employment and appropriate housing. Working with large scale employers in the statutory and private sector will support delivering on wellbeing outcomes for connectivity and housing in particular.

9.3 Public sector sustainability

Public sector sustainability is of key importance to ensure that appropriate services continue to be delivered to the dispersed urban, rural, remote rural and island communities across the whole of Argyll and Bute. Through partnership working ongoing consideration needs to be given to added value investment, improvements that could be made to public services and the generation of income to enhance limited budgets across the council.

9.4 Maximising external funding opportunities

Our financial resources are limited and the availability of match funding for our council is a major issue. That said, the council will continue to build on its strong track record of attracting external funding to Argyll and Bute and realising economic opportunities and addressing identified barriers to economic growth and resilience.

9.5 Economic intelligence and data gathering

Our area has particular economic needs and opportunities. If this is to be efficiently addressed at both a local and national level, we will have to have sufficient data in place to convince potential strategic partners and investors to be part of our future economic prosperity. Partnership working to map, identify and share relevant data will be required.

9.6 Governance and accountability

There is a need to ensure that we comply with the latest Scottish and UK Government legislation and the requirements of external funding partners and programmes to realise opportunities with a focus on good governance and strong financial accountability to demonstrate best value.

9.7 Monitoring our progress.

The council and with input from our strategic partners will monitor the progress of the refreshed Argyll and Bute Economic Strategy through the outcome based SMART Action Plan and the associated updated Argyll and Bute Outcome Improvement Plan indicators. Where the strategy is delivered through separate plans or strategies e.g. The Strategic Housing Strategy the existing monitoring arrangements will remain in place and not be duplicated. The Economic Strategy has been prepared to capture critical regional issues and themes that will be considered in the preparation and delivery of an Economic Strategy for the Highlands and Islands Regional Economic Partnership.

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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND ECONOMIC
GROWTH****21st MARCH 2024**

ARGYLL AND BUTE HOUSING EMERGENCY – PROGRESS REPORT

1.0 EXECUTIVE SUMMARY

- 1.1 In June 2023 the Council's Environment, Development and Infrastructure (EDI) Committee declared a Housing Emergency due to a consistent reduction in supply of housing, a steady increase in demand for housing across all tenures and increasing levels of un-affordability.

The Committee approved the following:-

- The intention to update the Local Housing Strategy
- The intention to hold an Argyll and Bute housing summit together with relevant stakeholders in the Autumn of 2023
- Note 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.

- 1.2 This report is to update the EDI Committee on progress towards these intentions and generally tackling the Housing Emergency.

- 1.3 A wide range of activity has been progressing including: holding a Housing Summit in November, preparing a Local Housing Strategy Update, actions of the Officer Housing Group, focusing initially on exploring release of Council Assets suitable for housing, liaison with National House Builders, exploring facilitation of constrained sites, partnership working with RSLs, improving the evidence base to justify innovation and intervention, securing Rural Housing Body Status, operating a refined HomeArgyll letting policy, exploring changes in the land use planning system; developing worker housing, supporting delivery of worker housing and community delivered housing.

RECOMMENDATION

Members of the Environment, Development and Infrastructure Committee are asked to consider and note the activity and progress that is ongoing in pursuing the EDI Committee approved intentions and generally seeking to address the housing emergency.

ARGYLL AND BUTE COUNCIL

**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE**

**DEVELOPMENT AND ECONOMIC
GROWTH**

21st MARCH 2024

ARGYLL AND BUTE HOUSING EMERGENCY – PROGRESS REPORT

2.0 INTRODUCTION

- 2.1 In June 2023 the Council’s EDI Committee declared a Housing Emergency due to a consistent reduction in supply of housing, a steady increase in demand for housing across all tenures and increasing levels of un-affordability.
- 2.2 This Committee approved a range of actions and this report is to update the EDI Committee on progress towards these intentions and generally tackling the Housing Emergency.

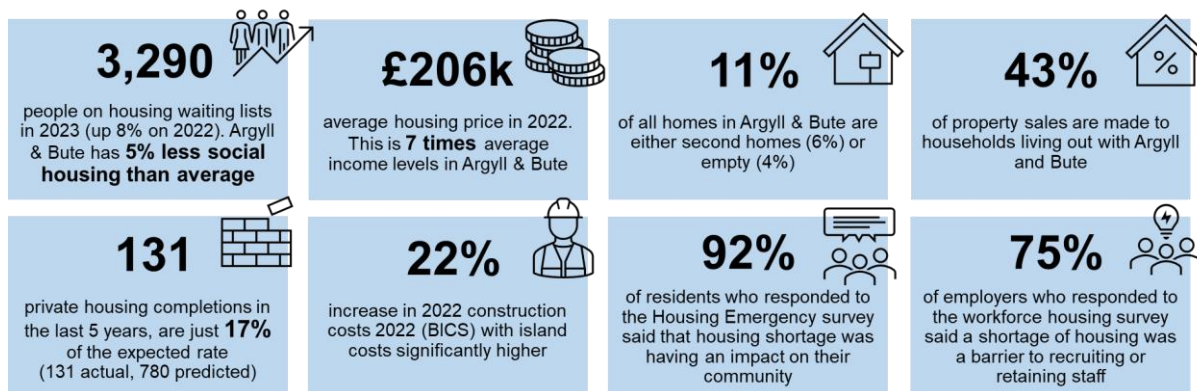
3.0 RECOMMENDATIONS

- 3.1 Members of the Environment, Development and Infrastructure Committee are asked to consider and note the activity and progress that is ongoing in pursuing the EDI Committee approved intentions and generally seeking to address the housing emergency.

4.0 DETAIL

A HOUSING EMERGENCY

- 4.1 In June 2023 the Council’s EDI Committee declared a Housing Emergency due to a consistent reduction in supply of housing, a steady increase in demand for housing across all tenures and increasing levels of un-affordability.



The Committee approved the following:-

- The intention to update the Local Housing Strategy
- The intention to hold an Argyll and Bute housing summit together with relevant stakeholders in the Autumn of 2023
- Note 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.

4.2 This report is to update the EDI Committee on progress towards these intentions and generally tackling the Housing Emergency.

The intention to update the Local Housing Strategy

4.3 There is a statutory requirement for the Council to produce a Local Housing Strategy(LHS). The current LHS covers the period 2022-2027. As is required, an annual update has been produced and this can be found at: [LHS Annual Update 2023](#) The update highlights some of the new issues which have come to the fore; particularly the need to address issues in the private sector supply of speculative new build housing, and the need to consider the requirements for regulation of the existing private stock and its use, particularly second homes and holiday lets.

4.4 The intention is to amend the LHS Action Programme to reflect the appropriate actions coming from the Housing Summit Action Programme, and this is likely to be September 2024.

The intention to hold an Argyll and Bute Housing Summit together with relevant stakeholders in the Autumn of 2023

4.5 Declaring a housing emergency in Argyll and Bute is a call to action for government, public bodies and partners. It is intended as the catalyst to bring partners, stakeholders, investors and communities together to prioritise and commit to the collective action needed to tackle housing shortage. The Council are fully committed to working with partners to programme a broad range of activities, both in the short term and long term, to target this collective action where it is needed most.

4.6 The Housing Emergency Summit was held on 27th November 2023 at the SAMS Campus, Oban and 92 delegates attended. The purpose of the Summit was to bring partners together to forge commitments aimed at tackling housing shortage by maximising resources, pursuing innovation, coordinating planning and targeting delivery capacity. Delegates attending the Emergency Housing Summit included:

- Senior decision makers in local and national public sector bodies including the NHS, Scottish Futures Trust and Highland and Islands Enterprise
- Senior decision makers in Argyll and Bute Council
- Housing developers both commercial builders and Housing Associations
- Representatives from the Community Housing Network
- Local business leaders and funding bodies
- Third sector organisations and support agencies.

4.7 The Summit was designed to focus partnership activity on prioritising and programming emergency responses across the following four themes:



4.8 Summit delegates were presented with background information on the extent and nature of housing shortage, as well as potential solutions and interventions. The day was spent testing, assessing and prioritising these in terms of their potential impact and deliverability with a total of 39 housing emergency actions being prioritised at the end of the day. An indication of some of the priority actions is shown below, and full details can be seen in the Appendix 1, Housing Emergency Summit Report.

Proposed Housing Emergency Solution	On the Table	Off the Table
Pursue a more flexible approach to infrastructure, roads and design requirements in rural and island housing developments	98%	2%
Dramatically increase the number of college places for construction skills development in Argyll & Bute	100%	0%
Deliver self-build plots and mortgages	86%	14%
Freedom to use Scottish Government housing funding more flexibly and as an allocation with local administrative control	92%	8%
Create a ring-fenced Infrastructure Fund for housing development	90%	10%
Pursue Council funded housing development of low-cost homes for rent or sale	79%	21%
Support mixed tenure community led housing development through asset transfer and delivery support	77%	23%
Pursue modern methods of construction to boost affordable housing delivery	94%	6%
Deliver more MMR and low-cost homes for sale via the SHIP	91%	9%
Deliver short term workforce housing options including modular, temporary and tiny	73%	27%
Extend the use of rural housing burdens across Housing Market Areas in Argyll & Bute to maintain primary occupancy and or affordability	92%	8%
Pursue Short Term Let control areas	66%	34%
Lobby the Scottish Government to create a private sector duty for large development projects to invest in workforce housing	66%	34%

4.9 The outcomes of the Housing Emergency Summit will be used to develop a Housing Emergency Summit Action Plan as the basis of ongoing planning, activity, investment and partnership. Housing Emergency Action points will be refined, partnership commitments focused, timescales proposed, and resources commitment scoped in early 2024. The Housing Summit Action Plan will be presented to the EDI Committee in June 2024. The Housing Summit Action Plan will not be the sole ownership of the Council but will reflect the commitments of all stakeholders who attended the Housing Summit. The intention is to distil from the Housing Summit Action Plan the activities and commitments which are relevant and within the gift of the Council, and to include those within an updated LHS Action Programme. This will give those elements a formal position within Council policy going forward.

Note 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.

4.10 The Officers Group which has been set up within the Council to assist in tackling the housing emergency remains focused on Council owned assets and exploring how they could be used to assist in tackling the housing emergency. The Strategic Housing Fund is being utilised to resource the necessary site investigations as outlined below.

4.11 Key actions which have been undertaken or are in progress include:

- Ironsides Farrar have been completed initial site investigations of Council owned sites at Balemartine, **Tiree**, Crossapol, **Tiree**, Arinagour, **Coll**. Further development option appraisal work is ongoing. RSLs have confirmed in principle interest in these sites. Officers are working to establish more firm development options prior to

formally exploring interest with RSL partners. These are small sites but would provide a significant housing contribution in remote communities.

- Preliminary site investigations have been carried out at Hermitage Primary School Annex, **Helensburgh**. HubNorth are producing an options appraisal which will consider the options for housing delivery including potential specialist accommodation / care in partnership with HSCP;
- Hubnorth are appointed to produce an options appraisal for Killarow House, Bowmore, Islay and a preliminary site investigation has been completed. The options appraisal will explore potential housing re-development and or reuse options of the building and site, and the potential to facilitate further development land to the rear.
- Hubnorth are producing an options appraisal for Lorn House, Oban which is currently unoccupied. This will explore housing re-use and redevelopment options for the building and site.
- Progress is being made at Rothesay Academy in terms of agreeing a route to demolish the building which will facilitate housing redevelopment potentially in partnership with Fyne Homes. Funding options are currently being explored to finance the demolition and site clearance.

National House Builder Liaison

- 4.12 Officers continue to engage directly with National House builders to discuss their strategic plans and what opportunities there are to unlock development and how the Council can assist.

Facilitating Existing Constrained Housing Sites

- 4.13 The Officer Housing Group is exploring detailed proposals to overcome infrastructure impediments at Glencruitten, Oban and Kirkton Farm, Cardross. When finalised, these proposals may involve Council intervention through land acquisition and or delivery of infrastructure utilising the Housing Infrastructure Fund.

Funding of Housing Emergency Project Officer

- 4.14 The Council has approved the funding of a Project Officer for an initial three year period. This officer will be a property professional based in Commercial Services, but will be focused on assisting delivery of housing related projects, including but not limited to those outlined above in paras. 4.10 and 4.13 as agreed at Policy and Resources Committee on 15th February 2024.

RSL Partnership Working To Deliver Housing Land

- 4.15 The Council continues to work with RSLs to unlock new housing development sites and lever in funding. The Council is working with RSL partners on many other sites as explained in the Council's Strategic Housing Investment Plan.

In total the Council has granted planning consent for 223 houses between June and November of 2023.

