

Argyll and Bute Council
Comhairle Earra Ghaidheal agus Bhoid

Customer Services
Executive Director: Douglas Hendry



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2 September 2014

NOTICE OF MEETING

A meeting of the **HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP** will be held in the **PILLAR HALL, VICTORIA HALLS, HELENSBURGH** on **TUESDAY, 9 SEPTEMBER 2014** at **2:00 PM**, which you are requested to attend.

Douglas Hendry
Executive Director - Customer Services

BUSINESS

1. **APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF PREVIOUS HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP MEETING - 10/06/2014**(Pages 1 - 8)
4. **AREA GOVERNANCE REVIEW REPORT**
Report by the Area Governance Manager (Pages 9 - 12)
 - (a) Area Community Planning Group - Terms of Reference (Pages 13 - 20)
 - (b) SOA Localised Delivery (Pages 21 - 30)
5. **OUTCOME 1: IN ARGYLL AND BUTE THE ECONOMY IS DIVERSE AND THRIVING**
 - (a) Highlight Report - Duchess Wood Local Nature Reserve Committee
Report by Area Governance Officer (Pages 31 - 34)
 - (b) Loch Lomond and the Trossachs National Park
Report by Sustainable Development Manager (Pages 35 - 36)

- (c) MOD
Update by Commander Riches
- 6. OUTCOME 2: WE HAVE INFRASTRUCTURE THAT SUPPORTS SUSTAINABLE GROWTH**
- (a) Scottish Water
Verbal update by Joanna Peebles
 - (b) SPT
Update by Neil Sturrock (Pages 37 - 60)
 - (c) Amenity Services - Community Consultation
Presentation by Streetscene Area Manager (Pages 61 - 68)
- 7. OUTCOME 4: CHILDREN HAVE THE BEST POSSIBLE START**
- (a) Kirkmichael Commonwealth Family Fun & Sports Day
Update by Community Development Officer (Pages 69 - 76)
- 8. OUTCOME 5: PEOPLE LIVE ACTIVE, HEALTHIER AND INDEPENDENT LIVES**
- (a) Argyll Voluntary Action
Update by Morevain Martin
- 9. OUTCOME 6: PEOPLE LIVE IN SAFER AND STRONGER COMMUNITIES**
- (a) Police Scotland
 - (b) Scottish Fire and Rescue Service
 - (c) Scottish Ambulance
 - (d) Helensburgh and Lomond Community Safety Forum
- 10. ISSUES RAISED BY THIRD SECTOR PARTNERSHIPS**
- 11. ISSUES RAISED BY COMMUNITY COUNCILS**
- 12. ANY OTHER COMPETENT BUSINESS**
- 13. DATE OF NEXT MEETING**
The next meeting of the Helensburgh and Lomond Community Planning Group will take place on Tuesday 9th December 2014 at 2.00pm within the Pillar Hall, Helensburgh.

HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP

Councillor Gary Mulvaney (Chair)
Lorna Elliott, Community Governance Manager
Contact: Lynsey Innis, Telephone: 01546 604338

**MINUTES of MEETING of HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP
held in the PILLAR HALL, VICTORIA HALLS, HELENSBURGH
on TUESDAY, 10 JUNE 2014**

Present: Councillor Gary Mulvaney (Chair)

Councillor Ellen Morton

Councillor Richard Trail

Attending: Tricia O'Neill, Central Governance Manager
Chief Inspector Gary Stitt, Police Scotland
Group Commander Eddie Renfrew, Scottish Fire and Rescue
Fiona Campbell, Quality Improvement Officer
Liz Marion, Community Development Officer
Commander Ian Riches, HMNB Clyde
Jackie Barron, Weight Management Co-ordinator, A&B CHP
Fiona Punter, Children 1st
Regan Johnstone, Children 1st
Morevain Martin, Argyll Voluntary Action
Tony Davey, Cardross Community Council

1. APOLOGIES

Apologies were intimated from:-

Councillor Maurice Corry

Councillor Vivien Dance

Councillor George Freeman

Councillor David Kinniburgh

Councillor Robert G MacIntyre

Councillor Aileen Morton

Councillor James Robb

Audrey Baird, Community Development Officer

Joanna Peebles, Scottish Water

Neil Black, Loch Lomond and the Trossachs National Park

Jo Wright, Loch Lomond and the Trossachs National Park

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

Due to the other commitments of Partners, it was agreed that agenda items 9(a) (Police Scotland) and item 12 (Update on Community Planning Partnership Engagement Events) be taken next.

3. POLICE SCOTLAND

Chief Inspector Stitt provided an update with regard to the Local Policing Plan, which he advised had now been approved through scrutiny and was in place for the next three years. He outlined a number of local priorities, with road safety, anti-social behaviour and drug dealing being among many. Chief Inspector Stitt updated the group in regards to other issues such as house break-ins, which he confirmed had seen a slight increase, particularly in Lomond South. He advised that a team had been identified

from the Glasgow area as possible culprits and to date three out of the four team members were locked up awaiting trial.

Chief Inspector Stitt outlined the busy summer period ahead for Police Scotland with additional resources being put in place for National events such as the Commonwealth Games; the Ryder Cup and the Scottish Referendum. He outlined the local events such as Highland Games and the forthcoming Orange March which would also require to be resourced.

Discussion took place in regards to knife crime and stop and search for children, which had recently been in the news. Chief Inspector Stitt advised that knife crime was not an issue within the area and that he was unaware of any stop and search on children of primary school age. He advised that a "Right People, Right Place, Right Time" approach was used in this regard, and that the reasons for conducting these type of searches was generally for detection of anti-social behaviour, drink, drugs and dangerous weapons.

The Chair thanked Chief Inspector Stitt for the information provided.

4. UPDATE ON COMMUNITY PLANNING PARTNERSHIP ENGAGEMENT EVENTS

The group considered a report advising of the data gathered at the Area Forum events as part of the engagement on the Single Outcome Agreement 2013-23. Liz Marion, Community Development Officer advised that in terms of Outcome 5 – People live active, healthier and independent lives, partners required to consider appropriate actions, to be taken forward at area level. Ms Marion highlighted the link to the full report www.argyll-bute.gov.uk/goodplacetoliveworkandplay.

The Chair thanked Ms Marion for the information provided.

(Ref: Report by Community Development Manager, dated 10 June 2014, submitted.)

5. MINUTES OF PREVIOUS HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP MEETING - 11/03/2014

The Minute of the Meeting of Helensburgh and Lomond Area Community Planning Group, 11 March 2014 was approved as a correct record, subject to the spelling correction in item 4(d) NHS Highland, where the sentence should read "Mr McNally advised that the Helensburgh and Lomond Drug Partnership had no local Councillors on the membership and advised that by enlisting one it may be an opportunity to increase agendas in this regard."

It was also noted at Page 4 that the WW1 Commemoration event scheduled for 20th September would be held in Oban and not Inverary.

6. OUTCOME 1: IN ARGYLL AND BUTE THE ECONOMY IS DIVERSE AND THRIVING

(a) HIGHLIGHT REPORT - DUCHESS WOOD LOCAL NATURE RESERVE COMMITTEE

The group noted the report which outlined recent activity by the Committee.

Councillor Morton enquired as to whether the issue in relation to the planning permission in respect of the Notice Boards had been resolved. Tricia O'Neill confirmed that she would look into the matter and feed the information back to the group.

(Ref: Report by Area Governance Manager, Customer Services, dated June 2014, submitted.)

(b) **LOCH LOMOND AND THE TROSSACHS NATIONAL PARK**

In the absence of both Neil Black and Jo Wight, the group considered a short report in regards to the main issues report, local development plan, National Park elections, Built Heritage Repair Grant and Visitor Management.

(Ref: Report by Loch Lomond and the Trossachs National Park Authority (NPA), dated 10 June 2014, submitted.)

(c) **MOD**

The group were updated by Commander Riches on recent events within the MOD.

Commander Riches confirmed that the World War 1 Commemoration event had moved from Inverary Castle to Oban and that a parade and drumhead service would take place on 20th September 2014.

Commander Riches advised that the Community Centre in Churchill Estate had recently secured £500,000 to aid refurbishment, allowing another 10 years of life. He advised that further funding was still required for this project. Commander Riches confirmed that the work within the service family accommodation was still ongoing with a £15 million refurbishment recently being completed in Churchill.

Commander Riches highlighted the issues currently faced by the Royal Navy in terms of man-power. He advised that with additional submarines at the base, they had found that they manpower resourcing issues in ensuring cover and that the 3,000 plus military personnel were taken up with maintaining the status quo. He requested that should military personnel be required to attend local events such as Highland Games etc, at least three months notice would be required. He advised of the Ceremonial Team who were currently in place touring the UK as part of the Commonwealth Committee.

Commander Riches addressed the group in relation to the good news received from the Armed Forces Community Covenant in that the three applications for funding had been successful at Scottish Regional Board level with Campbeltown Heritage Centre receiving £20,200; Helensburgh Playpark Association £26,000, which was

£6,000 more than applied for and Gareloch Riding for the Disabled which had received £10,000.

The Chair thanked Commander Riches for the information provided.

7. OUTCOME 2: WE HAVE INFRASTRUCTURE THAT SUPPORTS SUSTAINABLE GROWTH

(a) SCOTTISH WATER

As apologies had been intimated by Joanna Peebles, Regional Community Manager, Tricia O'Neill updated the group in relation to works at East King Street. She advised that conclusion was imminent and that Councillor Dance would be happy to discuss this matter, should anyone require.

The Chair advised that any other issues for Scottish Water could be sent directly to Joanna Peebles at joanna.peebles@scottishwater.co.uk.

(b) SPT

As there was no representation, there was no update from SPT.

8. OUTCOME 3: EDUCATION, SKILLS AND TRAINING MAXIMISES OPPORTUNITIES FOR ALL

(a) EDUCATION QUALITY AND STANDARDS REPORT

The group considered a report providing information on how the Education Service performs and highlighting many of the developments currently taking place within the service and recognising the considerable work undertaken by staff, pupils, parents and the wider community.

(Ref: Report by Quality Improvement Officer, Community Services, submitted.)

9. OUTCOME 4: IN ARGYLL AND BUTE CHILDREN AND YOUNG PEOPLE HAVE THE BEST POSSIBLE START

Having noted that both Fiona Hunter and Regan Johnstone were in attendance, the Chair invited them to update the group with regard to the new service which they were now offering.

(a) FAMILY SUPPORT

Fiona Punter and Regan Johnstone addressed the group regarding the new service which they were offering in partnership with the Health Visitors based in the Victoria Hospital. They advised that the service was still in its infancy, having only started 4 months ago. They outlined their remit advising that they dealt mainly with families who had children between the ages of 0 and 5, and were "just

coping” advising that it was early prevention rather than fire fighting. They spoke of the flexible service offering parenting programmes with an opt-in, opt-out option.

Discussion ensued in regards to the funding, with it being established that funding had been secured until 2015, but that work was ongoing to look into sustainability and the possibility of securing past this date.

The Chair thanked both Ms Punter and Ms Johnston for the information provided.

10. OUTCOME 5: PEOPLE LIVE ACTIVE, HEALTHIER AND INDEPENDENT LIVES

(a) NHS HIGHLAND

The group considered a paper outlining the difficulties faced by the public in general in regards to overweight and obesity. It outlined the challenges faced by NHS Highland when trying to tackle the problem. Jackie Barron addressed the group with regard to partnership working and how partners could work together to promote healthy eating and physical activity.

It was agreed that the points raised within the report on Healthy Weight should be integrated into the local plan for the CPP.

The Chair thanked Ms Barron for the informative presentation.

(Ref: Report by Senior Health Promotion Specialist, Argyll and Bute CHP, dated May 2014, submitted.)

(b) ARGYLL VOLUNTARY ACTION

Morevain Martin provided an update in regards to the recent training and events within the area. She advised of an event which was to be held in the Kirkmichael Centre on the 15th of August dealing with Mental Health, the effects of benefit changes for cancer sufferers and what the Citizens Advice Bureau can provide in a crisis. She also outlined the meetings scheduled to take place on 23rd and 27th June regarding the placing of a Food Bank within the area.

The Chair thanked Ms Martin for her informative update.

11. OUTCOME 6: PEOPLE LIVE IN SAFER AND STRONGER COMMUNITIES

(a) SCOTTISH FIRE AND RESCUE SERVICE

The group were given an update by Group Commander Eddie Renfrew, who advised of the referring process for Home Safety Visits and again, requested that Partners pass on details of anyone who may require this service.

Mr Renfrew advised that the new fire plan for 2014/2017 had now

been endorsed.

Mr Renfrew advised that there had been a decrease in the number of calls to deliberate fires. He advised that this was in relation to both the primary and secondary matters. Primary being homes and property and secondary being outdoors, e.g. grass fires. He spoke of Road Traffic Accidents and advised that there had only been two in the Helensburgh and Lomond area since the 1st of April. He advised that there had been an increase in false alarms, he advised that this was mainly due to fire alarm systems requiring regular maintenance.

Mr Renfrew advised of the Community Engagement Team, which was now up and running and advised that the engagement with other agencies was now bearing fruit. Mr Renfrew advised that he would forward the email address for the Community Engagement Team to Lynsey Innis, Area Governance Assistant for dissemination to the group.

(b) **SCOTTISH AMBULANCE**

As there was no representation, there was no update from the Scottish Ambulance Service.

(c) **HELENSBURGH AND LOMOND COMMUNITY SAFETY FORUM**

Tricia O'Neill advised the group that the Forum had not met since that last meeting of the Community Planning Group, and advised that they were scheduled to meet on Tuesday 17th June 2014. She advised that a highlight report would be provided at the next meeting of the group.

12. ISSUES RAISED BY THIRD SECTOR PARTNERSHIPS

Morevain Martin, Argyll Voluntary Action advised the group that Waverley Court residents had recently secured funding which was used to purchase IT facilities and training. She also advised of the Kirkmichael Gala on the 19th of July, where there were still stalls available for booking and she suggested that Partners may wish to do this as a way of advertising.

13. ISSUES RAISED BY COMMUNITY COUNCILS

Tony Davey of Cardross Community Council advised the group of the annual grant enhancement of £203, which had recently been received. He advised that the beach clean had also been successful, with the village receiving a silver medal for the Village in Bloom.

Mr Davey advised of the Commemorative Service which was scheduled to take place on 3rd of August marking the 100 year Commencement of Hostilities, and advised that this was to be funded locally.

14. ANY OTHER COMPETENT BUSINESS

There was no further business discussed.

15. DATE OF NEXT MEETING

The next meeting of the Helensburgh and Lomond Community Planning Group will take place on Tuesday 9th September 2014 at 2.00pm within

the Pillar Hall, Victoria Halls, Helensburgh.

Argyll and Bute Community Planning Partnership



Helensburgh & Lomond AREA
COMMUNITY PLANNING GROUP

9th September 2014

AREA COMMUNITY PLANNING

1 SUMMARY

- 1.1 The governance of Area Community Planning Groups is under review. This process involves strengthening the Terms of Reference under which the Area Community Groups operate. A revised Terms of Reference is being presented for consideration.
- 1.2 The Argyll and Bute Community Planning Partnership SOA/Community Plan 2013-2023 needs to include localised delivery. A methodology to take forward the development of localised SOA plans is being presented for consideration.

2 RECOMMENDATION

- 2.1 The Area Community Planning Group is requested to:
 - 1 Consider the revised Area Community Planning Group Terms of Reference and agree that the proposed Terms of Reference be adopted at the Community Planning Partnership Management Committee meeting on 31 October.
 - 2 Consider the proposed method of taking forward the development of localised SOA plans and agree that the proposed method of development of localised SOA plans be taken forward.

3 DETAIL

- 3.1 A review of Area Community Planning Groups (Area CPG) governance arrangements is being undertaken and is part of a review of Community Planning Governance to strengthen Community Planning in Argyll and Bute, which will be fully considered by the Community Planning Partnership's Management Committee in October 2014. A draft of the Area CPG's Terms of Reference (TOR) with revisions is attached for consideration at item 4 (a)
- 3.2 The main changes to the original TOR are listed below:

- In order to ensure democratic accountability, the Chair and Vice Chair from the Argyll & Bute Council [insert area name] Area Committee and one other Elected Member from an Argyll & Bute Council [insert area name] Area Committee Ward not already represented by the Chair or Vice Chair will sit as members of the group.
- Chair and Vice Chair of the Area Community Planning Group to be elected by members of the group rather than being appointed by the Council.
- A ratio of 50% public sector/non-public sector membership to give a balanced representation.
- Accountability (Full Community Planning Partnership via the Area Community Planning Group; Community within local area; Argyll & Bute Council as lead partner).
- Details the rules of procedure for short term working groups set up by the Area CPG.
- Conflict of interest more general – does not specify financial/non-financial.

3.3 In addition, sections relating to the headings below have been added/ given clarity:

- Communication
- Equal opportunities
- Membership
- Roles of members
- Decision making
- Purpose/role/remit

3.4 It is acknowledged that the impact of the above on current membership will differ for each area and the Area CPG is asked to consider this and provide comment for consideration by the Community Planning Partnership Management Committee at its meeting in October 2014.

3.5 Community Planning in Argyll and Bute needs to have a local focus. There is therefore a need to develop a localised approach to the SOA with the four Area Community Planning Groups across Argyll and Bute. A phased approach to develop local SOA plans is outlined in the report at item 4 (b)

3.6 The proposed initial phase will translate what exists as actions (and indicators) in the SOA into a local context. For this to be effective there needs to be engagement with a number of relevant partners. A draft example of a localised SOA Plan's structure is attached for consideration.

3.7 Following proposed phases will refine what is to be delivered at a local level and ultimately work towards having actions identified at local level and a process in place to enable these to contribute to the overall SOA.

3.8 It is therefore proposed that time is taken this financial year to develop these plans and processes with the Area Community Planning Groups and that the result will be a two year plan (2015-17).

3.9 It is worth noting that there may be longer timescales involved in getting necessary data to monitor performance at a local level and that this is a new undertaking which may be subject to change as it progresses.

4 CONCLUSION

4.1 The Area Community Planning Group's role and remit is being reviewed to strengthen Community Planning in Argyll and Bute. As part of this changes to the Terms of Reference are proposed for consideration. The Area CPG is asked to consider the revised Terms of Reference and agree that the proposed Terms of Reference be adopted at the Community Planning Partnership Management Committee meeting on 31 October.

4.2 An action plan to take forward the development of localised SOA plans has been prepared for consideration and agreement by the Area Community Planning Group.

Donald MacVicar, Head of Community and Culture

For further information please contact:

Shirley MacLeod
Area Governance Manager
01369 707134

Supplementary Papers

Area Community Planning Groups draft terms of reference
Localising SOA Delivery
Local SOA Plans example draft template

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Agenda Item 4 a) Area Community Planning Group - Terms of Reference**Argyll and Bute Community Planning Partnership****Terms of Reference: [insert name] Area Community Planning Group**

The [insert name] Area Community Planning Group is a sub group of the Argyll and Bute Community Planning Partnership

It is an unincorporated partnership of agencies and organisations with membership drawn from the public sector, third sector, private sector, community organisations and partnerships that have an interest in [insert name]

Purpose

Argyll & Bute is a large and diverse area. Communities can have different issues even within the overall umbrella of a community plan for the whole area.

Area Community Planning Groups are the vehicle to ensure that there is effective community planning delivery at a local level by:

- Acting on behalf of the Full Community Planning Partnership via the Management Committee to oversee the implementation of Localised Delivery Plans which contribute to the delivery of the Single Outcome Agreement /Community Plan
- Acting on behalf of the community to ensure that local concerns and priorities are highlighted to the Full Community Planning Partnership via the Management Committee.

Role

The role of the [insert name] Area Community Planning Group is to:

- Oversee the implementation of the Localised Delivery Plan for [insert area name]
- Encourage effective working across community planning partners at an area level
- Act as a conduit to ensure that local priorities are met and local issues addressed

Remit

The [insert name] Area Community Planning Group has the authority to:

- contribute to the development of a Localised Delivery Plan for [insert name]
- monitor progress of the Localised Delivery Plan with regard to the agreed outcomes on what is being done within [insert name]
- provide the scrutiny role for the Full Community Planning Partnership within [insert area name]
- consider regular performance monitoring reports and provide information to the Argyll & Bute Community Planning Partnership Management Committee
- form short term working groups to undertake defined pieces of work as required by the group
- engage with communities within [insert area name] to understand their needs and requirements

- inform and consult on issues relating to Community Planning at an area level
- contribute to an annual report on progress on the agreed outcomes

Short Term Working Groups

Short Term Working Groups initiated by the [insert name] area Community Planning Group must:

- be approved at a meeting of the [insert name] Area Community Planning Group and its purpose recorded in the minute of the meeting
- have a named member of the [insert name] area Community Planning Group acting as lead officer for the group
- have a list of members of the group agreed at inception
- have a clear objective agreed at inception
- have a clear remit agreed at inception
- have a clear output agreed at inception
- have a clear start and end date agreed at inception
- have an appropriate source of administrative support identified and agreed at inception
- have an appropriate funding package identified at inception where relevant and a named member of the short term working group undertaking financial responsibility for the initiative
- provide regular reports of activity and progress to the [insert name] area Community Planning Group
- any changes to the above must be approved by the [insert name] Area Community Planning Group and recorded in the minute of the meeting

EQUAL OPPORTUNITIES

The [insert name] Area Community Planning Group will seek to ensure that promotion of equal opportunities is central to its on-going activities

Criteria for Membership

- Membership is drawn from public sector, third sector, private sector, community organisations and partnerships operating within the [insert area name] area.
- Membership is open to all organisations public sector, third sector, private sector, community organisations and partnerships operating within the [insert area name] area with an interest in at least one of the six outcome areas of activity identified in Argyll and Bute Community Planning Partnership's Single Outcome Agreement (SOA).
- Organisations can self-nominate, be invited to join or have a statutory obligation to participate.
- In order to ensure democratic accountability, the Chair and Vice Chair from the Argyll & Bute Council [insert area name] Area Committee and one other Elected Member from an Argyll & Bute Council [insert area name] Area Committee Ward not already represented by the Chair or Vice Chair will sit as members of the group.
- In order to ensure democratic accountability, community councils situated with in the [insert area name] area will sit as a member of the group. Subject to local needs, this may be

individual community councils, or by way of a caucus arrangement agreed by the community councils situated within the (insert area name) area, or alternatively one community council representing all of the community councils on a rotational basis. The community council undertaking this role will be nominated by the other community councils within the area on an annual basis or more frequently if agreed locally.

- In order to comply with legislation which governs community planning in Scotland, some organisations have a statutory obligation to participate in community planning. The organisation will nominate the most appropriate person within their organisation to sit as a member of the group.
- In order to reflect the needs of the community and range of activities covered by the Localised Delivery Plan, other organisations and partnerships operating within the local area are also able to sit as members of the group.
- In order to obtain a balanced representation of the above and to ensure a community focussed approach, a ratio of no more than 50% public sector membership should be maintained throughout the lifetime of the group.
- The representatives ought to be able to speak on behalf of their organisation and where appropriate commit funding and other resources to local partnership activity.
- Membership should reflect the needs of the community and can therefore change subject to approval by a simple majority vote of the other members of the group.

Role of Members

[Insert name] Area Community Planning Group members have the following responsibilities:

- To attend the scheduled [insert name] Area Community Planning Group meetings.
- Consistency in attendance by members is necessary to build momentum and progress the activities of the group. Members will be encouraged to appoint substitutes to attend meetings on their behalf if they are unable to attend.
- To communicate information relating to the [insert name] Area Community Planning Group with other members and officers within their own organisation and other organisations operating within the area of activity they represent.
- To communicate information relating to their organisations area of activity to other members of the [insert name] Area Community Planning Group at meetings.
- To raise community planning related issues (that is issues related to Argyll and Bute Community Planning Partnership's SOA) on behalf of the community at [insert name] Area Community Planning Group meetings.
- To contribute to the development, on-going monitoring and review of the [insert name] SOA Local Plan.
- To participate in short term working groups as required.

Meetings

Chair

- The Chair and Vice Chair of the [insert name] Area Community Planning Group will be elected by the members of the group and will be appointed for a period of two years.
- The elected Chair, or in their absence, the Vice-Chair shall preside over the meeting. If both are absent, partners will choose a member from the floor to preside.
- Members should respect the authority of the Chair who will decide matters of order, competency, relevancy and urgency.

Quorum

- The quorum for a meeting will be 5.
- If a quorum is not present within 10 minutes of the scheduled start of a meeting or if at any point after a meeting has commenced attendance falls below the quorum the meeting will be declared inquorate.
- If a quorum is not present, at the Chairperson's / Vice-Chairperson's discretion, the meeting shall proceed and any decisions taken will be homologated at the next meeting.
- For purposes of the quorum, participation of partners by video-conferencing or telephone conference links will be considered as present.

Frequency of Meetings

- The Area Community Planning Groups of the CPP will normally meet once each quarter (4 times each year).
- These meetings will normally be in March, June, September and December.
- Where business requires, further meetings can be called with agreement of the Chair subject to the required notice being given.

Conduct of Meetings

- Meetings of the [insert name] Area Community Planning Group will be held in public.
- Observers can only participate in discussion with the agreement of Chair.
- Members must declare any conflict of interests at the start of a meeting and take no part in the consideration of the relevant item.
- Observers wishing to participate in discussion must declare any interest in the subject under discussion.
- All meetings will be minuted and a minute made available through the Council's website and available from a link through the community planning partnership website.
- Meetings of the Area Community Planning Groups will be conducted in accordance with the lead partner's (Argyll & Bute Council) standing orders for meetings subject to any necessary changes as set out above (mutatis mutandis).

Decision making

- All members of the group have equal status
- Each member has one vote
- The Chair retains the casting vote
- All decisions must be clearly minuted with a brief summary of the discussion and reason for decision recorded as well as the outcome
- Observers and persons attending the meeting in an advisory capacity may provide information but are not part of the decision making process and are not able to participate in a vote

Accountability

The [insert name] Area Community Planning Group is an integral part of Community Planning in Argyll & Bute and is accountable to the following bodies:

- Full Community Planning Partnership via the Management Committee
- Community within its local area
- Argyll & Bute Council as lead partner of Community Planning.

Support

The [insert name] Area Community Planning Group will be supported by:

- A Lead Officer, Argyll and Bute Council Community Governance Manager, to facilitate and promote the smooth operation of the group and work closely with group members to ensure a supportive structure, which responds to the needs of the members in addressing issues.
- Administrative support, organising meetings, taking minutes and associated administrative support will be provided by Argyll and Bute Council, Governance & Law.
- A Local Community Development Officer will have a key role, working in partnership with organisations in the support of community groups, organisations and individuals, particularly those who do not traditionally engage in community issues, to participate in local community planning.