Establishing Better Evidence For Decision Making:

- 4.16 A Community Planning Survey was carried out as part of the work to refresh the Local Outcome Improvement Plan. A survey of local residents identified that Housing is seen as the second priority behind improved transportation for our communities. The Argyll and Bute Outcome Improvement Plan 2024-34 will identify where the Community Planning Partnership could be most effective at making a difference for communities facing housing inequalities
- 4.17 To inform the considerations and output of the Housing Emergency Summit, an extensive online household survey was carried out in October 2023 which received 688 responses by residents and community groups. This provides essential evidence for actions going forwards. Key headlines of this survey are summarised below:

Is housing shortage having an impact on your community?

92% of respondents suggested that housing shortage was having an impact on their community

This ranged from 65% of respondents in Helensburgh & Lomond to 98% in Mull & Iona

The key impacts of housing shortage include...



Local businesses cannot recruit employees as they have nowhere to stay (73%)



People moving into my community are pricing local people out of the market (70%)



Local services (e.g. health services, schools, shops) have a shortage of people to do essential jobs due to a lack of housing (68%)



Young people are leaving my community due to a lack of housing options (68%)

Top 3 reasons that housing shortage is having a community impact include...

1. Not enough affordable/social homes to rent (80%)
2. Too many holiday homes/short term lets (70%)
3. House prices rising more than local incomes (62%)

Other reasons include...



Limited housing options for families or working aged people (59%)



Local incomes are too low to afford rent or mortgage costs (55%)



Not enough new homes being built (46%)



Not enough quality private rented sector homes (43%)



Not enough homes to buy in the housing market (39%)

92% of respondents thought there was a need for more housing to be developed in their community including...

1. Social housing/Housing Association homes (75%)
2. Housing for sale at low cost (65%)
3. Housing for young people/families (61%)
4. New homes for sale (39%)
5. Quality private rented housing (38%)



The actions local households would like to see to tackle the housing emergency include:

- **Building more homes for social rent (66%)**
- **Reducing the number of second homes and short term lets (64%)**
- **Providing more low-cost homes for rent or sale e.g. mid-market rent (62%)**
- **Develop more housing options for essential workers moving into Argyll & Bute (56%)**
- **Ensuring local people have priority for homes on the market not people moving into the area (55%)**

4.18 Consultants are due to complete specialist legal, planning and chartered surveyor advice regarding the application of occupancy controls through different legal mechanisms. This will support any potential choice to apply requirements for housing to be restricted to primary occupancy as opposed to holiday homes or short term letting, and or other obligations in terms of local key workers and or affordability.

4.19 During the Autumn of 2023, consultants have surveyed our Island populations, and analysed the Island private housing market to establish a clear definition and identification of Market Failure. Initial draft findings are that:

- Island communities face unique challenges in delivering enough housing to meet local need and demand. Capital build costs (including infrastructure costs) are considerably higher, and land values lower, meaning that the traditional private sector led model of housebuilding

does not occur and no speculative housing development takes place on the islands.

- A lack of affordable housing is one of the most pressing issues facing island communities. This is particularly problematic in terms of attracting and retaining people to live and work on the islands and sustaining a virtuous cycle of economic activity. Indeed, a survey conducted by Highlands and Islands Enterprise found that for many parts of the region, strong economic growth prospects are endangered by a lack of affordable housing of all tenures.
- A range of recommendations are made which include direct public interventions to address the identified market failure. When the report is finalised, it will be reported to the EDI Committee along with output from the Housing Summit Action Programme, and ultimately will be incorporated in to the LHS Action Programme later this year.

Rural Housing Body Status

- 4.20 The Council was awarded Rural Housing Body status on 29th November 2023. Doing so gives the Council the ability to apply Rural Housing Burdens to properties it has constructed, purchased, or consented. As part of the revised LHS Action Programme, officers will develop proposals for how Rural Housing Burdens will be used.

Home Argyll Changes

- 4.21 Changes to the HOMEArgyll common allocations policy made in the Autumn of 2023 are now in effect. Although at an early stage they are beginning to have an effect in terms of more flexibly supporting the allocation of RSL properties to homeless applications in areas of highest need.

Planning Policy Changes

- 4.22 A report will be presented to March / April PPSL which will:
- map out a timetable for explore the options for designation a short-term let control area/s for all, or parts of the planning authority's area;
 - present a revised Technical Planning Note in support of NPF4 and LDP2, providing updated guidance on affordable housing delivery including its retention in perpetuity and accommodating key workers for consideration by Members; and
 - present a draft Technical Note in support of NPF4 and LDP2, that will provide guidance on how we ensure housing is delivered to meet the local housing need as identified by the Housing Needs and Demand Analysis, including potential occupancy restrictions for consideration by Members.

Revised Road Guidelines

- 4.23 Officers have been working on a consolidated Roads and Transportation Guidelines document. This will provide a comprehensive and crucially more flexible set of guidelines for developers and will be a key element of addressing concerns expressed since declaring the Housing Emergency. This will be presented to members before the end of the year.

Worker Housing

- 4.24 The Council has been granted planning consent and roads construction consent for twelve 2 bedroom cottage flats on a site owned by the Council at Rockfield Road, Tobermory. A contract to carry out the infrastructure works for the site (road and services) is out to tender and it is planned to be appointed by 31st March 2024 so that construction can be completed during 2024/25. This will be funded by Rural and Island Infrastructure Funding, supported by the Strategic Housing Fund if required as a contingency.
- 4.25 An Outline Business Case has been submitted for Rural Growth Deal Funding to deliver the first block of four 2 bedroomed flats, which will be used as worker accommodation. The Council is working in partnership with MIGHT and it is the intention MIGHT will act as managers of the premises.
- 4.26 The Strategic Housing Fund is being used to resource HubNorth and SFT to develop an options appraisal which will help to identify the exact operating model of this block, and how the remainder of the site should be delivered.
- 4.27 The Council has additionally agreed £460k from the Strategic Housing Fund to support short term delivery of housing for HSCP workers on Tiree, Coll and at Connel. This will deliver up to 5 properties being brought back in to use to support lifeline services in remote areas.

Strategic Development Frameworks

- 4.28 The Council has agreed to allocate £450k of its priorities funding to support the development of Strategic Development Frameworks for Oban and Helensburgh which will plan for future development over a 20-40 year time period. Production of these is a complex task, but is essential to delivering planned infrastructure investment, land release, and the resultant population growth. It will also be a key part of addressing the Housing Emergency ultimately enabling the delivery of housing at scale.

Holiday Homes / Short Term Lets

- 4.29 The Council implemented a Short Term Let Licensing Scheme in October 2023. To date there have been 2928 licenses applied for. Officers have begun work on analysing this information, including mapping it, so that we can begin to understand the geographical spread and differences in types of accommodation. This will allow us to feed evidence in to decision making on potential short term let planning control areas.

- 4.30 The Council has committed to increase the Council Tax to 200% on second homes. It is anticipated this will have made some contribution to preventing a further increase in the number of second homes and may assist in bringing some of those homes back into use for primary occupancy.

Empty Property

- 4.31 In November 2023, Council agreed a new approach to Empty Property Rates Relief and the creation of a two year Empty Business Property Officer post. Officers are developing a Business Grant Scheme. It is hoped that this work will encourage the reuse / redevelopment of empty property, some of which may include conversion to residential use.
- 4.32 The expanded Housing Service Empty Property Team is now working closely with the HSCP to target properties for their use. The team have brought 15 residential properties back into use between April and December 2023.

Community Housing Development

- 4.33 Officers are working with Communities to support their own delivery of housing. A regular forum of Community Housing Trusts has been formed to facilitate best practice and learning of experiences. A tool kit has been created to support communities in demonstrating their own localised housing needs, which is crucial for drawing in funding.
- 4.34 The Strategic Housing Fund has directly supported delivery of community housing on Colonsay by granting a loan to bridge a funding gap that emerged due to increased construction costs. Officers continue to work with Colonsay Community Development Trust to ensure the project is completed successfully and officers are continuing to work with the Trust to support this project

Settlement Project Support Officer

- 4.35 The Council's Settlement Project Support Officer continues to work in collaboration 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 to recognise the place-based barriers to population retention and attraction and support measures to address population decline.
- 4.36 The Settlement Project Support Officer is assisting Housing colleagues to drive forward works on the Council's Housing Emergency. This has included supporting the completion of the Addressing Depopulation Action Plan funding application of £60k. This application is intended to help address the shortage of housing and encourage repopulation across Argyll and Bute, through a pathfinder 'Private Sector Housing Officer post'. This post will help support private property owners to transition property from short term lets, holiday homes and or empty property in to primary home occupancy. The outcome of

this funding application has not yet been announced but it is expected in March 2024, with the fund operational from April 2024.

- 4.37 Other completed and planned activity of the Settlement Officer is detailed at Appendix 2.

5.0 CONCLUSION

- 5.1 Since the Council's declaration of a Housing Emergency, considerable activity has been focused on exploring new methods and solutions to tackle the housing shortages, and to bring renewed focus to delivering business as usual in an accelerated fashion. A Housing Summit has been held and work is ongoing to develop an Action Programme. Research has been commissioned and draft reports have been received. Policy changes are being developed and will be presented to members shortly. Housing site delivery and overcoming impediments to delivery is being prioritised. Many of these actions are preliminary actions and officers will report further progress as it occurs and as the LHS Action Programme is revised later in the year.

6.0 IMPLICATIONS

- 6.1 Policy - The ongoing activity is consistent with current Council priorities and the Local Housing Strategy vision and outcomes which are directly aligned with the overarching objectives of the Outcome Improvement Plan, in particular Outcome 2 – we have infrastructure that supports sustainable growth.
- 6.2 Financial - None directly arising from this report but future housing delivery actions will require additional funding at some stage from the Council and our partners if delivery is to be accelerated.
- 6.3 Legal – None.
- 6.4 HR – None.
- 6.5 Equalities (Fairer Duty Scotland) - The activity outlined in the report is consistent with aims and objectives set out in the local housing strategy, which is subject to an EQESIA.
- 6.5.1 Equalities – Protected Characteristics - There are targets set within the SHIP to deliver housing which meet the needs of specialist groups.
- 6.5.2 Social-Economic Characteristics - The delivery of affordable housing across Argyll and Bute facilitates socio-economic opportunities for all. The SHIP links with the Child Poverty Strategy.
- 6.5.3 Islands - The delivery of affordable housing across Argyll and Bute facilitates socio-economic opportunities for all. The SHIP links with the Child Poverty Strategy.
- 6.6 Risk - The Housing Needs and Demand Assessment process takes full account of housing need on the islands.

- 6.7 Climate Change – New housing in the right location helps reduce carbon outputs particularly when heating is provided using renewable energy and utilising high standards of insulation which can also be applied to existing stock.
- 6.8 Customer Service – None.
- 6.9 Rights of the Child (UNCRC) – None.

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

Councillor Robin Currie, Policy Lead for Strategic Development

February 2024

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APPENDICES

Appendix 1 – Housing Emergency Summit Report

Appendix 2 – Settlement Officer Detailed Activities Update

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Argyll & Bute Council

Housing Emergency Summit Report

February 2024



Table of Contents

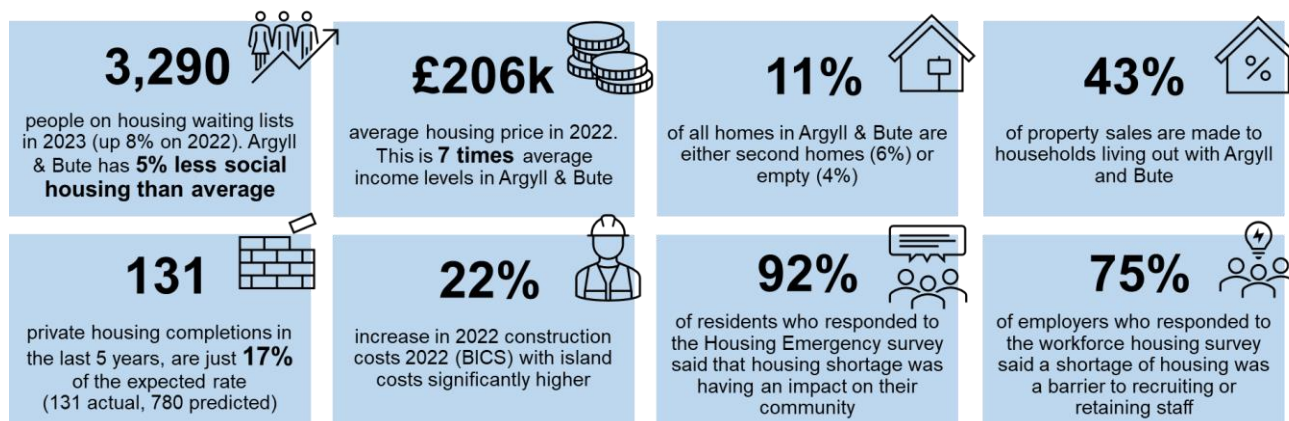
1	Introduction.....	3
2	Background to Housing Emergency Summit.....	5
2.1	Call to Action: Building a Bold and Progressive Emergency Response.....	7
2.2	Pre-Summit Housing Emergency Workshops.....	8
3	Housing Emergency Summit Programme.....	9
3.1	The Housing Emergency Response: Scoping Solutions.....	10
4	Housing Emergency Responses: Option Appraisal.....	12
4.1	Workshop 1: Enabling the Delivery of More Market Homes in Argyll & Bute.....	12
4.2	Workshop 2: Enabling the Delivery of More Affordable Homes in Argyll & Bute.....	17
4.3	Workshop 3: Enabling the Delivery of More Homes for Argyll & Bute's Workforce.....	21
4.4	Workshop 4: Making the Best Use of Existing Homes in Argyll & Bute.....	26
5	Housing Emergency Partner Pledges.....	32
6	Housing Emergency Summit Outcomes & Next Steps.....	33

Appendix 1: Housing Emergency Summit Attendance List
 Appendix 2: Housing Emergency Summit Event Presentation
 Appendix 3: Partner Pledge Matrix

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1 Introduction

In June 2023, Argyll and Bute Council declared a Housing Emergency due to the acute shortage of housing in the area. This emergency is driven by a complex range of issues including rising house prices and rents, reducing household incomes, growing construction costs, a drop in the number of new homes being built, a shrinking private rented sector and a local population which is both ageing and declining. The scale of housing shortage and housing system pressure evident in Argyll & Bute is illustrated by the following statistics:



Declaring a housing emergency in Argyll & Bute is a call to action for government, public bodies and partners. It is intended as the catalyst to bring partners, stakeholders, investors and communities together to prioritise and commit to the collective action needed to tackle housing shortage. The Council are fully committed to working with partners to programme a broad range of activities, both in the short term and long term, to target this collective action where it is needed most.

To build and harness this collective action, a Housing Emergency Summit was held on Monday 27th November 2023 at the SAMS Campus, Oban. The purpose of the Summit was to bring partners together to forge commitments aimed at tackling housing shortage by maximising resources, pursuing innovation, coordinating planning and targeting delivery capacity. Delegates attending the Emergency Housing Summit included:

- Senior decision makers in local and national public sector bodies including the NHS, Scottish Futures Trust and Highland & Islands Enterprise
- Senior decision makers in Argyll & Bute Council
- Housing developers both commercial builders and Housing Associations
- Representatives from the Community Housing Network
- Local business leaders and funding bodies
- Third sector organisations and support agencies.

The Housing Emergency Summit was designed to focus partnership activity on prioritising and programming emergency responses across the following four themes:



Summit delegates were presented with background information on the extent and nature of housing shortage, as well as potential solutions and interventions. Appendix A provides full details of the stakeholders who attended and participated in the Summit programme. In total, 92 delegates attended and participated in the Argyll & Bute Housing Emergency Summit.

This report details the outcomes of Summit activity including the shortlisting and appraisal of housing emergency responses and the collective partnership pledge to act on each response.



2 Background to Housing Emergency Summit

In advance of the Housing Emergency Summit, extensive analysis was prepared to evidence the extent and nature of the housing emergency in Argyll & Bute and to detail current planning and activity underway to tackle housing shortage. Partners were invited to explore this evidence and consider the extent of action and innovation needed to develop an appropriate emergency response, by engaging with the following interactive briefings:

<https://youtu.be/YHGcGm92ZDs?si=CSm6Pof609hwd02W>

https://youtu.be/0f0uNOFmsls?si=o3DSX8SOIF_-vI2P

https://youtu.be/pl9-GMWbqel?si=o01q2eask_uOdF3Z

<https://youtu.be/1Q37pQq62JQ?si=g4z6ROZfxKjwPO9e>

Briefings detailed the scale and complexity of housing emergency across each of the four Summit themes, stressing the need for brave and bold emergency responses to the following key issues:

Market Homes: Key Issues

- In 2022/23, the average house price in Argyll & Bute (£219k) exceeded the Scottish average (£216k).
- House prices have increased by 26% in the last 4 years
- Just 1 in 4 households in Argyll & Bute can afford the average house price
- Rural house prices are 24% higher than urban areas with just 1% sales in rural areas
- In 2021/22, Argyll & Bute recorded the second lowest level of new housing completions of any local authority in Scotland at 31 completions per 10,000 households
- Argyll & Bute is the most expensive place to build in mainland Scotland (AHIP grant rate adjustment)
- Skills shortages and building site constraints are barriers to market housing development

Affordable Homes: Key Issues

- There are c. 8,800 units of social housing, 18% of all stock which is 5% lower than Scotland
- Social rented stock has increased by just 3% (262 units) over the last 5 years
- Total vacancies in social housing have reduced by 20% since before the pandemic
- There are 6 applicants for every available social let in Argyll & Bute (10:1 in Coll & Tiree)
- In 2022/23, homeless applications were up by 28% on 2021/22, at 511 applications
- Whilst the SHIP programmes the delivery of 1,000 affordable housing units between 2023-28, there has been 3 consecutive years of underspend in the programme
- Home Argyll identifies significant demand for intermediate housing with limited delivery in the SHIP

Workforce Homes: Key Issues

- The working age population in Argyll & Bute is projected to decrease by almost 30% by 2028
- 2/3 households believe young people are leaving their communities due to a lack of housing
- 77% of employers report that a shortage of housing is a contributing factor in recruitment and retention issues, with over 400 posts affected across 67 employers (6 posts per business)
- 90% of employers expect there to be a problem recruiting or retaining staff in the future
- 52% of employers have considered providing housing but discounted this because of financial constraints, a lack of homes to purchase and too much competition in the housing market
- Public sector employers report recruitment pressures impacting on the delivery of essential services

Existing Homes: Key Issues

- Over 15% of Argyll & Bute's existing stock is not being utilised as a main residence including empty homes (4.4%), second homes (5.9%) and Short Term Lets (4.9%)
- Argyll & Bute records the highest level of second home ownership in Scotland
- 50% of households in Argyll & Bute cannot afford to access the housing market, with 43% of sales to households from out with the area
- For the first time in two decades, the private rented sector in Argyll & Bute is shrinking
- There is a mismatch between households and homes in the social housing sector with 56% requiring a 1-bedroom property (2,284) and just 268 1-bedroom homes available per annum

Furthermore, to identify and evidence the action that local communities and residents would prioritise to tackle housing shortage, an extensive online household survey was launched in October 2023, promoted across the Council's social media channels. To inform how the housing emergency should be tackled, the survey was intended to gather the views of local households enabling better understanding of how housing shortage affects their lives, livelihoods and communities. In total, 688 responses were provided by residents and community groups, providing essential evidence to be considered by delegates at the Housing Emergency Summit. Key headlines of this survey can be summarised as follows:

Is housing shortage having an impact on your community?

92% of respondents suggested that housing shortage was having an impact on their community

This ranged from 65% of respondents in Helensburgh & Lomond to 98% in Mull & Iona

The key impacts of housing shortage include...



Local businesses cannot recruit employees as they have nowhere to stay (73%)



People moving into my community are pricing local people out of the market (70%)



Local services (e.g. health services, schools, shops) have a shortage of people to do essential jobs due to a lack of housing (68%)



Young people are leaving my community due to a lack of housing options (68%)

Top 3 reasons that housing shortage is having a community impact include...

1. Not enough affordable/social homes to rent (80%)
2. Too many holiday homes/short term lets (70%)
3. House prices rising more than local incomes (62%)

Other reasons include...



Limited housing options for families or working aged people (59%)



Local incomes are too low to afford rent or mortgage costs (55%)



Not enough new homes being built (46%)



Not enough quality private rented sector homes (43%)



Not enough homes to buy in the housing market (39%)

92% of respondents thought there was a need for more housing to be developed in their community including...

1. Social housing/Housing Association homes (75%)
2. Housing for sale at low cost (65%)
3. Housing for young people/families (61%)
4. New homes for sale (39%)
5. Quality private rented housing (38%)



The actions local households would like to see to tackle the housing emergency include:

- **Building more homes for social rent (66%)**
- **Reducing the number of second homes and short term lets (64%)**
- **Providing more low-cost homes for rent or sale e.g. mid-market rent (62%)**
- **Develop more housing options for essential workers moving into Argyll & Bute (56%)**
- **Ensuring local people have priority for homes on the market not people moving into the area (55%)**

2.1 Call to Action: Building a Bold and Progressive Emergency Response

The housing emergency response arising from the Summit should build on the ambitious action plan currently under delivery within the Argyll & Bute Local Housing Strategy, as well as the work underway nationally to tackle housing shortage in rural areas.

National activity includes the recently published Scottish Government Rural and Islands Action Plan. The Plan sets out a range actions to improve access to high quality affordable and market housing, enabling rural communities to live, work and thrive. The action plan includes:

- the delivery of 11,000 affordable homes in rural communities

- a £30M Rural and Island Housing Fund for community led housing, and £25M rural affordable homes funding for workforce housing
- new local authority powers to apply higher Council Tax rates for second homes, plus the extended use of rural housing burdens and reform to compulsory purchase legislation.

At a local level, the Argyll and Bute Local Housing Strategy outlines the vision and investment priorities for tackling housing need between 2022 and 2027, including:

- the delivery of 1,000 affordable homes over the next 5 years
- workforce housing projects in Tobermory and Bowmore,
- community-led housing models in Colonsay, Ulva, Ulva Ferry and Gigha
- the creation of a Rural Housing Body to enable the use of rural housing burdens
- plans for short term let control zones
- doubling the Council Tax on second homes.

Despite the opportunity and proactive local response, the call for action inspired by the Housing Emergency declaration acknowledges that the Council and partners need to go further to tackle the scale of housing shortage faced by local communities. As a result, the Summit called for partners to take bold and progressive action, inspiring extraordinary responses to an extraordinary challenge.



This means housing emergency responses must be innovative, bold, impactful and capable of achieving partner commitment to delivery

2.2 Pre-Summit Housing Emergency Workshops

To ensure that the Summit focused on the collective action partners must take to tackle housing shortage, delegates were invited to attend a programme of pre-Summit workshops focusing on each Housing Emergency theme. The focus of each workshop was to assess the barriers to tackling housing shortage and to generate ideas on potential solutions and interventions to increase supply.






Partners worked together to identify and assess housing emergency responses and interventions, defining a long-list of ideas and options. This options list formed the basis of scrutiny and option appraisal at the Emergency Housing Summit.

This approach ensured that the Housing Emergency Summit was firmly focused on building a collective response to the housing emergency in Argyll & Bute, not simply debating the issues that have caused it.

3 Housing Emergency Summit Programme

The purpose of the Housing Emergency Summit was to bring partners together to forge commitments aimed at tackling housing shortage which maximise resources, pursue innovation, coordinate planning and target delivery. The Summit event was therefore structured around the nature of the emergency response needed, critically appraising solutions to ensure that only the most impactful and deliverable action is prioritised for delivery. The aim of the Summit was to enable partners to pledge commitment to delivering housing emergency actions and to enable the delivery of an action plan aimed at tackling housing shortage.

The programme for Housing Emergency Summit was as follows:

				
Welcome & Introduction 10.00 – 10.30 Briefing session Housing Emergency: The evidence, the impact, and the need for action	Partner perspectives on housing shortage 10.30 – 11.10 Panel session Our emergency response: What needs to happen?	Scoping solutions 11.30 – 12.00 Interactive audience session Our emergency response: What's on and off the table?	Appraising the emergency response 12.00 – 13.00 13.30 – 14.30 Interactive option appraisal workshops	Partner pledge 14.30 – 15.20 Commitments to delivery Closing plenary 15.20 – 15.30

Appendix B provides a full Housing Emergency Summit presentation materials detailing all plenary sessions.

The Summit commenced with introductions from the Leader of Argyll & Bute Council (Councillor Robin Currie) and from the Council's Head of Development and Planning (Fergus Murray). Opening remarks detailed evidence of housing shortage, its impact on Argyll & Bute's community and economy, and a call to collective action to build bold emergency responses and progressive partnership groups.

Opening remarks were followed by a panel session led by partners from Scottish Futures Trust, the Scottish Building Federation, Highlands and Islands Enterprise and Shelter Scotland, who provided perspectives on the housing emergency and suggestions on the extent and nature of emergency action that should be prioritised.

Summit delegates were then invited to test with whether emerging responses should be 'on the table' or 'off the table' as an initial reaction test to a sample of the options defined in pre-Summit workshops. Informed by this, a programme of interactive session were then facilitated where delegates were asked to systematically assess a long list of options generated to tackle the housing emergency across each of the four Summit themes. Each workshop involved shortlisting the most valuable emergency response options and then carrying out an interactive option appraisal to assess the extent to which each would be impactful and deliverable. Four interactive workshops were hosted simultaneously across two rounds, enabling all delegates to participate in two interactive option appraisals. The outcome of this option appraisal was the creation of a set of housing emergency action lists for each of the four Summit themes.