Issue of Papers

- The agenda and papers for the [insert name] Area Community Planning Group will normally be issued 14 days prior to the date of the meeting.
- The Chair can agree to accept late papers.
- The draft Agenda detail will normally be circulated four weeks in advance to allow members to propose items for inclusion
- The agenda and papers will be published on the Argyll & Bute Community Planning Partnership website, the Argyll & Bute Council website and available from a link through the community planning partnership website.

Communications

The [insert name] Area Community Planning Group is an integral part of Community Planning in Argyll & Bute and will follow any guidance set out for Area Community Planning Groups within Argyll & Bute Community Planning Partnership's upcoming communication strategy.

Approved and adopted at the [insert name] Area Community Planning Group meeting held on [insert date]

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Appendix 1

Helensburgh & Lomond Area Community Planning Partnership Membership

Organisation	Sector	SOA Outcome area of activity
Argyll & Bute Council	Public	
Caucus Community Councils	Community	
Police Scotland	Public	
Scottish Fire & Rescue	Public	
NHS Highland	Public	
Loch Lomond & Trossachs National Park	Public	
Ministry of Defence	Public	
Strathclyde Passenger Transport	Public	
Scottish Enterprise	Public	
Argyll Voluntary Action	Third Sector	
Registered Social Landlord	Third Sector	
Chamber of Commerce	Private Sector	

Public Sector	8	67%
Third Sector	2	17%
Private Sector	1	8%
Community	1	8%
Total	12	100%

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Agenda Item 4 b) Localising SOA Delivery

It is proposed that there should be a phased approach to the initial localisation of the SOA/Community Plan as outlined in the table below.

The information to be put in the SOA local plans is the information available at that time and may be subject to change.

Information to be contained in SOA local plans must be directly related to indicators in the SOA and must show working in partnership.

Reasons for a Local SOA Plan:

- To raise awareness in the community of what is happening linked to the SOA in their local area.
- To raise the profile of local projects and the potential for further partnership working to deliver the project.
- To enable communities to link directly with the SOA; which can help access funds.
- To be clear on the priorities for Area Community Planning Groups to focus on.

There are some identified known risks such as:

- Resource implications for partners to participate in local projects.
- Fragmentation – the potential for community planning to be fragmented at a local level.
- Disjoined from development of other local plans or duplication of other local efforts.
- Disengagement the community and members of the Area Community Planning Group if suitable progress in developing and delivering against local priorities is not achieved.

The plan below aims to mitigate these risks through:

- Appropriate timescales to enable a consistent approach and prevent fragmentation.
- Steps included considering existing plans and activity.
- Timescales to allow engagement with key stakeholders to prevent duplication and disengagement.

Phase	Actions	Undertaken by	Timeline
Phase 1 – preparation	Template created to provide a common structure for each localised SOA plan	Community Governance Manager	To be ready for September 14 Area CPG meetings
Phase 2 – mapping existing activity	SOA Delivery Plan actions relating to strategic/regional level activities separated from the SOA Delivery Plan actions that relate to activities carried out at a local level.	Community Planning Manager and Community Planning Officer. Need to include the Outcome Leads to sign this off	December 2014
	Populate templates with SOA Delivery Plan actions that already have a geographic focus for each CPG area	Community Governance Manager. Community Planning Officer. Check with Outcome Leads. Economic Development Manager.	December 2014
	Work with Activity lead officer/responsible person to further refine activities that are being delivered locally but do not have a defined geographic focus and populate templates once the information is available.	Community Governance Manager,	December 2014 and ongoing.
	Map existing activities contained in area templates against the findings of the community consultation events carried out in January/February 2014 to identify priorities that are being addressed by existing activity.	Area CPG sub group, Community Governance Manager, Community Development Officers	December 14
	Consider findings of the mapping exercise and identify any gaps in provisions/ unmet priority needs locally.	Area CPG members	December 14
Phase 3 - development	Identify existing initiatives in the wider community that may be able to impact on the SOA indicators that do not feature. Consider additional	Area CPG sub group, Community Governance	January - March 15

	activities to be undertaken at a local level which directly impact SOA indicators. Create priorities from this.	Manager, Community Development Officers Potentially requires engagement exercise with community to validate priorities and provide information on what is already happening or ideas they have.	
Phase 4 - implementation	Ongoing review and further development as required	Area CPG Members	April 15 onwards
Table 1: Localising SOA Delivery Action Plan			

Directly linked to the SOA/Community Plan and its associated delivery plans and taking into consideration the community requests for local community consultation events in 2014, the following areas and sub areas have been identified:

<i>Area CPG Localised Delivery Plan</i>	<i>Sub sections giving further localisation</i>
<i>Bute & Cowal</i>	<ul style="list-style-type: none"> • <i>Bute</i> • <i>Cowal</i>
<i>Mid Argyll, Kintyre and the Islands</i>	<ul style="list-style-type: none"> • <i>Mid Argyll</i> • <i>Kintyre (Including Gigha)</i> • <i>Islay Jura Colonsay</i>
<i>Oban Lorn and the Isles</i>	<ul style="list-style-type: none"> • <i>Oban & Lorn (including Lismore, Seil, Luig, Easdale, Kerrera)</i> • <i>Mull, Iona, Coll Tiree</i>
<i>Helensburgh & Lomond</i>	<i>No sub section needed; community wanted one event so this would be mirrored in plan</i>
<i>Table 2: potential SOA/Community Plan localisation areas</i>	

Potentially using subsections to give further localisation will be explored by the Area CPGs during phase two and will be informed by the development of the Performance Framework which will monitor the overall delivery and by the availability of meaningful data which can be collected at a local level

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Argyll & Bute Community Planning Partnership

[Insert name]

Area Community Planning Group

SOA: Localised Delivery

(Working title – subject to change)

2015 - 2017

Contents

Introduction

Overview Community Planning in Argyll & Bute

Description of [insert name]

Community Consultation

[insert name] Priorities

[insert name] Localised Delivery Plan

Outcome 1 – the economy is diverse and thriving

Outcome 2 – we have infrastructure that supports growth

Outcome 3 - education, skills and training maximises opportunities for all

Outcome 4 – children and young people have the best possible start

Outcome 5 – people live active healthier and independent lives

Outcome 6 – people live in safer and stronger communities

Appendix 1 – [insert name] Area Community Planning Group Terms of Reference

Appendix 2 – [insert name] Area Community Planning Group Members

Introduction

Overview Community Planning in Argyll & Bute

Common to all plans – explains the bigger picture and how this plan fits into it

Emphasises this is about partnership working and links to SOA and indicators that we are monitoring to show improvement towards the SOA's overall aim: Argyll and Bute's economic success is built on a growing population.

Description Area

General description of the area and outline of local economy, population etc mirroring SOA section for headings but localising for content - sub headings common to all plans, detail different

Community Consultation

Details of the findings of the community consultation events held in January /February 2014

*Full details of the consultation process and findings can be found in the following report: **A good place to live, work and play? Local report on the consultation within [Insert name] Area***

[Insert name] Priorities

Priorities set following development of the plan– revised on a two yearly basis to fit with planned community engagement timescales.

Localisation

Directly linked to the SOA/Community Plan and its associated delivery plans subsections to give further localisation will be explored by the Area CPGs during the development of localised plans and will be informed by the development of the Performance Framework which will monitor the overall delivery and by the availability of meaningful data which can be collected at a local level

Taking into consideration the community requests for local community consultation events in 2014, the following sub areas have been provisionally identified:

<i>Area CPG Localised Delivery Plan</i>	<i>Sub sections giving further localisation</i>
<i>Bute & Cowal</i>	<ul style="list-style-type: none"> • <i>Bute</i> • <i>Cowal</i>
<i>Mid Argyll, Kintyre and the Islands</i>	<ul style="list-style-type: none"> • <i>Mid Argyll</i> • <i>Kintyre (Including Gigha)</i> • <i>Islay Jura Colonsay</i>
<i>Oban Lorn and the Isles</i>	<ul style="list-style-type: none"> • <i>Oban & Lorn (including Lismore, Seil, Luing, Easdale, Kerrera)</i> • <i>Mull, Iona, Coll Tiree</i>
<i>Helensburgh & Lomond</i>	<i>No sub section needed; community wanted one</i>

Argyll & Bute Community Planning Partnership

Argyll & Bute’s success is built on a growing population

	<i>event so this would be mirrored in plan</i>
<i>Table 2: potential SOA/Community Plan localisation areas</i>	

Outcome 1 layout has been included for demonstration purposes – each of the 6 outcomes would be completed in a similar way.

DRAFT

Argyll & Bute Community Planning Partnership
Argyll & Bute's success is built on a growing population

OUTCOME 1: The economy is diverse and thriving					
Main areas of focus for [insert name] included within this outcome:					
Narrative linking SOA strategic focus with detail of the area of main focus of this outcome in [insert name]					
Equalities					
Narrative giving detail of equalities issues addressed by this outcome in [insert name]					
Prevention					
Narrative giving details of prevention activity being carried out by activities under this outcome in [insert name]					
Community Planning Partners delivering on this outcome:					
Argyll and Bute area wide activity identified in the SOA undertaken at an area wide level.					
SOA Reference	Action	Lead Community Planning Partner	Performance Indicator	Target	Completion date
OUTCOME 1: The economy is diverse and thriving					
Main areas of focus for [insert name] included within this outcome:					
Narrative linking SOA strategic focus with detail of the area of main focus of this outcome in [insert name]					
Equalities					
Narrative giving detail of equalities issues addressed by this outcome in [insert name]					
Prevention					
Information relating to Community Planning Partners delivering on this outcome in [insert name]					
Community Planning Partners delivering on this outcome:					
Argyll and Bute area wide activity identified in the SOA undertaken at an area wide level.					
SOA Code	Actions under this outcome	Lead Community Planning Partner	Performance Indicators	Target	Completion date

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ARGYLL & BUTE COUNCIL**Helensburgh and Lomond Community
Planning Group
September 2014****CUSTOMER SERVICES**

**Duchess Woods Local Nature Reserve Committee (DWLNRC)
highlight/exception report to Community Planning Group**

1. SUMMARY

- 1.1.1 The purpose of this Paper is to update the Helensburgh and Lomond Community Planning Group regarding activity undertaken by the Duchess Wood Local Nature Reserve Committee (DWLNRC).

2. RECOMMENDATIONS

That the Area Community Planning Group:-

- 2.1 Note that the Duchess Woods Local Nature Reserve is a contributing Partner of the Community Planning Group and that the Friends of Duchess Wood voluntary group undertakes a substantial amount of the actual day to day work in the wood;
- 2.2 Note the report provided below: If further detail is desired the full minutes of meetings of the Duchess Wood Local Nature Reserve Committee are published on the Council website, and;
- 2.3 Consider whether there are any specific tasks or issues which it wishes the Committee to undertake or review.

3. DETAIL

- 3.1 The Duchess Wood Local Nature Reserve (DWLNR) was created under the original 15-year Management plan drawn up by Luss Estates, the landowners, and Dumbarton District Council, of which Argyll and Bute Council is the successor authority. The Council discharges its responsibility to the partnership through the Duchess Wood Local Nature Reserve Committee (DWLNRC). The Committee is working to a management plan covering the period between 2012 and 2016 which incorporates both maintenance and development of the Woodland, and is seeking to further strengthen the current partnership arrangements regarding the responsible usage of the Duchess Woods.

3.2 One strand of strengthening the partnership arrangements is the reporting now being undertaken to the CPG.

4. IMPLICATIONS

- | | | |
|-----|-------------------------|--|
| 4.1 | Policy | Reporting by the DWLNRC to the Community Planning Group assists in delivery, reporting and monitoring of aspects of the SOA and the Community Plan |
| 4.2 | Financial | None. |
| 4.3 | Personnel | None. |
| 4.4 | Equalities | None. |
| 4.5 | Legal | None. |
| 4.6 | Risk | None |
| 4.7 | Customer Service | None |

For further information, please contact Stephen Doogan, Area Governance Officer
Tel. 01546 604342

Theme	Issue and Actions	Comment
Education, skills and training	<p>Education – Eileen Kay now attends the DWLNRC as the Education Service representative. It was agreed that Eileen would become the initial contact for A&B Schools and that she would smaller scale projects with the schools and report back to the Committee by providing updates to Governance and Law.</p> <p>Green Gym - The Committee are being encouraged to submit a new application because of the previous successes of this project- this could lead to an expansion of the project and a volunteer coordinator will be sought (Project Start date Oct 2014 .</p> <p>Gemma Peace Nursery Manager from Lomond School attended the meeting</p>	<p>Eileen has responsibility for the upper end of Primary schools in the area, and for pupils transitioning between primary and secondary. This often involves outdoor activities and family days so she is very much an appropriate nomination</p> <p>The Education Event pack is to be updated by a subgroup Eileen Charlie Cairns and Gemma Peace agreed to undertaken this with FODW.</p> <p>FODW run regular weekend work parties, these are advertised locally, and Eileen will liaise with the friends to see if there is any way to “link up” activities</p>
Events and awareness raising	<p>A number of events have taken place in the last few months, and the need for a further revision of the events policy and procedure was recognised</p> <p>Themed running event 25th Oct.</p> <p>Tri-Events have asked to run an event this year, similar to last year’s successful run. The committee were happy for this to happen given the good feedback from last year’s arrangements</p> <p>Helensburgh Athletic club are also seeking to run some cross country events and also have had good feedback.</p>	<p>It was noted that a single Point of Contact for events might be of assistance that there would require to be exemptions for small community and educational events which would require notification rather than permission, and that some project work with schools could be reported back to the Committee. Issues about people not returning packs timeously were also noted and will be looked at.</p> <p>The Friends of Duchess Wood co-ordinated a number of events including the launch of a Flower Walk, with a John Muir-themed Walking Theatre Company play and a Bug life event.</p> <p>The first proposal os for the 18th Oct., there is a minor query re entrance fees to races/events and these will be resolved before final permission is granted.</p>
Maintenance and infrastructure	<p>Japanese Knotweed - This is an ongoing issue, however the benefits from recent treatments are now showing and the knotweed is much less dense in the treated areas -</p>	<p>An Action Plan for the remaining areas of Japanese Knotweed is being considered. More work is needed in some areas notably Duchess Drive, Weather permitting this will be done</p>