The final session of the Housing Emergency Summit involved asking partners to pledge commitment to tackling the housing emergency in Argyll & Bute by considering each emergency response action and pledging delivery support where appropriate. During this networking session, partners were urged to review the list of fellow delivery partners and make introductions and connections across fellow 'emergency responders' as the first stage building partnership networks aimed at tackling Argyll & Bute's housing emergency.

3.1 The Housing Emergency Response: Scoping Solutions

Following initial plenary sessions, delegates were asked to consider emerging housing emergency responses to determine which should be prioritised for inclusion within a Housing Emergency Action Plan. Using an interactive polling system, delegates were asked whether each emergency response should 'on the table' or 'off the table' in the strategic plan to tackle housing shortage.

The sample of solutions under consideration was generated across each of the four pre-Summit workshops and represented some of the most popular ideas emerging from the debates. The outcome of this initial reaction test was intended to assess the appetite for action across a range of delivery agendas and to gauge the extent of partner consensus on priorities for action.

The outcome of the interactive voting session was as follows:

Proposed Housing Emergency Solution	On the Table	Off the Table
Pursue a more flexible approach to infrastructure, roads and design requirements in rural and island housing developments	98%	2%
Dramatically increase the number of college places for construction skills development in Argyll & Bute	100%	0%
Deliver self-build plots and mortgages	86%	14%
Freedom to use Scottish Government housing funding more flexibly and as an allocation with local administrative control	92%	8%
Create a ring-fenced Infrastructure Fund for housing development	90%	10%
Pursue Council funded housing development of low-cost homes for rent or sale	79%	21%
Support mixed tenure community led housing development through asset transfer and delivery support	77%	23%
Pursue modern methods of construction to boost affordable housing delivery	94%	6%
Deliver more MMR and low-cost homes for sale via the SHIP	91%	9%
Deliver short term workforce housing options including modular, temporary and tiny	73%	27%
Extend the use of rural housing burdens across Housing Market Areas in Argyll & Bute to maintain primary occupancy and or affordability	92%	8%
Pursue Short Term Let control areas	66%	34%
Lobby the Scottish Government to create a private sector duty for large development projects to invest in workforce housing	66%	34%

Table 3.1: Interactive polling outcomes for Housing Emergency Scoping Solutions session

A majority of partners suggested that every housing emergency response should be 'on the table', with the top 5 most popular action points identified as follows:

- Dramatically increase the number of college places for construction skills development in Argyll & Bute
- Pursue a more flexible approach to infrastructure, roads and design requirements in rural and island housing developments
- Pursue modern methods of construction to boost affordable housing delivery



- Freedom to use Scottish Government housing funding more flexibly and as an allocation with local administrative control
- Extend the use of rural housing burdens across Housing Market Areas in Argyll & Bute to maintain primary occupancy and or affordability.

Partners were particularly supportive of options which focus on boosting construction industry capacity, protecting homes as 'principal residencies' and enabling more flexibility in the planning and delivery of new build homes.

Housing emergency solutions which were raised by partners but required further discussion to take forward included:

- Pursue Council funded housing development of low-cost homes for rent or sale
- Support mixed tenure community led housing development through asset transfer and delivery support
- Deliver short term workforce housing options including modular, temporary and tiny homes
- Pursue Short Term Let control areas
- Lobby the Scottish Government to create a private sector duty for large development projects to invest in workforce housing.

The final two solutions, focusing on Short-term Let controls and private sector housing contributions, show the greater hesitation of partners in balancing the needs of the housing system in Argyll & Bute with needs of the local economy.

Overall, this polling exercise offered positive evidence of the appetite to pursue bold interventions in tackling housing shortage in Argyll & Bute, and gave a good indication of the extent of partner consensus to drive new delivery partnerships. Following this initial reaction test, partners were then invited to join interactive breakout workshops to prioritise and then systemically appraise the long list of options defined to tackle housing shortage under each of the four housing emergency themes.



4 Housing Emergency Responses: Option Appraisal

As the Housing Emergency Summit was focused on a call to action to tackle housing shortage, the main purpose of the event was to bring expert partners together to systematically assess and agree the key activity that should be prioritised as the basis of Argyll & Bute's emergency response. To ensure that Summit discussion focused purely on the need for action, four pre-Summit partner workshops were held to discuss the extent and nature of housing emergency, the barriers to tackling housing shortage, and the ideas and options which should be considered to overcome these barriers. Each workshop was attended by subject matter experts, with the outcome of each, a long-list of ideas and options for tackling the housing emergency.

The Summit option appraisal sessions were designed to shortlist from this bank of options ensuring that a focused and manageable action list was defined which could then be subject to more detailed option appraisal. Using option appraisal techniques, each option was subject to outcome analysis, appraising both the scale of impact which could be achieved and its potential deliverability. The outcome of this appraisal was to define the most deliverable and impactful options in tackling housing shortage. These options were then prioritised as the basis of a partner pledge exercise where delegates, committed to supporting delivery and influencing change, would come together to commit their time, expertise and other resources to the implementation of each.

At the outset of each option appraisal workshop, delegates were asked to review the long list of options generated at pre-Summit workshops, working together to define whether options should be 'in-scope' or 'out of scope'. 'In scope' options would then be plotted on a matrix to assess the extent to which they were most or least deliverable (on the x-axis) and high or low impact (on the y-axis).

Options which were considered to be both high impact and most deliverable were elevated for consideration by partners for inclusion within the Housing Emergency Action Plan.

Delegates were given the opportunity to attend at two of the four interactive sessions, with two rounds of activity held across four workshops running simultaneously. The outcomes of each option appraisal session are detailed below.

4.1 Workshop 1: Enabling the Delivery of More Market Homes in Argyll & Bute

Partners in Workshop 1 began the session by critically assessing the long-list of options identified to enable the delivery of more market homes in Argyll & Bute. The in-scope/out scope exercise defined a clear shortlist of options with both Group 1 and 2 unanimously agreeing that they should be considered for inclusion within a more detailed option appraisal analysis. In scope options were seen as instrumental in overcoming delivery barriers to increasing speculative building in the area, with the need for more rural-centric planning regulations, infrastructure funding, construction training and Council capacity to progress planning approvals, seen as key interventions in achieving this.

Partnership activity to develop funding and investment models which could manage risk and enable infrastructure delivery, were also seen as essential as were the wider use of rural housing burdens on new build homes.

Full details of the 'in-scope'/'out scope' exercise, including partner rationale for each assessment is set out in Table 4.1 below:

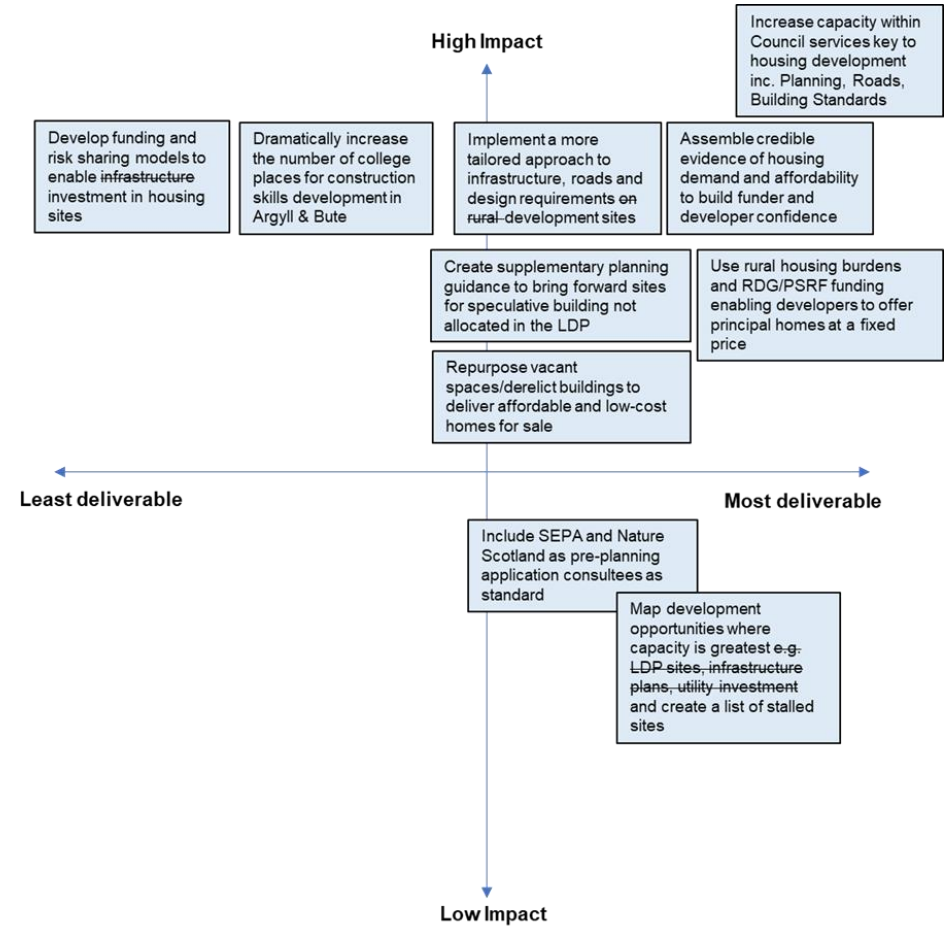
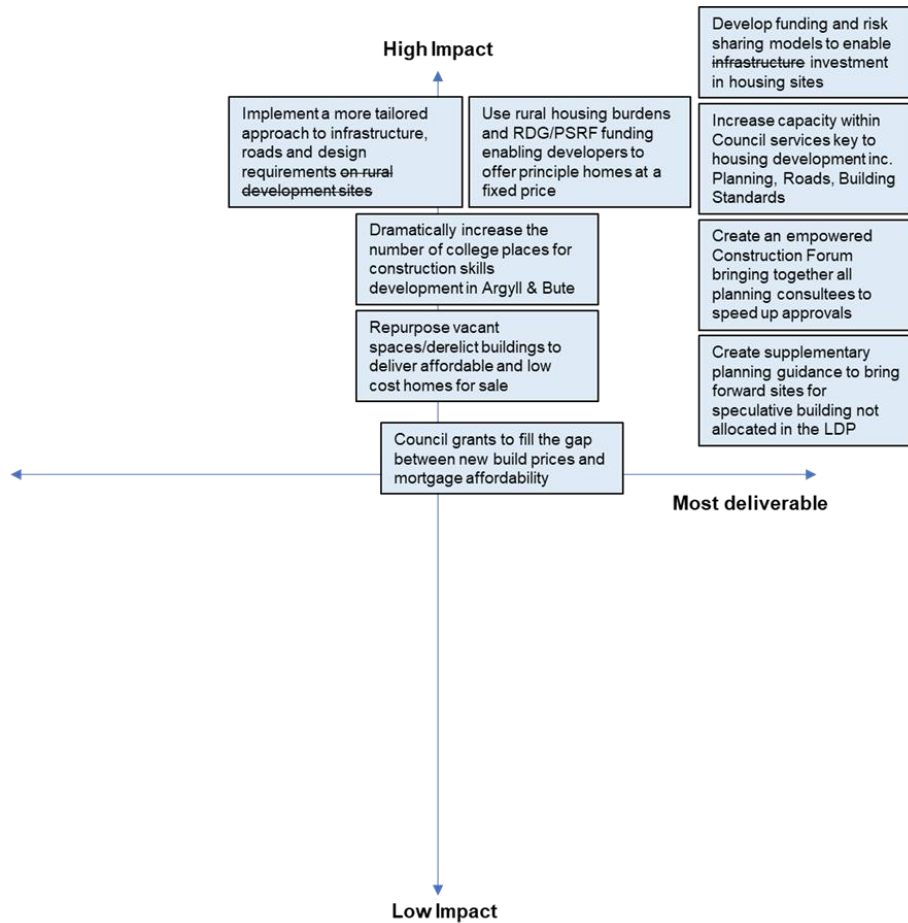
Workshop 1 Option List	In Scope	Out of Scope	Scoring rationale
Implement a more flexible approach to infrastructure, roads and design requirements on (rural)-development sites	IN	IN	Both groups unanimously agreed that this option was a major priority given the planning constraint barriers that are delaying and sometimes precluding development. Wording changed to 'implement' by Group 1 (accepted by Group 2). Also removed reference to 'rural' sites as this could apply to any development in Argyll & Bute
Assemble credible evidence of housing demand and affordability to build funder and developer confidence	OUT	IN	Priority for Group 2 as this was seen as a foundation action which would be essential in enabling developer confidence. Group 1 viewed this as a business as usual activity which could be usefully integrated into the LHS
Increase capacity within Council services key to housing development inc. Planning, Roads, Building Standards	IN	IN	Major priority for both Groups and seen as a major factor in addressing development approval delays - "This is the big problem, solve this and that's half the battle", "There's no continuity, you deal with one officer and then they're unavailable and then you're starting from scratch with someone else", "We need to be creative with the recruitment offer we make - if that needs to include accommodation, then that's what should be offered"
Dramatically increase the number of college places for construction skills development in Argyll & Bute	IN	IN	Seen as having a major impact on enabling more market supply by both groups but not a short term solution to the emergency faced. Nevertheless, this is a crucial action to build sustainability in the local construction industry longer term, and needs to be pursued
Use the CITB Impact Fund to enable industry-led solutions to stimulate development	OUT	OUT	Low level priority for both groups - The scheme is seen as being very challenging to access and unlikely to have the scale of impact needed
Include SEPA and Nature Scotland as pre-planning application consultees as standard	OUT	IN	Priority for Group 2. Group 1 would simply add SEPA and Nature Scot into the statutory consultees who will collaborate in the proposed Construction Forum
Implement a Rural & Island Housing Standard including specific infrastructure, roads and design standards	OUT	OUT	Popular in both Groups (this is perceived as a major barrier to market development) but seen as duplication of first option on implementing a more flexible approach to development requirements
Create an empowered Construction Forum bringing together all planning consultees to speed up approvals	IN	OUT	Group 1 viewed this option at having much potential in "creating a culture which is 'will do' towards development and crucial in forging relationships that will speed up the development approval process. Seen by Group 2 as 'yet another planning group?'