	<p>this will be continued.</p> <p>Trees inspection – A tree inspection will be conducted at the end of the summer in order to identify winter works required.</p> <p>There is continued liaison with the Employability team as to work which may be undertaken. There are a number of options which can be presented and these are currently being defined.</p>	<p>It is noted that this may be a reducing resource due to works being undertaken for housing associations by the team A future meeting will be held between the Employability team and Committee members to determine what can be done re-funding issues.</p>
Other Issues	<p>Gemma Peace provided a presentation on the forthcoming training for Forest Schools and indicated areas within the woods which would be suitable.</p>	<p>The committee were generally happy with discussions thus far, but a formal written proposal is still needed as well as discussions both with Luss estates and the Council legal services department.</p>

HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP**TUESDAY, 9th SEPTEMBER 2014****Loch Lomond and the Trossachs National Park Authority (NPA) – Report**

Local Development Plan: LIVE Park – The consultation period finished in July and we had a great response with 130 individuals or organisations submitting their views. We also had over 80 comments via our website and blog pages, around 350 followers on our Facebook page and just under 300 followers on our Twitter account. We are now working to get all the comments recorded, collated and analysed so we will be able to see what issues, changes or alternatives are outlined and what this means for the preferred approach for the four Main Issues. We hope to provide a summary report of the response to the National Park Board at its meeting in September. More information on the process and progress so far can be found here: <http://www.ourlivepark.com/live-park-reviewing-your-feedback/>

Wild Park 2020

Wild Park 2020 is the second edition of the National Park Biodiversity Plan. It sets out our strategy for achieving the long term vision for the National Park's biodiversity.

The plan outlines over 90 projects which the National Park Authority and our partner organisations aim to achieve over the plan period and our focus on five areas in particular, our Wild Challenge Projects. The final plan was approved by the National Park Board back in March 2014 and is progressing well during the summer season with increased interest from our many visitors.

Nature conservation is at the very heart of what Loch Lomond & The Trossachs National Park stands for. We want to inspire as many people as possible to help us look after the extraordinary natural beauty that lies within our National Park.

Through visiting our wild web pages we are introducing visitors to some of the most beautiful and valuable species in the National Park along with some of the not-so-nice characters. The plan includes a number of 'Wild Challenges': saving the red squirrel, managing invasive non-native species, protecting our mountain bogs, black grouse and our woodland habitat networks and visitors are encouraged to find out about the whole host of other wild and wonderful projects the National Park is working on with a wide range of partners as part of Wild Park 2020 – our strategy for nature conservation.

Community Partnership Heritage Programme - This Programme of events started with a mini heritage networking event at the 3 Villages Hall, Arrochar on the 9th August (an opportunity to offer support to communities as part of their ongoing WW1 research) and leads up to a 'WW1 Commemorative Showcase' event on the 1st November. The Showcase will be a collaborative Park-wide Heritage presentation of our communities' service, spirit and sacrifice and our way of remembering and presenting a broad picture of as many aspects of each community's wartime experience during the Great War. Local primary schools in the National Park, have all been invited to take part in a 'culinary competition' for children to research and design a WW1 themed and

inspired menu which will be served up to delegates at the WW1 Commemorative Showcase. For more information please contact Marie Harvey on 01389 722639.

Publication of Scotland's first Marine Litter Strategy.

Given the regular impact at the Head of the Loch's in the NP we are notifying relevant communities of this strategy which aims to reduce the levels of litter entering the seas and brings together measures for education and awareness raising, seizing opportunities and economic growth, the collection of reliable data and influencing actions more widely. The strategy will deliver national priorities and will also contribute to meeting the obligations under the Marine Strategy Framework Directive to achieve good Environmental Status.

Information can be found at;

News item: <http://news.scotland.gov.uk/News/Turning-the-tide-on-marine-litter-ff9.aspx>
Strategy (pdf): <http://www.scotland.gov.uk/Resource/0045/00457889.pdf>

10th September Scottish Rural Parliament local event - The Community Partnership is holding an event for people and around the National Park to help decide what issues should be raised at the first Rural Parliament in Oban later this year. The event is taking place from 4pm to 7pm at the Balloch NPA offices and aims to gather information on what the challenges are on-the-ground'. A light buffet will be served. To book your place or for more information please contact Marie at 01389 722639/722134 or marie.harvey@lochlomondtrossachs.org.

Item

ARGYLL AND BUTE COMMUNITY PLANNING

Partnership Meeting

ARGYLL AND BUTE TRANSPORT OUTCOMES REPORT FOR 2014/15

1 Introduction

1.1 This report will:

- inform the Helensburgh and Lomond Local Area Committee of the preparation by SPT of the Argyll and Bute Transport Outcome Report (TOR) including details of the new format;
- highlight the connection between SPT activities and local outcomes from the Single Outcome Agreement; and
- highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2013/14 together with details of the SPT – Argyll and Bute joint work streams for 2014/15.

2 Background

- 2.1 SPT has prepared a TOR for Argyll and Bute annually since 2008 as a means of demonstrating our commitment and contribution as a Community Planning partner through the delivery of key services, projects and initiatives.
- 2.2 The TOR is now directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2014 – 2017¹ and is the local monitoring and planning element of SPT's suite of strategic plans.
- 2.3 SPT officers worked with Argyll and Bute colleagues to agree the key areas for partnership working (known as the 'joint work streams') for 2014/15.
- 2.4 The TOR summarises our commitment and contribution as a Community Planning Partner by detailing the links between the joint work streams and Argyll and Bute's local outcomes from the Single Outcome Agreement.

3 Content

3.1 The detailed content of the 2014/15 TORs is as follows:

- *Introduction (TOR page 2)* – This section summarises SPT's purpose and vision; highlights SPT's role in community planning; and summarises a few of the key challenges for transport in the local area.
- *Report layout (TOR page 3)* - This section explains how the report is structured; sets out the 4 RTS Outcomes and the associated SPT – Argyll and Bute joint work streams, as agreed with Argyll and

¹ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2

Bute officers.

- *Local Outcomes and the supporting role of transport (TOR page 4)* – This page shows the links between local outcomes from the Single Outcome Agreement and the TOR joint work streams that most support the achievement of the local outcomes.
- *SPT Activity and Investments (TOR page 5)* – This page highlights SPT activity including services and initiatives that have benefitted local residents over the past year and capital investments made over the past three years.
- *Main body of the document (TOR pages 6+)* – The main body of the document includes four sections – one for each of the four RTS Outcomes – and each section provides information about the joint work streams including key issues, progress to date and a look at the year ahead.
- *Appendix* – This section provides a full list of local supported bus services operating in the council area.
- *Back cover* – The back cover includes contact details for the main public transport operators within the local authority area.

4 Joint work streams

4.1 The SPT – Argyll and Bute joint work streams for 2014/15 are as follows:

- Bus Policy, Bus Infrastructure and Smart & Integrated Ticketing; B
- Strategic Rail Enhancements and Integrating Land-Use and Transport Planning; St
- Socially Necessary Bus Services, Access to Healthcare and Equal Access Improvements; S
- Park and Ride, Cycling and Travel Behaviour Change. P

4.2 The joint work streams will be reviewed annually and any new local priorities can be accommodated within the new TOR structure.

5 Local outcomes for Argyll and Bute

5.1 The TOR summarise the role of transport in achieving local outcomes with the following outcomes specifically highlighted:

- Children and young people have the best possible start. C
- People live in safer and stronger communities. P
- People live active, healthier and independent lives. P

- e have infrastructure that supports sustainable growth. W
- he economy is diverse and thriving. T

5.2 The joint work streams that most support these local outcomes are set out in the TOR.

6 Conclusion

6.1 The TOR summarises the SPT activities and investments delivered in 2013/14 that benefitted Argyll and Bute residents.

6.2 The TOR provides detailed information on the agreed SPT – Argyll and Bute joint work streams for 2014/15 including key issues, progress to date and a look at the year ahead.

6.3 The TOR highlights the role of transport in achieving positive outcomes at the local level by noting the supporting relationship between the joint work streams agreed between SPT and Argyll and Bute and the local outcomes set out in the Single Outcome Agreement.

7 Recommendations

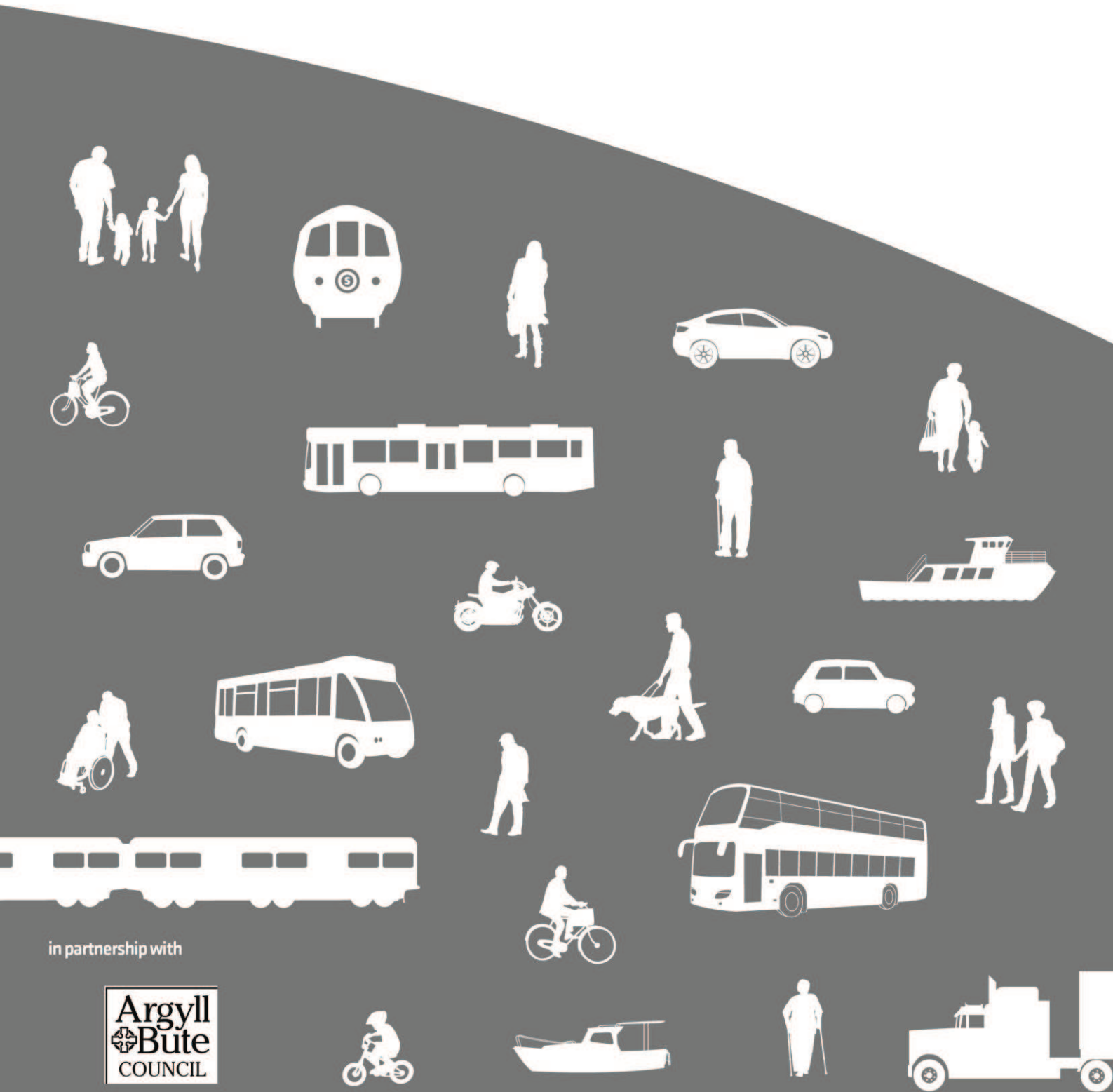
It is recommended that the Board note the contents of the report.

Neil Sturrock, Senior Transport Planner
Strathclyde Partnership for Transport

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Transport Outcomes Report: Argyll & Bute 2014/15



in partnership with





INTRODUCTION

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland and is a partnership of twelve councils. SPT, in partnership with our member councils and other stakeholders, delivers a range of strategic and local solutions across Strathclyde to enhance and develop our transport network, infrastructure and services, and to promote sustainable development and travel choices.

SPT's core work is directed towards achieving four strategic outcomes for the benefit of Strathclyde residents, businesses and visitors. These four outcomes from the Regional Transport Strategy - Attractive Seamless Reliable Travel; Improved Connectivity; Access for All; and Reduced Emissions – support SPT's long term vision:

'A world class sustainable transport system that acts as a catalyst for an improved quality of life for all.'

SPT is a statutory participant in Community Planning and works in partnership with Argyll and Bute Council (ABC) and other public, private and third-sector organisations across a range of themes including health, education, accessibility, social inclusion, equalities and community safety. Our strategic outcomes are closely linked to Argyll and Bute local outcomes and support key community planning policy priorities including independence for older people, improving the lives of young people, economic growth, stronger communities, more employment and reducing health inequalities.