Create a list of stalled developed sites for consideration by a Housing Delivery Task Force	OUT	OUT	Group 1 viewed this option as 'business as usual' ("is this not precisely what the housing land process should be doing?"). Group 2 saw this option as useful foundation activity to drive better collaboration in seeking development approvals and merged both options
Map development opportunities where capacity is greatest and create a list of stalled development sites	OUT	IN	
Develop funding and risk sharing models to enable infrastructure investment in housing sites	IN	IN	Seen by both Groups as having major potential in unlocking development constraints, with SFT and Scottish Government support to blend funding sources and create partnership development agreements seen as crucial
Repurpose vacant spaces/derelict buildings to deliver affordable and low cost homes for sale	IN	IN	Both Groups unanimously agreed this option should be in scope as it has the potential to deliver a stronger impact than new build development. This is in relation to cost, unit numbers and environmental impact.
Compel utility companies to complete Island Community Impact Assessments on infrastructure plans	OUT	OUT	Perceived as useful but unlikely to have major short-term impact on the scale of emergency faced. Group 1 suggested that the inclusion of utility companies within a collaborative construction forum could encourage a shift to this practice
Use rural housing burdens and RDG/PSRF funding enabling developers to offer principal homes at a fixed price	IN	IN	Seen as a useful mechanisms by both groups in de-risking speculative development and also ensuring new build units are retained as principal homes
Create supplementary planning guidance to bring forward sites for speculative building not allocated in the LDP	IN	IN	In-scope for both Groups with high levels of support from market developers. Given the development cycle associated with LDP timescales, this option would enable identified sites to be released for speculative development
Deliver self-build plots and mortgages	OUT	OUT	Seen by both groups as useful but with a limited impact on the housing emergency response in the short term
Council grants to fill the gap between new build prices and mortgage affordability	IN	OUT	Group 1 viewed this option as in-scope and as a useful approach in building developer confidence and enabling the delivery of principle homes. Group 2 however questioned its value - "if the problem we're facing is a lack of speculative development, then how will offering mortgage support help? People don't need a mortgage on homes that aren't being built in the first place"

Council under-writing or pre-purchase of private speculative market housing in remote rural areas	IN	OUT	Group 1 viewed this option as in-scope and as a useful approach in building developer confidence and enabling the delivery of principal homes. Again, Group 2 questioned its value as a catalyst for more speculative development
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Table 4.1: Workshop 1 ‘In Scope’/‘Out Scope’ options for Enabling the Delivery of More Market Homes in Argyll & Bute

Each Group then used ‘in-scope’ options to assess the extent to which suggested actions were both impactful and deliverable. The outcomes of this impact exercise is detailed below:





Using the outcomes of the option appraisal session, and focusing on actions screened as having the potential to be both impactful and deliverable, a list of actions was developed as the basis of developing the Housing Emergency Action Plan to 'enable the delivery of more market homes' as follows:

1. Implement a more flexible approach to infrastructure, roads and design requirements on development sites
2. Increase capacity within Council services key to housing development inc. Planning, Roads, Building Standards
3. Dramatically increase the number of college places for construction skills development in Argyll & Bute
4. Develop funding and risk sharing models to enable infrastructure investment in housing sites
5. Repurpose vacant spaces/derelict buildings to deliver homes for sale or rent
6. Use rural housing burdens and RDG/PSRF funding enabling developers to offer principal homes at a fixed price
7. Create supplementary planning guidance to bring forward sites for speculative building not allocated in the LDP
8. Create an empowered Construction Forum bringing together all planning consultees to speed up decision making.

4.2 Workshop 2: Enabling the Delivery of More Affordable Homes in Argyll & Bute

Partners in Workshop 2 began the session by critically assessing the long-list of options identified to enable the delivery of more affordable homes in Argyll & Bute. The in-scope/out scope exercise defined a clear shortlist of options with both Group 1 and 2 unanimously agreeing that they should be considered for inclusion within a more detailed option appraisal analysis.

In scope options were seen as instrumental in overcoming delivery barriers to Strategic Housing Investment Plan delivery, including improving infrastructure planning, planning policy and master-planning development and more flexibility in funding management. Enabling the delivery of more community led housing and intermediate housing projects were also identified as important delivery activities.

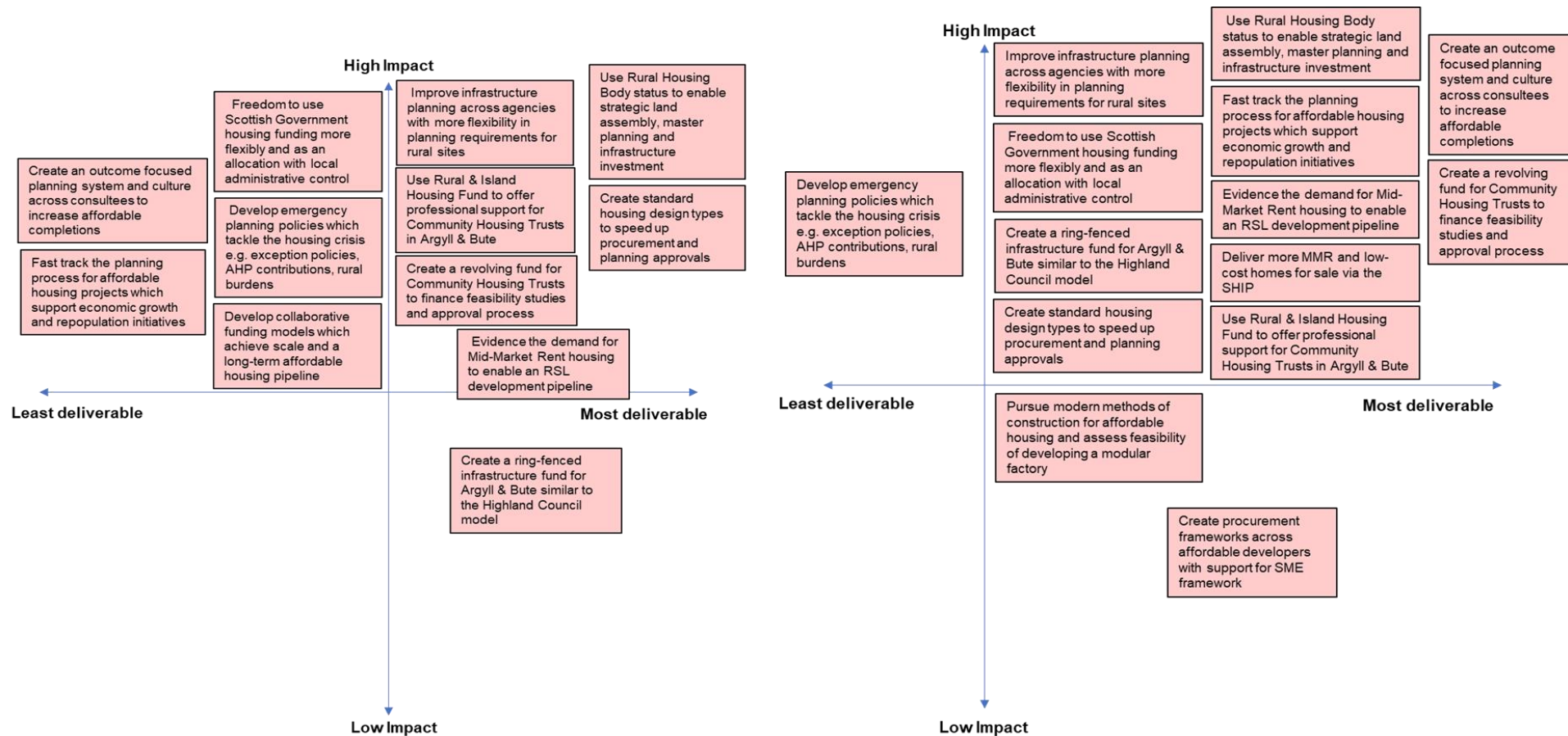
Full details of the 'in-scope'/'out scope' exercise, including partner rationale for each assessment are set out in Table 4.2 below:

Workshop 2 Option List	In Scope	Out of Scope	Scoring rationale
Develop collaborative funding models which achieve scale and a long-term affordable housing pipeline	IN	OUT	Group 1 agreed that there was a need to test further innovative funding mechanisms to enable more affordable homes to be built but scored it as least deliverable as part of the matrix. Partners in Group 2 did not include this within scope as it was suggested that the issue was more to do with land assembly and testing this option would not produce fast results.
Create standard housing design types to speed up procurement and planning approvals	IN	IN	Consensus in both Group 1 and 2 that the development of standard housing types could help deliver change and speed up procurement and planning processes. It could fast-track design stages and is proven to work in the private sector so therefore is deliverable.
Create procurement frameworks across affordable developers with support for SME engagement	OUT	OUT	Group 1 felt that procurement frameworks were already in place and barriers were as a result of contractors choosing to tender for more profitable sites (in the central belt). Group 2 agreed that it would be difficult to change legislation and barriers were more about contractor appetite.
Create a ring fenced infrastructure fund for Argyll & Bute similar to the Highland Council model	IN	IN	Both Group 1 and 2 agreed this would provide more flexibility and target resources. However, it was noted that the Ring Fenced Budget was not always successfully implemented in Highland Council. It was also highlighted in Group 2 that the Scottish Housing Fund could be applied more flexibly.
Improve infrastructure planning across agencies with more flexibility in planning requirements for rural sites	IN	IN	Both Group 1 and 2 noted that one of the greatest obstacles was lead in times for infrastructure and agreed a more collaborative approach across agencies could significantly improve timescales.
Pursue modern methods of construction for affordable housing and assess feasibility of developing a modular factory	IN	OUT	Majority of partners in Group 1 felt that modern methods were being piloted with lessons still to be learned, therefore there is a degree of risk with this activity. Group 2 stated that there would be difficulties in the short to medium term to find a site and base a factory in Argyll & Bute. There were mixed views in Group 2, particularly from the Modular Construction Sector asserting that this action could have a significant impact on delivery.
Create an outcome focused planning system and culture across consultees to increase affordable completions	IN	IN	Both Group 1 and 2 were in favour of a more collaborative outcome focused approach to avoid silo working and speed up processes. Group 1 thought that this would take longer to deliver while Group 2 ranked this as both high impact and most deliverable.
Freedom to use Scottish Government housing funding more flexibly and as an allocation with local administrative control	IN	IN	Both Group 1 and 2 agreed that more freedom to use SG housing fund could target resources more to a local and community level but acknowledged it would require legislative change which could be time consuming and less deliverable.