The Transport Outcomes Report (TOR) is an annual update of SPT investments, projects, services and initiatives in Argyll and Bute and sets out the plans for the year ahead. The TOR is directly linked to the new *Regional Transport Strategy Delivery Plan 2014 - 2017* and is the local monitoring and planning element of SPT's suite of strategic plans. This report sets out the joint SPT – Argyll and Bute work streams and highlights the links between these work streams and Argyll and Bute local outcomes, as set out in *Argyll and Bute Community Plan and Single Outcome Agreement 2013 – 2023*.

Argyll and Bute

The 25,400 residents of the Helensburgh and Lomond area make up 1% of the 2.2 million people who live in the SPT area. The area covers about 6% of the SPT area, or 42,000 hectares and is predominantly rural, with about three-fifths of the population living in the main town of Helensburgh and smaller settlements at Cardross, Garelochhead and Kilcreggan.

Rates of car ownership per household are higher than the regional average across Helensburgh and Lomond, although the proportion of commuting trips that are made by car is similar to the regional average. Increasing public transport patronage through improved services and converting more short trips to active travel remain priorities for SPT and ABC to reduce car traffic in Helensburgh, improve the environment and improve health outcomes for residents.

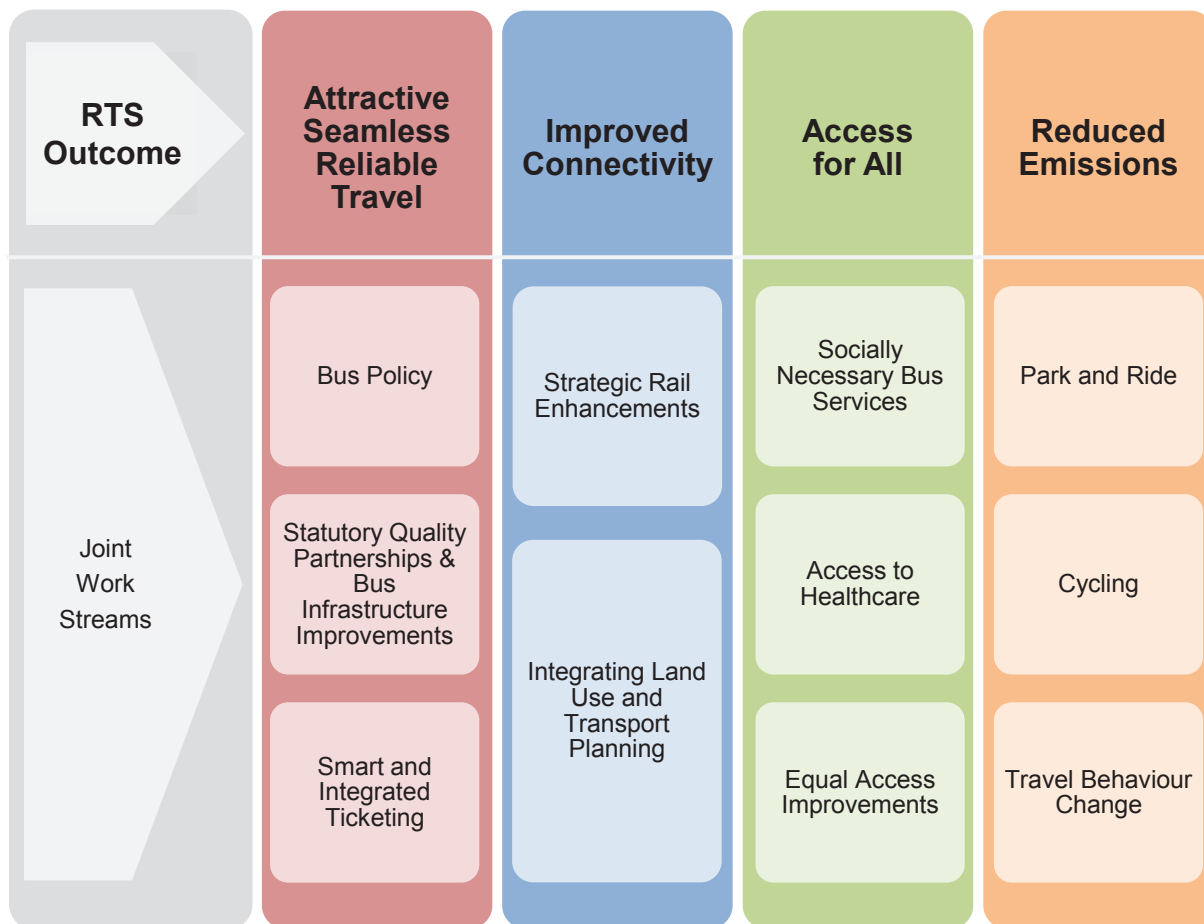
Some communities in the Helensburgh and Lomond area experience high levels of multiple-deprivation and ensuring that residents of these areas, as well as more vulnerable residents across the local authority area, are able to access services and facilities remains a priority for SPT and ABC. The number of people living in Argyll and Bute who are aged 60 years or older is projected to increase over the next 5 years and planning for the increased demand on specific types of services will continue to be a priority.

Integrating land-use and transport planning for developments or relocation of any public services remains a priority for SPT and ABC to ensure that existing transport networks and public transport services are fully utilised and to reduce dependency upon cars to undertake everyday journeys.

REPORT LAYOUT

- The 2014/15 Transport Outcomes Report for Argyll and Bute is structured under the four RTS Outcomes and the **11 joint work streams for SPT and Argyll and Bute**. Figure 1 below details the RTS Outcomes and the agreed joint work streams for 2014/15.
- The **local outcomes from the Argyll and Bute Community Plan and Single Outcome Agreement 2013 – 2023** that are relevant to transport services, projects or initiatives are set out on **page 4**. The joint work streams that most support the achievement of a local outcome are listed under each local outcome.
- **SPT’s activities and investments that benefit Argyll and Bute residents** are summarised on **page 5**. Further information on the figures contained on this page can be found throughout the main body of the document.
- The **main body of the 2014/15 Transport Outcomes Report** provides detailed information on the SPT – Argyll and Bute joint work streams for 2014/15 including key issues, progress to date and a look at the year ahead. These are found on the following pages:
 - Attractive Seamless Reliable Travel work streams – pages 6-8
 - Improved Connectivity work streams – pages 9-10
 - Access for All work streams – pages 11-14
 - Reduced Emissions work streams – pages 15-17

Figure 1: RTS Outcomes and SPT – Argyll and Bute joint work streams



ATTRACTIVE SEAMLESS RELIABLE • IMPROVED CONNECTIVITY • ACCESS FOR ALL • REDUCED EMISSIONS

ARGYLL AND BUTE LOCAL OUTCOMES and the ROLE OF TRANSPORT

Local Outcome: Children and young people have the best possible start.

Good access to education, healthcare and safe leisure opportunities is essential for every child to thrive and a safe, high-quality walking and cycling network supports young children and their families to be more active and live healthier lives. Sustainable development supports families to reduce car usage and increase active travel, and improves road safety.

Integrating Land Use and Transport Planning

Socially Necessary Bus Services • Access to Healthcare • Equal Access Improvements

Cycling • Travel Behaviour Change

Local Outcome: People live in safer and stronger communities.

Local Outcome: People live active, healthier and independent lives.

Safe, accessible transport supports independent living by improving access to services and facilities and reducing isolation by making it easier to visit family and friends and attend social events. Good access to services supports residents in fully realising the benefits of available healthcare, education and training opportunities. Investing in cycling infrastructure and promoting active travel supports healthy, active lifestyles. Sustainable development improves road safety, improves access to goods and services by walking and cycling and reduces car dependency.

Integrating Land Use and Transport Planning

Socially Necessary Bus Services • Access to Healthcare • Equal Access Improvements

Cycling

Local Outcome: We have infrastructure that supports sustainable growth.

Local Outcome: The economy is diverse and thriving.

High-quality, modern transport infrastructure supports physical regeneration efforts; an efficient, reliable transport network built upon sustainable land use development reduces the cost of transport and congestion for business and residents and supports environmental targets; and good access improves employment opportunities.

Bus Policy • Bus infrastructure

Integrating Land Use and Transport Planning • Strategic Rail Enhancements

Socially Necessary Bus Services

Park and ride • Cycling • Travel Behaviour Change

SPT ACTIVITY AND INVESTMENTS FOR ARGYLL AND BUTE

RTS Outcome	2013/14 activity and 2011/12 - 2013/14 capital projects for ABC
Attractive Seamless Reliable Travel	<ul style="list-style-type: none"> • £200,000 in grants from the SPT capital programme for bus infrastructure improvements • £14,000 grant from SPT capital programme for phase 1 of the bus turning circle at the Rest and be Thankful • 208 bus stops and 200 pole-mounted information cases maintained (bus stops under agency agreement) • 9 new bus stops and 25 pole-mounted information case upgrades delivered by SPT in Argyll and Bute • 5,100 bus departures from Buchanan Bus Station for services to Argyll and Bute • 3,700 ZoneCard tickets purchased by Argyll and Bute residents • £106,000 in estimated savings for Argyll and Bute residents through ZoneCard ticketing
Improved Connectivity	<ul style="list-style-type: none"> • £349,000 in grants from the SPT capital programme for Helensburgh town centre access improvements • £38,000 in grants from the SPT capital programme for Kilcreggan pier improvements • Support for the Argyll and Bute Local Development Plan
Access for All	<ul style="list-style-type: none"> • 5 supported local bus services on 4 contracts carrying 140,000 passengers at a cost of £300,000 • 2 MyBus services on 1 contract carrying 870 Argyll and Bute passengers at a cost of £95,000 • 1 contract for Gourock - Kilcreggan ferry carrying 57,000 passengers at a cost of £175,000 • Estimated savings of £1.6 million on rail, Subway and ferry travel for Argyll and Bute residents through the Strathclyde Concessionary Travel Scheme • 930 National Entitlement Card (NEC) applications or renewals processed for AB card holders and 2,700 NEC enquiries from Argyll and Bute residents • 40 Mobile Travel Centre visits, 665,000 Travel Centre enquiries
Reduced Emissions	<ul style="list-style-type: none"> • £120,000 in grants from SPT capital programme for cycling projects in Helensburgh and Lomond • £60,000 in grants from SPT capital programme for Helensburgh park and ride options investigations

RTS OUTCOME: ATTRACTIVE SEAMLESS RELIABLE TRAVEL

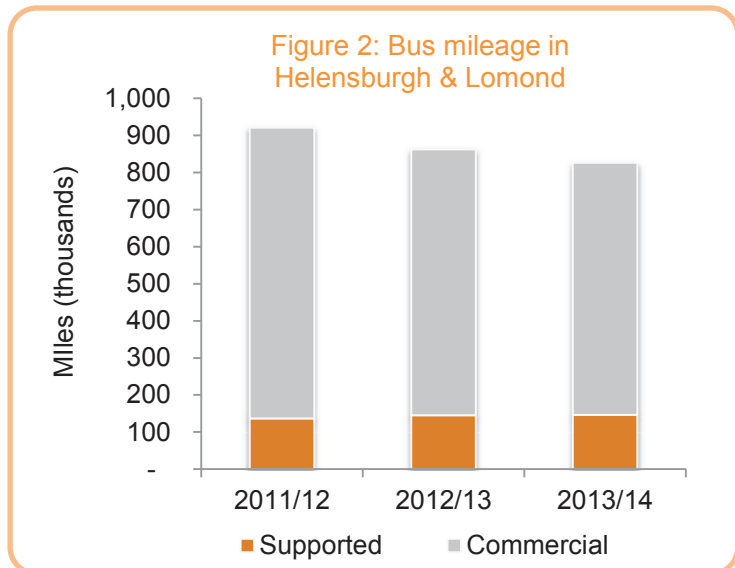
Attractive, seamless reliable travel is a modern, cohesive public transport system with high-quality infrastructure and stable service patterns that benefits existing travellers and attracts new passengers.

Bus Policy

SPT seeks changes to existing legislation, regulations and guidance to deliver a higher quality, safer, more comprehensive and integrated bus network that better meets the needs of passengers.¹ SPT is working in partnership with Transport Scotland, Scottish Traffic Commissioner, bus operators and through the national Bus Stakeholder Group to bring about these changes. This work stream underpins other bus-related work streams by ensuring that the necessary powers are in place to be able to increase integration, coverage and stability of services across the bus network, increase safety through greater compliance with vehicle and service standards and establish competitive, attractive multi-operator smart ticketing products to benefit bus passengers and to grow patronage.

One in every 25 residents of the Helensburgh and Lomond area uses bus as the main mode of travel to work, although this rate increases to one in every ten residents for those people living within an area of high deprivation.^{2,3} Daily bus usage for is relatively low in Argyll & Bute, but one in nine residents undertake at least one journey by bus every week and one in four use a bus at least once a month.⁴

The total number of bus service miles in Helensburgh & Lomond has fallen by 10% over the past two years, although supported mileage has grown by 7% over the same period (see figure 2). A stable, integrated, high-quality bus network in Helensburgh & Lomond those residents dependent upon bus travel for their everyday travel needs and to persuade more residents to choose to travel by bus rather than by car for more journeys.



Local update and year ahead

SPT's '10 Point Plan' sets out a menu of proposed changes to legislation, regulations and powers for transport authorities. SPT, through engagement activities including membership of the national Bus Stakeholder Group, has established the '10 Point Plan' as the basis for driving forward bus policy improvements. Specific areas of work that will be pursued include secondary legislation to permit service frequency specification in sQP areas; mandatory smart, integrated ticketing scheme; greater powers for service compliance inspectors; mandatory Code of Conduct for bus operators; mandatory Electronic Bus Service Registration; and new supported service tendering guidance.

¹ http://www.spt.co.uk/documents/SP280314_agenda7.pdf

² 2011 Scotland Census. Helensburgh & Lomond residents aged 16 – 74 who are in employment and do not work mainly at home.

³ Scottish Index of Multiple Deprivation 2012; Scottish Government. 15% most deprived datazones.

⁴ Scottish Household Survey Travel Diary 2012 – Local Area Analysis; Transport Scotland.

Bus Infrastructure Improvements / Statutory Quality Partnerships

SPT and Argyll and Bute Council have been delivering significant improvements to bus infrastructure and passenger facilities throughout the local authority area. This includes delivering better bus stops and shelters and real time passenger information. Currently, more than one-third of all bus stops in Helensburgh and Lomond include a bus shelter.

Statutory Quality Partnerships (sQPs) seek to improve bus services, standards and facilities and improve air quality by placing legal obligations on transport authorities to provide better infrastructure and facilities, and on bus operators to provide services to an agreed standard. Currently there are no sQPs in Argyll and Bute, but local residents may benefit when they travel on bus services that are subject to the conditions of the Paisley or Glasgow sQP. The establishment and management of the existing sQPs also provides valuable experience for shaping future sQPs throughout the SPT area including any potential future sQP(s) in Argyll and Bute.

Local update and year ahead

SPT bus station staff managed 5,100 departures at Buchanan Bus Station for bus services operating within Argyll and Bute during 2013/14.

SPT maintained over 200 bus stops and 200 pole-mounted information cases in Argyll and Bute in 2013/14 (bus stops under agency agreement). SPT delivered nine new stops and 25 pole-mounted information cases in 2013/14. SPT will deliver further upgrades in 2014/15 through the SPT capital programme.

ABC delivered bus stop lighting upgrades, preparation works for Real Time Passenger Information (RTPI), high access kerbs at 12 bus stops, and shelter renewal works at Kilcreggan with a £70,000 investment from the SPT capital programme in 2013/14 and will seek to deliver a bus bay at Ardgarten and further bus stop improvements with £100,000 in approved SPT capital funds in 2014/15.

ABC and SPT have been working together to deliver a bus turning circle at the Rest and Be Thankful to improve safety for passengers and provide an improved interchange facility between local and regional services which may encourage improved evening and weekend service levels for the local area. SPT is providing £100,000 from the 2014/15 capital programme in support of this project.

SPT will continue to monitor existing sQPs and to take forward proposals for new sQPs in partnership with local authorities and bus operators.

Smart & Integrated Ticketing

SPT seeks a more integrated and affordable public transport network through the development of smarter and integrated ticketing across all public transport modes in the west of Scotland. Journeys that require multiple operators can require multiple ticket transactions, which can be confusing and expensive. Smart ticketing helps ensure that passengers benefit from the most efficient fares. Fully integrated ticketing makes for a more efficient public transport network overall as more journeys will be undertaken using the most practical

and timesaving services rather than being constrained by a single operator's network and will encourage patronage growth across all public transport modes.

Establishing smart & fully integrated ticketing across all public transport modes will be beneficial to Argyll and Bute by supporting local residents to meet their everyday travel needs both efficiently and affordably. For example, a resident of Rosneath – an area ranked within the top 20% most employment deprived areas⁵ in Scotland – needing to travel to the Vale of Leven Industrial Estate by public transport currently needs to take at least two buses operated by different operators. Overall, Helensburgh and Lomond is served by six local bus operators providing around 11 services as well as Scottish Citylink services.

Local update and year ahead

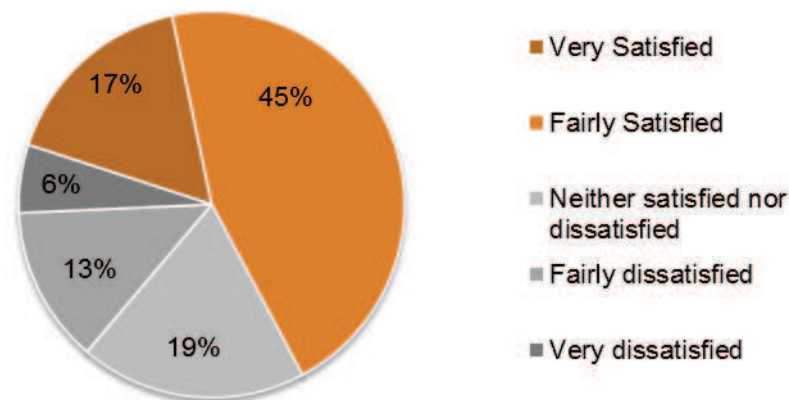
SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. Argyll and Bute residents bought an estimated 3,700 ZoneCards and made around 180,000 trips using a ZoneCard in 2013/14 - saving residents an estimated £106,000. Additionally, SPT is pursuing the development of a bus-only ZoneCard product.

SPT will seek to undertake several smartcard trials across the region, including on the Kilcreggan-Gourock ferry, using the Bramble smartcard currently in use on the Glasgow Subway and will continue to pursue integration of the Bramble system with ScotRail smart systems. SPT will seek to develop an interface with commercial bus operators in advance of establishing fully-integrated ticketing products across all public transport modes in the SPT area.

Local Transport Statistics: Satisfaction with public transport

Three out of five (62%) of Argyll and Bute residents are generally satisfied with public transport, but nearly one in five (19%) are dissatisfied.⁶ This is one of the highest dissatisfaction levels at local authority level in the SPT area, although it should be noted that the figures are for all of Argyll and Bute. Figure 3 shows the full results.

Figure 3: Satisfaction with public transport



⁵ Scottish Index of Multiple Deprivation 2012; Scottish Government.

⁶ Scottish Household Survey Local Area Analysis 2012; Transport Scotland. The sample size is small and satisfaction levels may be somewhat higher or lower than those shown.

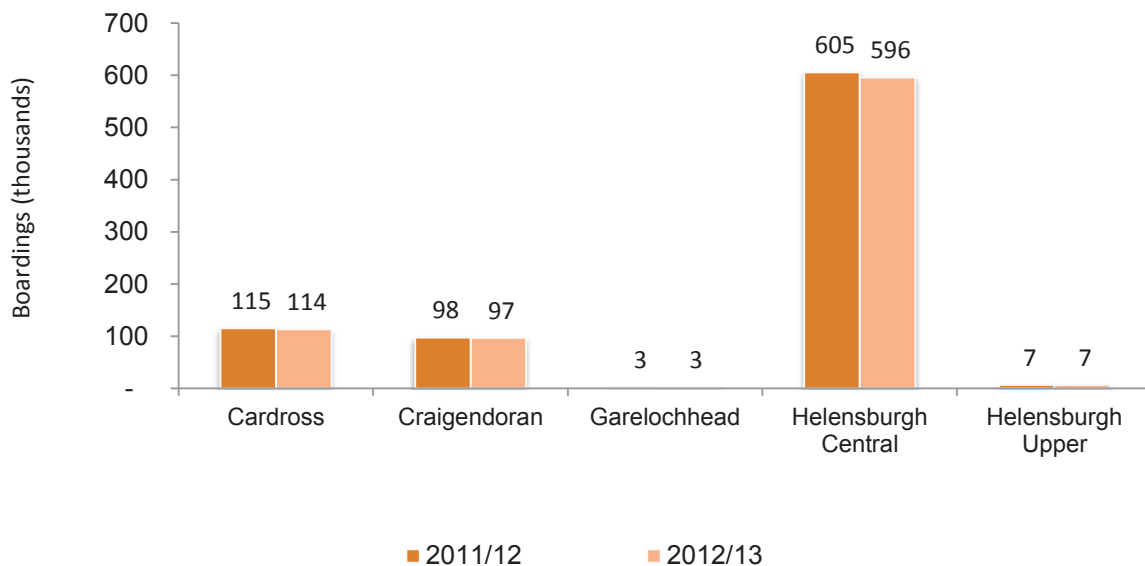
RTS OUTCOME: IMPROVED CONNECTIVITY

Improved Connectivity is an efficient and sustainable transport network that connects people and business and supports economic growth.

Strategic Rail Enhancements

A high proportion of commuter journeys are made by rail by Argyll and Bute residents, with around one in every ten journeys made by train.⁷ There were 816,000 train boardings at Helensburgh and Lomond stations in 2012/13 – just over 1% of all boardings at stations in the SPT area – and a small decrease on 2011/12 figures. Figure 2 shows the number of boardings at rail stations in Helensburgh and Lomond – Helensburgh Central is the busiest station with nearly 600,000 boardings and Garelochhead had the highest rate of passenger growth at 11% between 2011/12 and 2012/13 – growing from 2,561 passengers to 2,841 passengers.⁸

Figure 4: Patronage at rail stations in Helensburgh and Lomond



Key issues for rail in Helensburgh and Lomond include park and ride capacity at Helensburgh and peak-time overcrowding on trains to Helensburgh from Glasgow.

Local update and year ahead

SPT, through the West of Scotland Rail Forum and other engagement activities, will continue to co-ordinate and lead on regional input to the ScotRail franchise including service and timetable changes, fares and ticketing; investment in rail infrastructure; network planning; and new station development.

SPT will continue to play a key role in the Edinburgh-Glasgow Improvement Programme (EGIP) and the development of High Speed Rail (HSR), which will have regional benefits.

⁷ 2011 Scotland Census. Helensburgh and Lomond residents aged 16-74 who are in employment and do not work mainly from home.

⁸ Rail Station Usage figures 2011/12 and 2012/13; Office of the Rail Regulator.

Integrating Land-Use and Transport Planning

The integration of land-use and transport planning is indispensable to achieving sustainable communities and sustainable travel patterns. The way land is developed, including the mix of uses, the location and the design, will determine the length of journeys necessary to undertake everyday activities and the modes of transport most likely to be used to undertake those journeys. Planning policy, when implemented concurrently and consistently with transport planning, can be used to reduce dependency on private cars, encourage active travel and grow the public transport network.

The key integration issues are location and density of development; availability of local facilities, services and jobs; layout and design of streets; quality and availability of public transport; supply of car parking and restraints to car movements; and smart travel measures secured through the planning system.⁹

Local update and year ahead

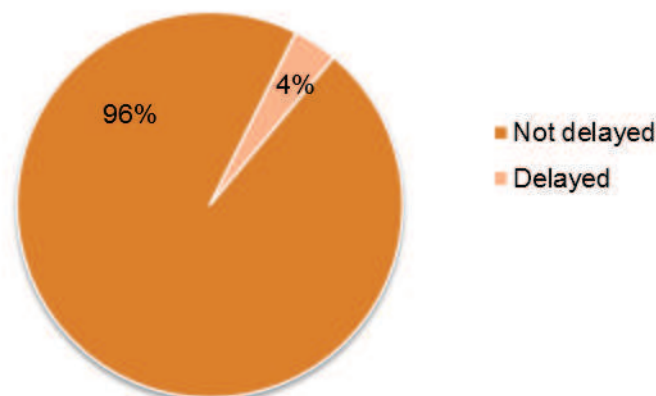
In 2013/14, SPT, as a key agency, commented on the Draft Action Programme associated with the Argyll and Bute Local Development Plan, prior to public consultation and reviewed development proposals for potential impacts on the strategic transport network.

In 2014/15, SPT will continue to work with the Council and developers to ensure that sustainable transport measures are embedded in the delivery of new development.

Local Transport Statistics: Congestion

One in every twenty-five driver journeys made by Argyll and Bute residents are delayed due to traffic congestion.¹⁰ Figure 5 provides the full results.

Figure 5: Driver journeys delayed due to traffic congestion



⁹ Thriving Cities: Integrating Land Use and Transport Planning; PTEG, July 2011.

¹⁰ Scottish Household Survey Local Area Analysis 2012; Transport Scotland. The sample size is small

RTS OUTCOME: ACCESS FOR ALL

Access for All is accessible, affordable and safe transport that connects people to the places they want and need to travel. Transport should enable people to fulfil their everyday needs and support individuals to have fuller and more independent lives.