Fast track the planning process for affordable housing projects which support economic growth and repopulation initiatives	IN	IN	Both Group 1 and 2 agreed that in theory this could assist with delivery of more homes with Group 1 suggesting it would be less deliverable than Group 2. Group 1 highlighted that this activity could impact on the delivery of more market homes which were also important
Use Rural Housing Body status to enable land assembly, master planning and infrastructure investment	IN	IN	Partners in Group 1 and 2 agreed that as Rural Housing Body status has now been confirmed by the Scottish Government, that this option should be taken forward as a key priority to assist with land assembly.
Develop emergency planning policies which tackle the housing crisis e.g. exception policies, AHP contributions, rural burdens	IN	IN	Both Groups 1 and 2 agreed that there is a need to review all planning policies in the context of the Housing Emergency declaration in Argyll & Bute to ensure they are targeted at the delivery of more affordable homes and that gaps are identified and addressed.
Create a revolving fund for Community Housing Trusts to finance feasibility studies and approval process	IN	IN	Partners in Group 1 and 2 who had been involved in Community-led Housing Models agreed that a revolving fund could assist with scaling up the development of affordable housing by Community Development Trusts
Use Rural & Island Housing Fund to offer professional support for Community Housing Trusts	IN	IN	Partners in Group 1 and 2 who have been involved in community-led development agreed that funding for professional support could have a significant impact. However, both Groups felt that the options for revolving funding and professional support should be one activity.
Support mixed tenure community led housing development through asset transfer and delivery support	OUT	OUT	Group 1 felt that the was already being delivered and Group 2 did not choose this to be in scope.
Deliver more MMR and low-cost homes for sale via the SHIP	IN	IN	Agreed that this option was required, but that a requirement to evidence the demand for MMR as an initial action is essential.
Evidence the demand for Mid-Market Rent housing to enable an RSL development pipeline	IN	IN	There was agreement that there was a need for more detailed analysis of the demand for MMR to help inform future provision across Argyll & Bute. Both Group 1 & 2 agreed that both options should be one activity with delivery building on a better understanding demand.
Develop a Joint Venture model for Council Building for Rent and Sale (CBRS) in partnership with market developers	OUT	OUT	Neither Group 1 or 2 put this option in scope as partners considered it would take too long to implement due to legal uncertainty and furthermore would be unlikely to work in Argyll & Bute

Table 4.2: Workshop 2 ‘In Scope’/‘Out Scope’ options for Enabling the Delivery of More Affordable Homes in Argyll & Bute

Each Group then used ‘in-scope’ options to assess the extent to which suggested actions were both impactful and deliverable. The outcomes of this impact exercise is detailed below:





Using the outcomes of the option appraisal session, and focusing on actions screened as having the potential to be both impactful and deliverable, a list of actions was developed as the basis of developing the Housing Emergency Action Plan to 'enable the delivery of more affordable homes' as follows:

- 1 Create standard housing design types to speed up procurement and planning approvals
- 2 Create a ring fenced infrastructure fund for Argyll & Bute similar to the Highland Council model
- 3 Improve infrastructure planning across agencies
- 4 Freedom to use Scottish Government housing funding more flexibly and as an allocation with local administrative control
- 5 Fast track the planning process for affordable housing projects which support economic growth and repopulation initiatives
- 6 Use Rural Housing Body status to enable land assembly, master planning and infrastructure investment
- 7 Develop emergency planning policies which tackle the housing crisis e.g. exception policies, AHP contributions, rural burdens
- 8 Create a revolving fund for Community Housing Trusts to finance feasibility studies and approval process
- 9 Use Rural & Island Housing Fund to offer professional support for Community Housing Trusts
- 10 Evidence the demand for Mid-Market Rent housing to enable an RSL development pipeline.

4.3 Workshop 3: Enabling the Delivery of More Homes for Argyll & Bute's Workforce

Partners in Workshop 3 began the session by critically assessing the long-list of options identified to enable the delivery of more workforce housing in Argyll & Bute. The in-scope/out scope exercise defined a clear shortlist of options with both Group 1 and 2 unanimously agreeing that they should be considered for inclusion within a more detailed option appraisal analysis.

These options were seen as instrumental in overcoming delivery barriers to enabling the supply of workforce housing including building evidence of housing need across employment sectors, improving strategic planning, and supporting the delivery of short term, temporary and seasonal workforce housing options. Creating opportunities for workforce housing via building reuse and Mid-Market Rent delivery models were also identified as important delivery activities.

Full details of the 'in-scope'/'out scope' exercise, including partner rationale for each assessment are set out in Table 4.3 below:

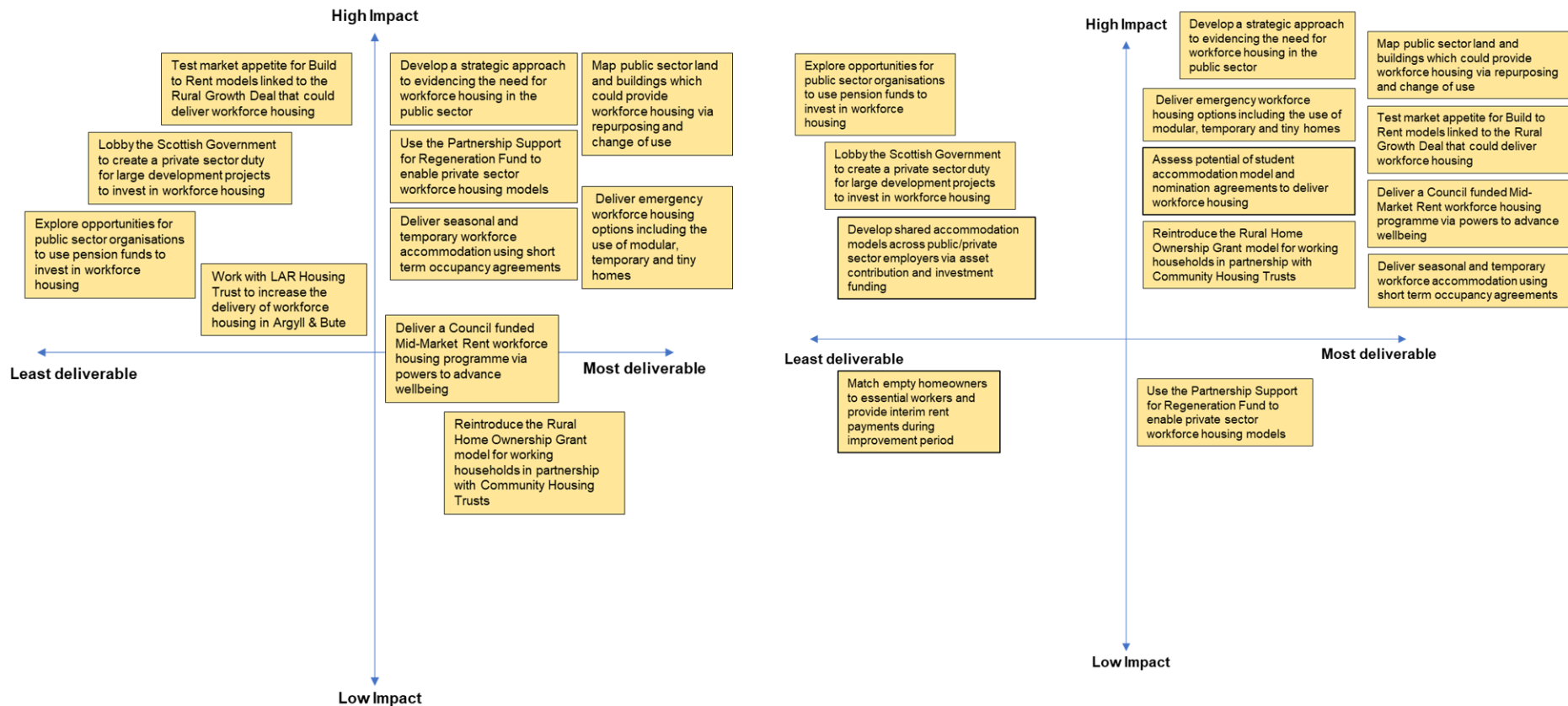
Workshop 3 Option List	In Scope	Out of Scope	Scoring rationale
Work with LAR Housing Trust to increase the delivery of workforce housing in Argyll & Bute	IN	OUT	Group 1 were keen to explore using the LAR model but noted this can also be delivered by other agencies and providers
Assess potential of student accommodation model and nomination agreements to deliver workforce housing	OUT	IN	Group 2 noted this type of model is not suitable for relocating families. Both Groups noted they would like to see the delivery of more tied housing that is linked to employment although that can create complexities when people change employer.
Deliver seasonal and temporary workforce accommodation using short term occupancy agreements	IN	IN	Both Groups felt this could free up permanent housing for full time residents. There is currently no legal basis for Short Term Occupancy agreements in Scotland so this would need a different mechanism. Pursuing this option would show there is demand for this type of housing.
Develop a strategic approach to evidencing the need for workforce housing in the public sector	IN	IN	Group 1 emphasised the need to understand where the data gaps are, why this insight is needed and who would use it, but acknowledged it does underpin all the other actions. Lots of information is already available but perhaps not widely shared. Group 2 stressed the need for Argyll & Bute specific evidence as this would help with funding bids. It was suggested this activity is more about about continuing with the evidence gathering that already exists rather than developing new data.
Develop an HMO partnership model which enables employers to invest in workforce housing units	OUT	OUT	Both Groups agreed that this is not a long term sustainable housing solution or a desirable option for working age households.
Match empty home owners to essential workers and provide interim rent payments during improvement period	OUT	IN	Group 1 suggested that this option would essentially reward owners who fail to invest and maintain their homes. There are better uses for public sector funding
Deliver emergency workforce housing options including the use of modular, temporary and tiny homes	IN	IN	Group 1 were keen to remove the reference to temporary housing. Both Groups were supportive of using the Glasgow Commonwealth Games approach where housing legacy was created from temporary homes. This option requires fast track planning to work and there would be a need to house construction workers first who can then build the rest.

Deliver a Council funded Mid-Market Rent workforce housing programme via powers to advance wellbeing	IN	IN	Group 1 noted this option should not just focus on Council funded development but use wider partners. It was noted however that reduced subsidy levels could be detrimental to this. Group 2 suggested that the demand for MMR is linked to market failure. We need to understand and demonstrate clearly where there is demand. The LAR approach could be considered as a delivery model.
Explore opportunities for public sector organisations to use pension funds to invest in workforce housing	IN	OUT	Group 1 noted that public and private sector organisations should be considered for the use of pension funds. Group 2 observed that this option would be rating reliant. It was suggested that funding is not the biggest barrier to delivery and that there are other funding mechanisms available to support the delivery of workforce housing.
Create a rural resettlement fund to enable households to relocate to Argyll & Bute	OUT	OUT	Partners in Group 1 reported that this option had been tried and tested before and didn't deliver the outcomes needed, in fact "it needs to be off the board completely". Group 2 partners also referred to a previous model which was considered too restrictive – "it wasn't inter regional so didn't support those wishing to move within Argyll & Bute". Those moving to the area needed to have a job offer before accessing support.
Map public sector land and buildings which could provide workforce housing via repurposing and change of use	IN	IN	Partners suggested this option should consider not just public sector land and buildings but private sector too and that it needs to be part of a wider master planning approach. Land mapping is in progress in Argyll & Bute but needs completion. It should be noted that there are positive climate change implications but that landfill costs/disposals may be a barrier especially on islands.
Use the Partnership Support for Regeneration Fund to enable private sector workforce housing models	IN	IN	This mechanism currently exists but needs better promotion. Group 2 suggested that there is a need for a better understanding of the capabilities and potential scale that could be delivered from this funding scheme. It was noted that there is an example in the south of Skye recently that would be worth reviewing but that it was likely that limited funds would be available and sole use for workforce housing may be a barrier.
Reintroduce the Rural Home Ownership Grant model for working households in partnership with Community Housing Trusts	IN	IN	Whilst supportive, Group 1 noted that this option would need to deliver a redesigned scheme as previous versions were an 'administrative nightmare' and too restrictive. There is a potential to pilot this model in Tiree and work with Crofting Commission. Group 2 asserted that a just reintroduction of RHOG was needed and could combine with local housing burdens to safeguard affordable homes for working age households.
Develop shared accommodation models across public/private sector employers via asset contribution and investment funding	OUT	IN	Group 2 were supportive of this option noting it could maximise existing funding if partners could blend from different sources.