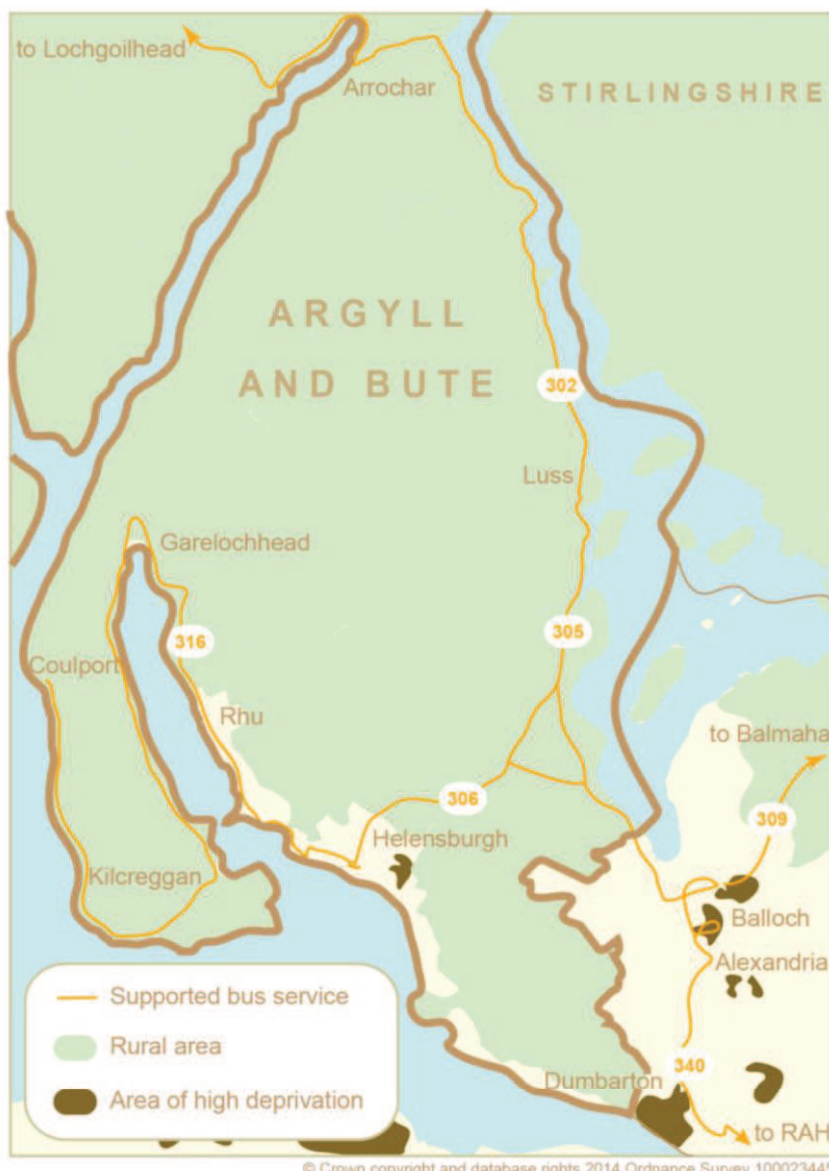
Socially necessary services

SPT operates and supports the delivery of a variety of socially necessary services across Helensburgh and Lomond including supported local bus services, supported ferry service between Kilcreggan and Gourock and MyBus demand responsive transport. These services, taken together, fill gaps within the commercial bus network, including evening and weekend services and rural routes; provide direct 'door to door' services for older people, people with disabilities and other passengers; and support locally-identified transport needs including travel to supermarkets, healthcare facilities, local employers and social events.

Supported local bus services

SPT supports local bus services in Helensburgh and Lomond that provide bus services for rural towns and villages and improves access to the main town of Helensburgh, hospitals and key urban centres at Dumbarton and Paisley. Four out of five Helensburgh and Lomond residents living in remote rural areas¹¹ live within 400m of a bus stop served by a supported service. A one-day SPT survey of passengers on the 305 service between Luss and Alexandria found that two-thirds (65%) of passengers were travelling to work – a strong indicator of the value of this service for commuters living in rural areas. Figure 6 shows the supported local bus services in Helensburgh and Lomond in 2013/14.¹²

Figure 6: Supported local bus services in Helensburgh and Lomond (2013/14). This map is indicative only.



¹¹ 2011-12 Urban Rural Classification; Scottish Government. Includes Rosneath Peninsula and areas north of Luss.

¹² A full list of supported local bus services for Argyll and Bute is found in appendix 1.

MyBus

SPT operates a 'door to door' MyBus service across Helensburgh and Lomond to improve access to everyday needs, particularly for those residents unable to easily access regular public transport. In 2013/14, four-fifths (82%) of Helensburgh and Lomond MyBus passengers were using the service for shopping purposes and nearly three-fifths (56%) of passengers were aged 75 or older. Figures 7 and 8 show the breakdown of My Bus journeys made by Helensburgh and Lomond residents by journey purpose and by age characteristic.

Figure 7: Percent of MyBus passengers by journey purpose

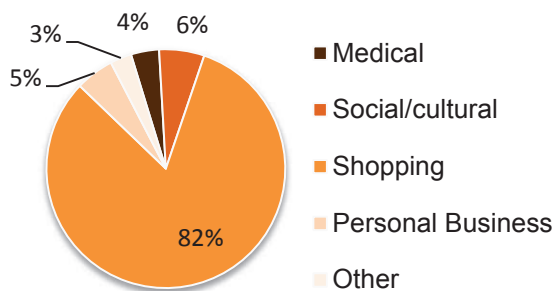
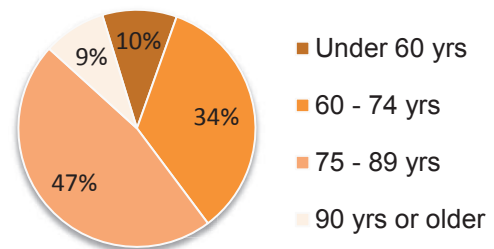


Figure 8: Percent of MyBus passengers by age



Kilcreggan – Gourock Ferry

SPT supports the Kilcreggan – Gourock ferry which provides a vital link for residents of the Rosneath peninsula to employment and health services located in Inverclyde and beyond, for people travelling to work at Couplort from other areas and for visitors and tourists exploring the Clyde estuary and Argyll and Bute. The Rosneath peninsula is designated as a remote rural area by the Scottish Government, which is defined as an area with fewer than 3,000 residents and with a drive time of over 30 minutes to a settlement of more than 10,000 people.

Local update and year ahead

In 2013/14, SPT supported six local bus services in Helensburgh and Lomond on contracts that carried 140,000 passengers in total. SPT MyBus services in Helensburgh and Lomond carried 870 passengers. The Kilcreggan – Gourock ferry service carried 57,000 passengers.

In 2014/15, SPT will continue to provide socially necessary services in Helensburgh and Lomond as well as pursue changes including Electronic Bus Service Registration and bus policy issues that seek to improve bus travel for all passengers.

Access to healthcare

Improving access to health care services is essential to realising better health outcomes for Helensburgh and Lomond residents both to ensure that appropriate treatment and care is not delayed due to transport issues and to reduce the impact of transport difficulties on individual

physical and mental well-being. The general health of Helensburgh and Lomond residents is relatively good compared to many other areas, but one in six residents has a long term illness or disability that limits their daily activities¹³ – this rises to one in five¹⁴ in areas of high multiple deprivation.¹⁵

SPT supports socially necessary bus services that provide direct access to healthcare facilities and hospitals; supports improvements to journey planning and public transport information at hospitals and health centres; improves bus infrastructure at hospitals to improve conditions for patients and visitors and improves active travel links and facilities to improve walking and cycling connections to hospitals.

Local update and year ahead

In 2013/14, SPT supported services that provide direct access to Royal Alexandra Hospital and Vale of Leven Hospital and provided MyBus services for healthcare appointments.

In 2014/15, SPT will continue to provide socially necessary bus services to improve access to healthcare. Additionally, SPT will work in partnership with other stakeholders to develop an Integrated Transport Hub for Health and Social Care Transport for the west of Scotland.

Equal access improvements

SPT is working to reduce barriers to accessing public transport so that as many people as possible are able to travel on public transport safely and efficiently regardless of one's physical ability, age, income, gender, race, or any other personal characteristic. Examples of barriers to using public transport may be difficulties in understanding or using travel information or communicating with station staff or bus drivers, difficulties in physically accessing transport or navigating stations due to mobility issues or visual impairment, concerns about personal safety or security and affordability of fares.

SPT invests in low-floor accessible buses for use on socially necessary bus services and requires low-floor buses on all contracts for supported services. SPT also invests in improved infrastructure at bus stops, bus stations, Subway stations and park and ride facilities including lighting, way-finding and high access kerbs.

SPT administers the Strathclyde Concessionary Travel Scheme on behalf of its partner Councils, including Argyll and Bute Council, to provide more affordable fares on rail, Subway and ferry travel¹⁶ for people with disabilities and for older people. SPT also processes National Entitlement Cards for free bus travel on behalf of Argyll and Bute Council.

SPT has undertaken work to engage vulnerable public transport users and non-users to understand the barriers that exist in using public transport. As part of our commitment to promote equality, SPT has developed 'Advancing Equality'¹⁷ – an action plan to implement recommendations following the engagement exercises.

¹³ 2011 Scotland Census; National Records of Scotland.

¹⁴ Ibid.

¹⁵ 15% most deprived data zones, Scottish Index of Multiple Deprivation 2012; Scottish Government.

¹⁶ Full eligibility requirements for the Strathclyde Concessionary Travel Scheme can be found on the SPT website.

¹⁷ http://www.spt.co.uk/documents/rtp150213_agenda9.pdf

Local update and year ahead

In 2013/14, the SPT Mobile Travel Centre made 40 visits to Arrochar, Garelochhead, Kilcreggan and Helensburgh to provide travel advice and information to residents and SPT Travel Centre staff helped 665,000 people with travel enquires.

In 2013/14, ABC delivered bus infrastructure improvements with £70,000 in capital funds from the SPT capital programme. Improvements included high access kerbs to improve physical access onto buses for people with mobility difficulties and tactile paving at bus stops to assist partially-sighted persons to board safely.

In 2014/15, more high access kerbs and tactile paving at bus stops will be delivered by ABC as part of the £100,000 in approved SPT capital funding for bus infrastructure improvements in Argyll and Bute.

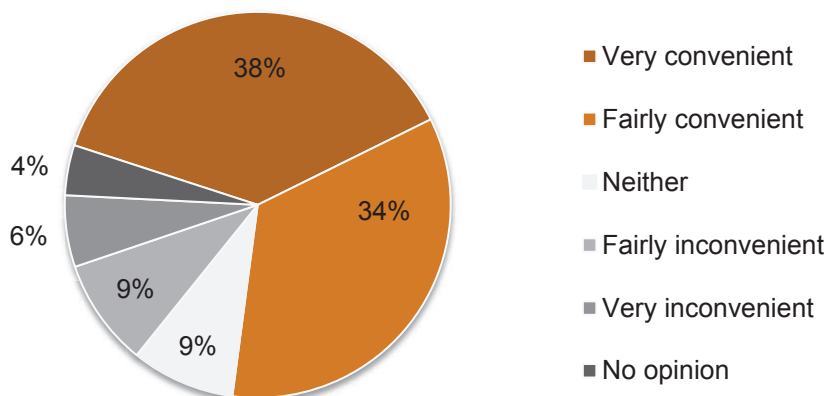
In 2013/14, Argyll and Bute residents saved an estimated £1.6 million on rail, ferry and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 930 National Entitlement Card (NEC) applications or renewals on behalf of ABC and handled 2,700 enquiries on NECs from Argyll and Bute residents. SPT will continue to deliver these services in 2014/15.

SPT will continue to mainstream the Public Sector Equality Duty and deliver the actions set out in 'Advancing Equality'.

Local Transport Statistics: Convenience of public transport

One out of every seven (15%) Argyll and Bute adult residents feel that public transport is either fairly inconvenient or very inconvenient.¹⁸ These results are twice as high as the regional levels. Figure 9 provides the full results.

Figure 9: Convenience of public transport



¹⁸ Scottish Household Survey Local Area Analysis 2012; Transport Scotland. The sample size is small

RTS OUTCOME: REDUCED EMISSIONS

Reduced Emissions is a cleaner environment through a more informed population making sustainable travel choices by accessing an improved range of travel options and reduced emissions through the use of new technology, fuel types and fewer journeys made by car.

Park and Ride

One in five journeys made by Argyll and Bute residents are to get to work¹⁹ and private cars are used by more than two-thirds (68%)²⁰ of Argyll and Bute commuters as their main travel method to get to their place of work. SPT's park and ride strategy²¹ seeks to convert car-only journeys to park and ride journeys where part of the overall journey is undertaken by public transport.

The park and ride strategy, whilst noting the potential to convert journeys undertaken for any purpose, mostly targets commuters travelling into urban centres – a recent survey of people using park and ride at Helensburgh Central found that more than half of users (56%) were travelling for work purposes and 96% of users were travelling into Glasgow.²²

Converting commuting journeys has the greatest environmental impact over time because these are usually very regular journeys that are made during morning and evening peak times when roads are most congested and average vehicle speeds are reduced and less efficient. The park and ride survey for Helensburgh found that the average distance travelled by car to the park and ride site was 4 miles, but the average length of the entire trip was more than 20 miles. Figure 10 shows the park and ride capacities at rail stations in Helensburgh and Lomond.

Figure 10: Park and ride capacity

Station	Spaces
Cardross	42
Craigendoran	22
Garelochhead	6
Helensburgh Central	105
All Stations	175

Local update and year ahead

SPT will seek to support park and ride projects in Argyll and Bute as they are brought forward. SPT conducted user surveys at Craigendoran and Helensburgh Central in February 2013 and the survey results will support the development of projects as they emerge. A feasibility study has been undertaken at a site in Craigendoran to support commuters travelling along the A814, but further project development works are necessary before the project can be progressed to construction phases.

¹⁹ Scottish Household Survey: Local Area Analysis 2012; Transport Scotland. Argyll and Bute figures.

²⁰ 2011 Scotland Census; National Records of Scotland. Helensburgh and Lomond figures.

²¹ http://www.spt.co.uk/documents/sp291113_agenda10.pdf

²² Park and Ride Surveys February 2013; Strathclyde Partnership for Transport.

Cycling

SPT's cycling strategy and investment programme²³ seeks to boost cycling rates by focusing on completing key gaps in the national and local networks to connect communities with key destinations and to encourage more commuter travel by bike, upgrading existing pathways and improving cycling facilities at transport interchanges including cycle parking facilities. The SPT cycling strategy supports the Scottish Government's Cycling Action Plan vision of 10% of everyday journeys to be made by bike by 2020 and, additionally, SPT is supporting the monitoring of this target by investing in cycle counters to measure changes in the usage of the cycle network.