Lobby the Scottish Government to create a private sector duty for large development projects to invest in workforce housing	IN	IN	Whilst both Groups were supportive, Group 2 noted this option could stifle investment. It should also be noted that employers are already interested in helping to solve the problem so they can secure the workforce they need. Perhaps this option is more about community benefit clauses attached to planning rather than a duty?
Develop a social enterprise company focused on developing and maintaining workforce housing	OUT	OUT	Partners suggested that the last thing needed is another group to be set up and governed. RSLs already have powers to do this.
Test market appetite for Build to Rent models linked to the Rural Growth Deal that could deliver workforce housing	IN	IN	Whilst both Groups were supportive of this option, it was noted that this activity was already progressing in Argyll & Bute
Unblock the ready to go sites stopped as a result of infrastructure constraints	IN	N/A	This option was added as new workforce housing solution in the Group 1 workshop

Table 4.3: Workshop 3 ‘In Scope’/‘Out Scope’ options for Enabling the Delivery of More Homes for Argyll & Bute’s Workforce

Each Group then used ‘in-scope’ options to assess whether suggested actions were both impactful and deliverable. The outcomes of this impact exercise is detailed below:





Using the outcomes of the option appraisal session, and focusing on actions screened as having the potential to be both impactful and deliverable, a list of actions was developed as the basis of developing the Housing Emergency Action Plan to 'enable the delivery of more homes for Argyll & Bute's workforce' as follows:

- 1 Deliver seasonal and temporary workforce accommodation using short term occupancy agreements (SFT focus)
- 2 Develop a strategic approach to evidencing the need for workforce housing in the public sector
- 3 Deliver emergency workforce housing options including the use of modular, temporary and tiny homes
- 4 Deliver a Council funded Mid-Market Rent workforce housing programme via powers to advance wellbeing
- 5 Map Identify public sector land and buildings which could provide workforce housing via repurposing and change of use
- 6 Use the Partnership Support for Regeneration Fund to enable private sector workforce housing models
- 7 Reintroduce the Rural Home Ownership Grant model for working households in partnership with Community Housing Trusts.

4.4 Workshop 4: Making the Best Use of Existing Homes in Argyll & Bute

Partners in Workshop 4 began the session by critically assessing the long-list of options identified to enable better use of existing homes in Argyll & Bute. The in-scope/out scope exercise defined a clear shortlist of options with both Group 1 and 2 unanimously agreeing that they should be considered for inclusion within a more detailed option appraisal analysis. In scope options were seen as instrumental in making the best use of existing homes in Argyll & Bute through enabling building reuse and refurbishment, plus improving housing options through allocation policy development and specialist housing models. Reducing the number of ineffective homes in Argyll & Bute and creating opportunities to maximise the number of existing dwellings for use as a primary occupancy was also seen as central to maximising the impact of existing homes in the area.

Full details of the 'in-scope'/'out scope' exercise, including partner rationale for each assessment are set out in Table 4.4 below:

Workshop 4 Option List	In Scope	Out of Scope	Scoring rationale
Further reform CPO processes to tackle abandoned homes more effectively	IN	IN	Both Group 1 and 2 unanimously agreed the CPO process is long, laborious and urgently needs to be reviewed. This is also the case for Compulsory Sales Orders too.
Create a multi-agency team enabling mixed tenure refurbishment and regeneration projects	IN	IN	Partners agreed that this option needs more than just a single multi agency team - it needs collaboration across all partners, owners and geographies. The right partners must be in the room contributing to investment decisions, including a multi-agency approach to net zero compliance issues
Reduce disabled grant title conditions from 10 to 5 years to improve take up of adaptations	OUT	OUT	Option not perceived to assist with the housing emergency by either Group 1 or 2
Use Rural & Islands Housing Fund to enable PRS refurbishment with end use as affordable housing	IN	IN	Whilst some partners questioned providing funding to private landlords ('it should be their responsibility to carry out the work required'), the counter-argument suggests that we need to retain and support private landlords. The struggle to achieve national standards in older properties is forcing landlords leave the sector. Partners agreed for the need to lobby government to review the taxation framework for the PRS, as well as property standards.
Reintroduce an equity loans scheme to enable property improvements in private sector homes	OUT	OUT	The general view in both Groups was that most households are vary about considering equity loans particularly in such an unstable economic period and that this option would not be effective
Adapt void or long term empty RSL stock to meet accessibility standards	OUT	OUT	Partners noted that there are not many long term void properties and that property buy backs may work better rather than converting hard to let homes. Furthermore, not all empty properties may be suitable for adaptations or extensions e.g. flats.
Develop a housing model that offers apprenticeships with tenancies to keep young people in Argyll & Bute	IN	IN	This option was positively received by both Group 1 and 2. Partners agreed that more flexibility is needed in the allocations policy to do this but that this could be put in place quickly. It was noted that partnership working between social landlords and further education institutions would be instrumental in making this option a success
Create more choice and flexibility within the Home Argyll policy to address identified housing pressures	IN	IN	This option is already in progress (e.g. allowing single applicants to be offered 2 bed properties). Having said that, partners suggested further flexibility would allow other actions to be introduced i.e. the apprenticeship/home scheme

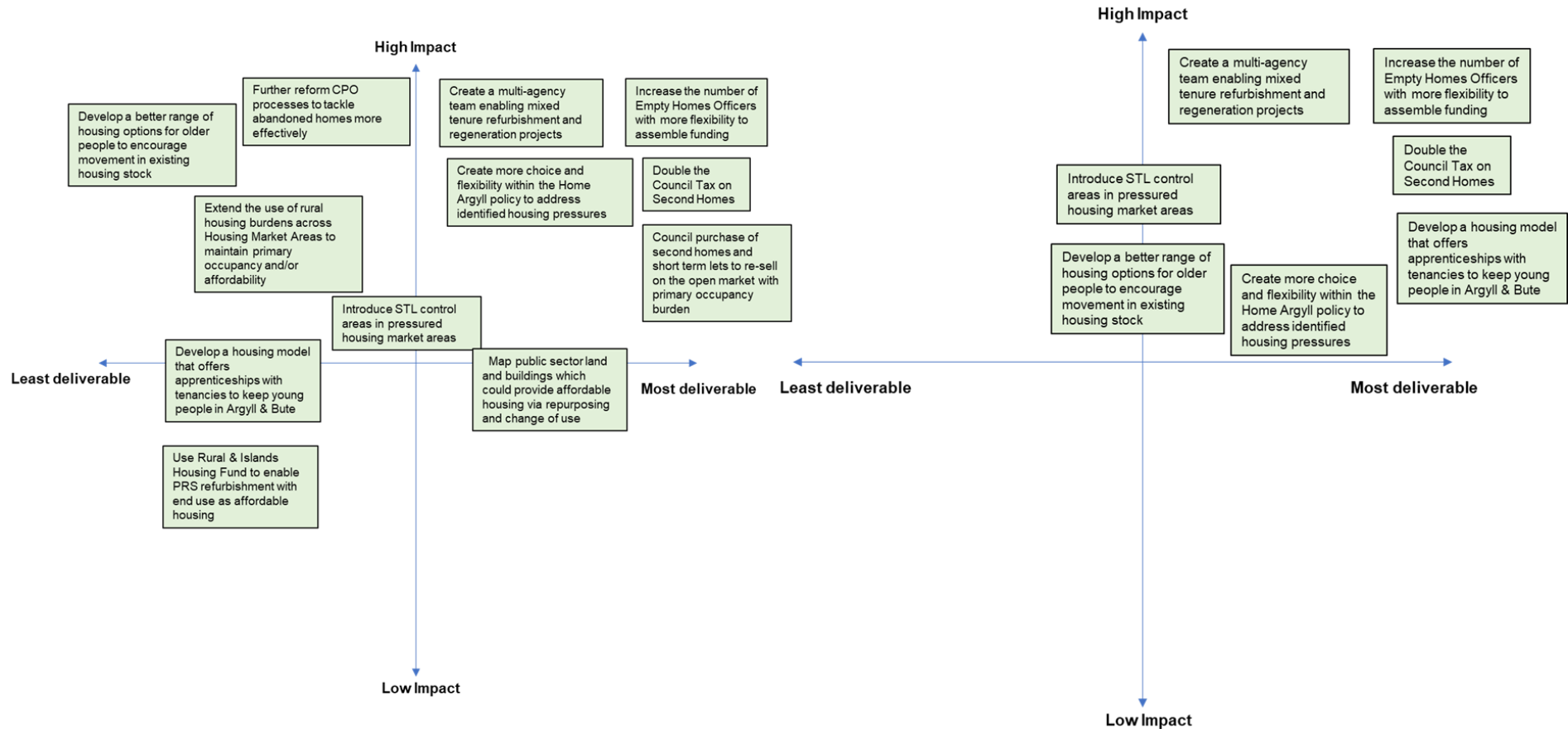
Increase the number of Empty Homes Officers with more flexibility to assemble funding	IN	IN	This option was assessed as in scope for both Group 1 and 2. The work of the empty homes team is recognised as making a significant impact in bringing properties back into use in Argyll & Bute and the more resources involved the better. This option is already underway by Argyll & Bute Council
Develop a better range of housing options for older people to encourage movement in existing housing stock	IN	IN	Despite a discussion around housing for older people in Oban which is difficult to let, partners acknowledged that this option could be successful if demand is evidenced. Both Group 1 and 2 were keen to progress this option, not just focusing on sheltered or amenity housing but also other adapted properties. It was also acknowledged that further discussion is needed around incentive to move schemes for current tenants who are under occupying their tenancy to allow them to move on and free up family accommodation
Introduce STL control areas in pressured housing market areas	IN	IN	This option was assessed as in scope for both Group 1 and 2 although both groups were clear that a completely evidenced based approach to restrictions would be necessary. It was acknowledged that this analysis is underway with data is being gathered to determine which areas should be considered as future control zones.
Double the Council Tax on Second Homes	IN	IN	Partners noted that this option will be implemented from April 2024, but questions remain over how will this impact on the housing system and whether further increases can be considered
Develop a coordinated advice, finance and support model to encourage PRS landlords to enter and remain in the sector	OUT	OUT	This option was assessed as out of scope for both Group 1 and 2. Partners noted that this options does not represent the real problem facing the PRS which is driven by the taxation framework for landlords and the condition and energy standards imposed on the sector by the Scottish Government. Landlords are struggling to achieve property standards given the current economics of the PRS.
Council purchase of second homes and short term lets to re-sell on the open market with primary occupancy burden	IN	IN	Whilst partners were very supportive of this option, it was noted that it is already being delivered to a degree with RSL's buying back homes through open market purchases to achieve a majority share in common dwellings.
Enable second homeowners to offer seasonal or temporary accommodation options to essential workers	OUT	IN	Questions were raised by Group 1 over how this option would work including the needs for licenses, policies and leasing agreements. Group 2 were more supportive of this idea but question how could this could be achieved given that short assured tenancies have been replaced by private residential tenancies.



Map public sector land and buildings which could provide affordable housing via repurposing and change of use	IN	IN	Group 2 suggested adding 'private' as well as public to enhance the potential impact of this option.
Extend the use of rural housing burdens across Housing Market Areas to maintain primary occupancy and/or affordability	IN	IN	Both Group 1 and 2 were supportive of this option and achievement of rural housing body status for Argyll & Bute Council should make the deliverability of this option high.

Table 4.: Workshop 3 'In Scope'/'Out Scope' options for Enabling the Delivery of More Homes for Argyll & Bute's Workforce

Each workshop Group then used 'in-scope' options to assess whether suggested actions were both impactful and deliverable. The outcomes of this impact exercise is detailed below:



Using the outcomes of the option appraisal session, and focusing on actions screened as having the potential to be both impactful and deliverable, a list of actions was developed as the basis of developing the Housing Emergency Action Plan to 'make the best use of existing homes in Argyll & Bute' as follows:

- 1 Further reform CPO processes to tackle abandoned homes more effectively
- 2 Create a multi-agency teams enabling mixed tenure refurbishment and regeneration projects
- 3 Develop a housing model that offers apprenticeships with tenancies to keep young people in Argyll & Bute
- 4 Create more choice and flexibility within the Home Argyll policy to address identified housing pressures
- 5 Increase the number of Empty Homes Officers with more flexibility to assemble funding
- 6 Develop a better range of housing options for older people to encourage movement in existing housing stock
- 7 Map public sector land and buildings which could provide affordable housing via repurposing and change of use
- 8 Introduce STL control areas in pressured housing market areas
- 9 Double the Council Tax on Second Homes
- 10 Council purchase of second homes and short term lets to re-sell on the open market with primary occupancy burden.

5 Housing Emergency Partner Pledges

As the Housing Emergency Summit was intended as a partnership call to action, the most important aspect of the event focused on a partner pledge activity. Following the appraisal and priority assessment of options, delegates were invited to review the shortlist of housing emergency actions and to commit their planning and delivery support to those they were most keen to see implemented.

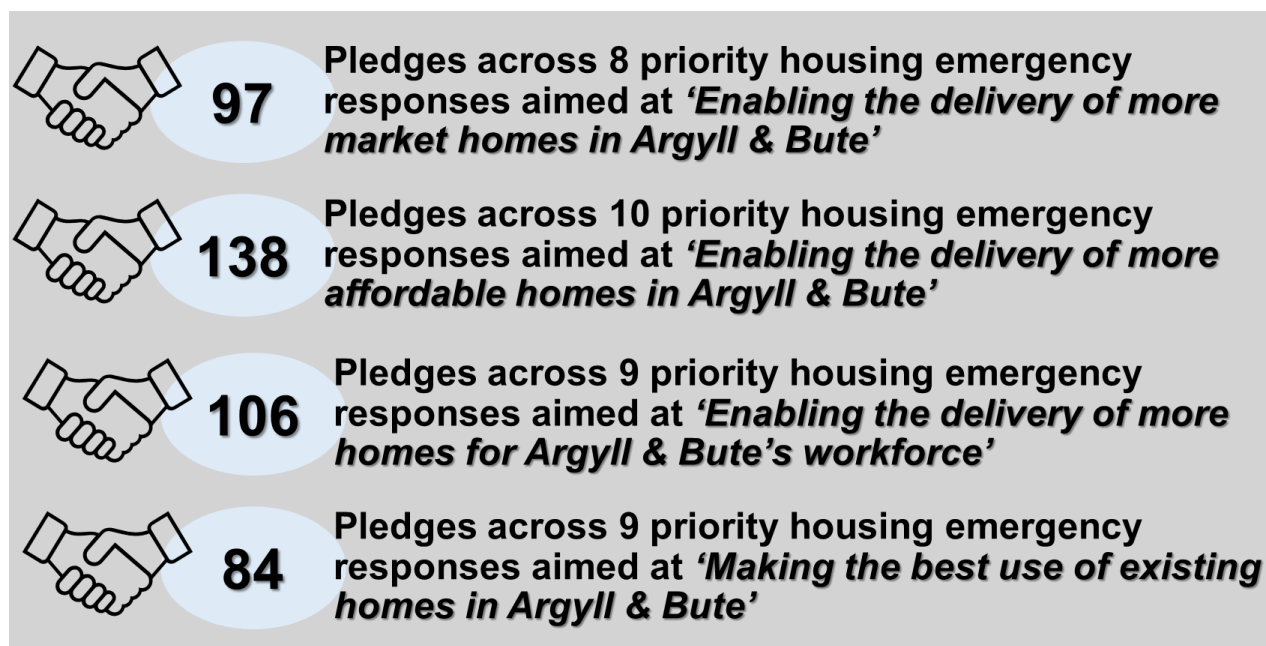
The shortlists of housing emergency actions were presented on exhibition boards for delegate review. Partners were invited to review each shortlist and to place a partner pledge sticker against the actions they were most committed to delivering.

Partners were also encouraged to network during this interactive session, identifying fellow delivery partners who could form new partnership groups working on specific programmes as part of the wider Housing Emergency Action Plan.

The outcomes of this session are detailed in Appendix C which sets out partner pledges against each housing emergency action.

Undoubtedly this exercise proved to be successful in building strong partnership networks focused on the collection action needed to tackle the housing emergency in Argyll & Bute.

In total, 425 partnership pledges were received across four Housing Emergency themes including:



These partnership pledges will inform the delivery of a Housing Emergency Action Plan which details the activity, timescales, committed resources and partnership networks associated with each action.



6 Housing Emergency Summit Outcomes & Next Steps

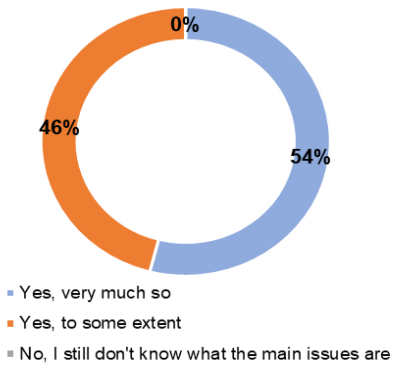
The Argyll & Bute Housing Emergency Summit was the first event of its kind in Scotland. It was designed to bring partners together as a response to the Council’s call to action to tackle housing shortage. The Summit acknowledged the scale and impact of the housing emergency on Argyll & Bute’s communities and economy and encouraged partners to commit to collective action across a diverse partnership of house builders, landlords, funders, business leaders and public sector bodies.

To that end, partnership delivery planning prioritised the implementation of 39 housing emergency actions aimed at tackling housing shortage.

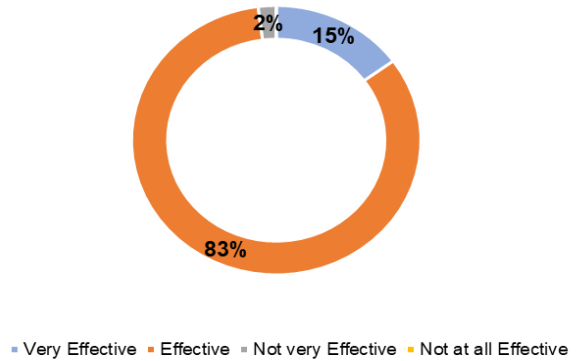
Furthermore, over 400 partnership pledges were made by delegates committed to taking the bold and progressive action needed to address the housing emergency.

At the close of the Summit, partners were invited to share their views of the extent to which the event created a positive start to the process of collectively tackling the housing emergency in Argyll & Bute. Using an interactive polling tool, partners were invited to evaluate the outcomes achieved and offer their expectations for the future. The outcomes of this evaluation exercise is detailed below:

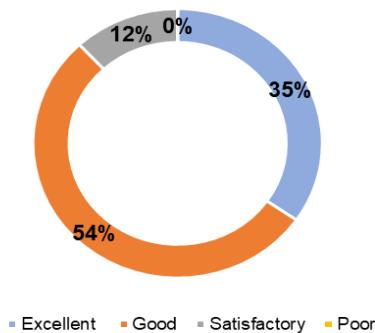
Has today’s event improved your understanding of the Housing Emergency response that partners need to take?



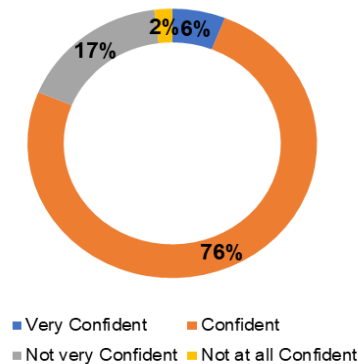
How effective has today’s event been in scoping solutions and forging commitments to tackling housing shortage?



How would you rate today’s event in encouraging the development of partnerships to tackle housing shortage?



Based on today’s Summit, how confident are you that Housing Emergency solutions can tackle housing shortage ?





Argyll & Bute Council

Housing Emergency Summit











These evaluation outcomes suggest that the Summit was successful in coordinating the collective and bold action needed to tackle housing shortage, as follows:

- 100% of Summit delegates leaving with an improved understanding of the housing emergency response needed to tackle housing shortage
- 97% of Summit delegates satisfied that the Summit has been successful in scoping solutions and forging partnerships
- 88% Summit delegates rating new partnership development opportunities as 'excellent' or 'good'
- 93% of Summit delegate showing some confidence that the emergency responses identified can tackle housing shortage.

The outcomes of the Housing Emergency Summit will be used to develop an Action Plan as the basis of ongoing planning, activity, investment and partnership. Housing Emergency Action points will be refined, partnership commitments focused, timescales proposed, and resources commitment scoped in early 2024.

A final version of the Argyll & Bute Housing Emergency Action will be launched across Housing Summit partners by Spring 2024.

APPENDIX 2 – SETTLEMENT OFFICER DETAILED ACTIVITIES UPDATE

Table 1: Update of Actions			
Focus Area	Action Approved	Progress to Date 21 st March 2024	Current Status
Active Promotion of Argyll and Bute	Continue to develop and expand settlement case studies for the abplace2b website and enhance marketing provisions where appropriate.	All settlement content has been uploaded to the abplace2b and Invest in Argyll websites.	
		The settlement flyer is available to download on abplace2b .	
		The welcome pack is available to download on abplace2b .	
		Five case studies have been written and are available to read on abplace2b here .	
		The myjobscotland section specific to Argyll and Bute Council has been updated here .	
		The settlement flyer has been passed on to colleagues in HR to be distributed alongside offers of employment.	
Supporting Relocation	Continue to respond to relocation queries. Set up a relocation network connecting new and existing residents. Work with the new Housing Improvement Officer (Empty Homes) to support individuals relocating to recently refurbished properties.	To date, there have been 10 relocation queries received. All queries have been responded to accordingly. (See Appendix 2).	
		The Relocation Network has gone live.	
		Settlement support resources have been passed on to the Housing Improvement Officer to be distributed.	
Housing	Launch the 'Make Your Second Home Your First Home' campaign.	The 'Make Your Second Home Someone's First Home' campaign has been paused until the findings from the Argyll and Bute Housing Summit have been finalised.	






	Increased energy support and signposting across Argyll and Bute.	Energy support and signposting resources have been incorporated into abplace2b web updates here .	
		The SPSO continues to assist housing colleagues to drive forward work on the Council's Housing Emergency.	
Employment	Consider current empty council-owned (non-residential) properties being used for remote working hubs or creative spaces (working with other council colleagues, as appropriate). Engage with key employers across the Repopulation Zones to identify in detail the number and nature of recruitment issues they have encountered/forecast	The current focus for remote working spaces is to map existing facilities across Argyll and Bute. A survey has been created for individuals, businesses, and organisations to provide details of their current working spaces. Working with the Communications and Web Teams this will be released to the public.	
		Monthly reports continue to be analysed from the Argyll and Bute Council HR Team regarding withdrawn and declined job offers.	
		Funding was provided to Isle Develop CIC on Tiree to develop a custom WordPress site, an integrated booking system, refreshed logo, and design assets for the Hynish Trust on Tiree. This project will enable Isle Develop CIC to train their trainees in advanced website management and social media integration. The project will run from January to March 2024.	

Table 2: SPSO Proposed Actions	
Focus Area	Proposed Action
Active Promotion of Argyll and Bute	Further develop the 'Why Argyll and Bute?' section on abplace2b, showcasing existing good news stories from across Argyll and Bute. Scope the potential to collaborate with UHI students to commission a number of promotional articles for abplace2b.

Supporting Relocation	<p>Develop a 'plan your move section' on abplace2b including:</p> <ul style="list-style-type: none"> ○ A comprehensive checklist for those relocating. ○ A guide to relocating to Argyll and Bute from inside/ outside the UK. ○ Downloadable relocation guides for each administrative area in Argyll and Bute. Containing place-based information relating to: <ul style="list-style-type: none"> ○ Transport ○ Housing ○ Education ○ Employment ○ Healthcare ○ Leisure and things to do
Housing	<p>Continue to support Housing colleagues and help to drive forward work on the Council's Housing Emergency.</p> <p>Working with colleagues in Housing progress the 'Make Your Second Home Someone's First Home' campaign.</p>
Employment	<p>Scope the potential to run six-week paid internships for students within a business or organisation based in Argyll and Bute that supports the use of Gaelic language and tradition in the workplace.</p> <p>Explore the potential for existing council-owned office equipment that is no longer used, to be provided to community organisations looking to develop purpose-built remote working spaces across Argyll and Bute.</p>
Knowledge Gathering	<p>Share findings from the Repopulation Zone Survey with the relevant communities.</p>

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Environment, Development and Infrastructure Committee Work Plan 2024/25

This is an outline plan to facilitate forward planning of reports to the Environment, Development and Infrastructure Committee.				
Date	Title	Service/Officer	Date Due	Comments
21 March 2024				
	Cemetery Asset - Update Report Outlining Procedures In Place To Protect Remaining Lair Space In Cemeteries	Road and Infrastructure Services	27 February 2024	
	Waste Update	Road and Infrastructure Services		
	Electric Vehicle Charging Strategy Update	Road and Infrastructure Services		
	Annual Status and Options Report (ASOR)	Roads and Infrastructure Services		
	Footway Parking Ban	Road and Infrastructure Services		
	Second Domestic Bin Review 2024	Road and Infrastructure Services		
	Local Bridge Maintenance Fund	Road and Infrastructure Services		
	Route Optimisation Update	Roads and Infrastructure Services		
	Roads Capital Reconstruction Programme 2024/25	Road and Infrastructure Services		
	Film in Argyll – Screen Industries Update Report	Development and Economic Growth		
	Transformational Projects Regeneration Team Large Scale Projects Update	Development and Economic Growth		Six monthly update

Environment, Development and Infrastructure Committee Work Plan 2024/25

	Argyll and Bute Council's Economic Strategy Refresh 2024 - 2034	Development and Economic Growth		Email from Stuart Green 19.12.23
	Argyll and Bute Housing Emergency Progress Report	Development and Economic Growth		
20 June 2024				
	PC Door Installation Update	Roads and Infrastructure Services	28 May 2024	
	Waste Update	Roads and Infrastructure Services		
	Digital Update	Development and Economic Growth		
	Housing Summit Action Plan	Development and Economic Growth		
12 September 2024				
	Footway reconstruction Programme	Roads and Infrastructure Services	20 August 2024	
	Winter Service Policy	Roads and Infrastructure Services		
	Cemetery Asset Update	Roads and Infrastructure Services		
19 December 2024				
	Route Optimisation	Roads and Infrastructure Services	26 November 2024	
Future Items				
	Shared Prosperity Fund	Development and Economic Growth		