Argyll and Bute has one of the highest rates of bicycle ownership in the SPT area with more than two-fifths (42%) of households having at least one bike available for private use²⁴ and 1.5% of Helensburgh and Lomond residents use a bike as their main mode of travel to work.²⁵ These figures are encouraging and continuing to invest in both infrastructure and cycling initiatives will be vital to persuade more residents to choose cycling as a viable means of transport for more everyday journeys.

Local update and year ahead

In 2013/14, ABC delivered design and project development works for a phase of the Helensburgh to Dumbarton cycleway between Cardross and Helensburgh along the A814 with £100,000 in capital funds from the SPT capital programme.

In 2014/15, ABC will seek to progress construction of the cycleway between Helensburgh and Cardross with £200,000 in approved capital funds from SPT.

SPT will continue to support the development of local cycling strategies and cycling initiatives including Bike Week.

Travel Behaviour Change

Travel behaviour change initiatives encourage individuals to voluntarily reduce their car use by drawing attention to the negative effects of travelling by car, highlighting the individual and societal benefits of making more sustainable travel choices and tailoring travel information to specific needs. Initiatives may seek to change people's decisions about where, when or how often they travel and their mode of transport. Recent research shows that travel behaviour change measures can provide very high benefits compared to costs and achieve real reductions in carbon.²⁶ For example, the average car share between 2 commuters saves 960kg of carbon per year.²⁷

Car ownership rates are high in Helensburgh and Lomond with four out of 5 households having at least one car available for private use.²⁸ Two-thirds (68%) of adult residents hold a full driving licence²⁹ and three-fifths (58%) use a car at least 3 times a week.³⁰ Cars continue

²³ http://www.spt.co.uk/documents/sp220313_agenda9.pdf

²⁴ Scottish Household Survey: Local Area Analysis 2012; Transport Scotland

²⁵ 2011 Scotland Census; National Records of Scotland. Helensburgh and Lomond figures. All residents aged 16-74 in work and not working mainly at home.

²⁶ 'Soft Measures - Hard Facts' The value for money of transport measures which change travel behaviour; 2011; Department for Health et al.

²⁷ Ibid.

²⁸ 2011 Scotland Census: National Records of Scotland. Helensburgh and Lomond figures.

²⁹ Scottish Household Survey: Local Area Analysis 2012; Transport Scotland. All residents aged 17 or older.

to be the main mode of choice for a majority of everyday journeys – six out of every ten journeys (59%) made by Argyll and Bute residents will be made by car on an average day.³¹

SPT supports a wide-range of initiatives that steer individuals towards more sustainable travel choices. These initiatives include SPT JourneyShare – the regional car sharing scheme; travel planning assistance to support employers to develop and implement staff travel plans including a Travel Planning Seminar; promoting season ticket loan schemes to employers as a benefit for their staff which allows the employee to spread the cost of a season ticket over an extended period of time; national Bike to Work week; and the Sustainable Travel Group – a forum established by SPT to share best practice in promoting sustainable travel that includes members from local authorities, health boards, colleges, universities, and other public and private sector employers.

Local update and year ahead

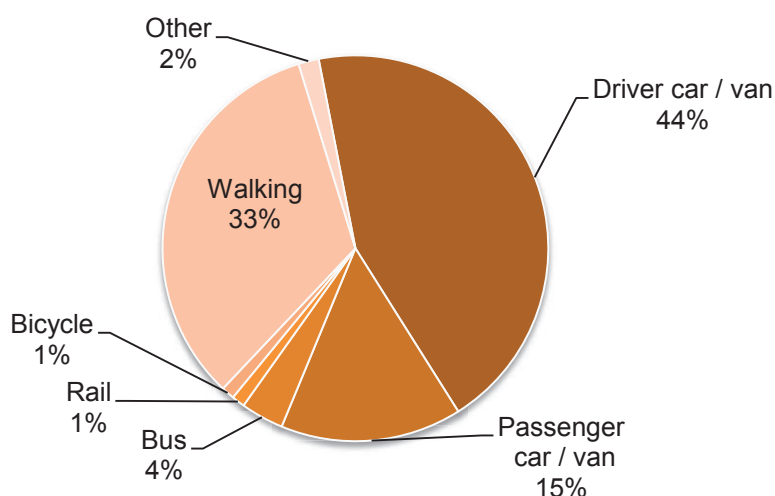
SPT will continue to support car sharing through JourneyShare, which currently has 4,300 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which Argyll and Bute Council is a member.

SPT will continue to support the season ticket employer loan scheme; to encourage mode shift for commuter journeys through Bike Week, Walk to Work Week and the Cycle to Work scheme; to improve conditions for cycling and walking through the SPT capital programme and will provide travel planning support within available resources.

Local Transport Statistics: Main mode of travel

Six out of ten journeys made by Argyll and Bute residents are made by car – 44% as a driver and 15% as a passenger.³² Figure 11 provides the full results.

Figure 11: Main mode of travel for all journeys



³⁰ Ibid.

³¹ Scottish Household Survey: Local Area Analysis 2012; Transport Scotland. All residents aged 17 or older.

³² Scottish Household Survey Local Area Analysis 2012; Transport Scotland. The sample size is small

**APPENDIX 1: 2013/14 SUPPORTED LOCAL BUS SERVICES
IN HELENSBURGH AND LOMOND**

Service Number	Route
302	Carrick Castle – Helensburgh - Lochgoilhead
316	Helensburgh - Coulport
305/306/ 309	Luss/Helensburgh/Balmaha – Alexandria
340	Helensburgh/Vale of Leven Hospital – Royal Alexandra Hospital

Useful contacts

(Helensburgh and Lomond Area)

Strathclyde Partnership for Transport

Consort House
12 West George Street
Glasgow G2 1HN
0141 332 6811
enquiry@spt.co.uk
complaint@spt.co.uk
www.spt.co.uk

Local bus operators

First Glasgow

197 Victoria Road
Glasgow G42 7AD
0141 423 6600
www.firstgroup.com

Garelochhead minibuses

Woodlea Garage
Main Road
Garelochhead
Argyll and Bute G84 0EG
01436 810200
enquiries@garelochheadcoaches.co.uk
www.garelochheadcoaches.co.uk

Marbill Coach Services Ltd

Highmains Garage,
Mains Road,
Beith,
Ayrshire, KA15 2AP
01505 503367
enquiries@marbillcoaches.com
marbillcoaches.co.uk

McColls Commercial Repairs Ltd

Block 4C,
Vale Of Leven Industrial Estate,
Dumbarton, G82 3PD
01389 754 321
customer.services@mccolls.org.uk
www.mccolls.org.uk

McGill's Bus Service Ltd.

99 Earnhill Road
Larkfield Industrial Estate
Greenock PA16 0EQ
08000 51 56 51
www.mcgillsbuses.co.uk

Wilson's of Rhu

Rhu Garage
1 Manse Brae
Rhu G84 8RE
01436 820300
www.wilsonsofrhu.co.uk
info@wilsonsofrhu.co.uk

Scottish Citylink Coaches Ltd.

Buchanan Bus Station
Killermont Street
Glasgow G2 3NW
0871 266 33 33
info@citylink.co.uk
www.citylink.co.uk

Local rail operators

ScotRail

ScotRail Customer Relations
PO BOX 7030
Fort William PH33 6WX
0845 601 5929
scotrailcustomer.relations@firstgroup.com
www.scotrail.co.uk

AGENDA

- Overview
- Savings from 2011 Service Review
- Savings for 2013/14 and 2014/15
- What the Service Delivers
- Summary of Overall Savings
- Third Sector Opportunities

PREVIOUS SAVINGS ACHIEVED

- 2011 Service Review required 20% savings to be made from £4.9m = £938k
- The service review process has removed all possible management and efficiency savings. These management and efficiency savings have been achieved for 2013/14 through the combination of management restructure, the introduction of annualised hours, revised schedules that are more efficient, and the use of more efficient vehicles and plant.
- The service review efficiencies allow a level of service to be delivered in the first half of 2013/14 to a similar specification as per pre service review.

AMENITY SERVICES BUDGET SAVINGS 2013/14 and 2014/15

- Roads and Amenity Services budget reduced by 3.9%
- Waste contract and landfill tax are fixed, therefore greater percentage of savings from remaining budgets (8.1%).
- The saving for 2013/14 of £200K is a half year saving with the full 8.1% saving of £400K being applied in 2014/15.

AMENITY SERVICES BUDGET SAVINGS 2013/14 and 2014/15

- MAKI savings = £113,074 – this equates to approximately 4 - 5 FTEs and 2 - 3 vehicles
- B&C savings = £116,959 – this equates to approximately 4 - 5 FTEs and 2 - 3 vehicles
- H&L savings = £ 73,544 – this equates to approximately 2 - 3 FTEs and 2 vehicles
- OLI savings = £ 61,668 – this equates to approximately 2 - 3 FTEs and 2 vehicles

WHAT DOES THE STREETSCENE SERVICE CURRENTLY DELIVER?

- Burial Service and Maintenance of Cemeteries
- Maintenance of Sports Fields and Pitches
- Maintenance of Amenity Open Space
 - Floral displays (seasonal bedding and hanging baskets)
 - Shrub bedding
 - Maintenance and Management of Public Conveniences.
 - Assistance to Special Events
 - Street Cleanliness
 - Warden Service
 - Dog Fouling
 - Litter Enforcement
 - Pest Control
 - Commercial Waste Enforcement
 - Car parking





THIRD SECTOR OPPORTUNITIES

- Local organisations, groups, businesses etc.
- Community Councils
- Sports Clubs
- Retailers, sponsoring floral bedding displays, including hanging baskets.
- Horticultural Societies.

**Argyll and Bute Community Planning
Partnership**

**Helensburgh and Lomond
Area Community Planning Group
9 September 2014**



Kirkmichael Commonwealth Family Fun & Sports Day

1. SUMMARY

- 1.1** Fifteen postcode areas in East Helensburgh were identified in the Scottish Index of Multiple Deprivation (SIMD) 2012 report as being in the top 5% of most overall deprived areas in Scotland, and the most overall deprived in Argyll & Bute.

After a gap several years, Helensburgh Baptist Church set up a working group to revive the Kirkmichael Gala Day in East Helensburgh and worked with a number of partners to deliver a Commonwealth Games themed event in the area on Saturday 19 July. Argyll and Bute Council's Community Development Officer supported the Church to deliver the event and undertook a survey of attendees at the Gala Day.

2. RECOMMENDATIONS

- 2.1** The area Community Planning Group considers ways of supporting the East Helensburgh community to host further events and spin-off initiatives to help tackle issues relating to deprivation.
- 2.2** The area Community Planning Group considers a partnership approach to supporting other areas in Helensburgh and Lomond identified in SIMD 2012 as areas of high deprivation.

3. BACKGROUND

- 3.1** Kirkmichael Tenants and Residents Association dissolved earlier this year and the community may now lack a focus for events and development initiatives.
- 3.2** The Baptist Church was successfully supported to gain grant funding from the Helensburgh & Lomond Health & Wellbeing Network and Argyll Community Housing Association (ACHA) and to work with a number of partner organisations, including the Red Cross, Scottish Fire & Rescue, Police Scotland, Argyll Voluntary Action, Helensburgh & Lomond Carers SCIO and others. Helensburgh Round Table, Bank of Scotland and Waitrose also provided support and resources.

- 3.3** The seven factors affecting SIMD classification are income, employment, health, education, housing, access to services and crime. Helensburgh East ranks at number 170 in Scotland and is the most overall deprived area in Argyll & Bute.

4. DETAIL

- 4.1** In spite of poor weather on the day, 175-200 people attended the event. 51 people completed, or partially completed, the survey. The participant breakdown is representative of the area and a breakdown of the responses is provided in the attached report.
- 4.2** The community development officer attending a debriefing meeting after the Gala Day with representatives from Helensburgh Baptist Church to discuss planning for another event in 2015 and possible spin-off initiatives.
- 4.3** The community development officer is organising a meeting of East Helensburgh residents who expressed an interest at the Fun Day in helping to organise another gala in 2015 and/or assist with developing other initiatives that would be of benefit to the community.

5. CONCLUSION

- 5.1** The Helensburgh & Lomond Community Planning Group recognises the Kirkmichael Fun Day 2014 was an important event for the community and thanks Helensburgh Baptist Church and other partners involved.

Margaret Fyfe
Argyll and Bute Council
Community Development Manager
19 August 2014

For further information please contact:
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Kirkmichael Commonwealth Family Fun & Sports Day



Questionnaire & Feedback Results

Background

Representatives from Helensburgh Baptist Church contacted the Council's community development officer in April 2014 to ask for support and guidance to organise a gala day in Kirkmichael to celebrate the start of the Commonwealth Games.

The Church was successfully supported to gain grant funding from the Helensburgh & Lomond Health & Wellbeing Network and Argyll Community Housing Association (ACHA) and to work with a number of partner organisations, including the Red Cross, Scottish Fire & Rescue, Police Scotland, Argyll Voluntary Action, Helensburgh & Lomond Carers SCIO and others. Helensburgh Round Table, Bank of Scotland and Waitrose also provided support and resources.





Summary

The fun day took place in Kirkmichael Learning Centre, play park and playing fields on Saturday 19 July between 2pm-6.30pm. In spite of poor weather on the day, 175-200 people attended, enjoying an afternoon packed with activities including a puppet show, wound painting, bell ringing, sports, crafts, bouncy castle, tug-o-war, lucky dips, barbecues, café, home baking and much more.

The small main hall in the Kirkmichael Centre was packed to overflowing during the puppet show and bell ringing performances.

Evaluation and Feedback

The community development officer provided a number of engagement resources – including 50 goody bags, wishing well, graffiti wall, planning flower, tent, giant Connect 4 and questionnaires - to help generate feedback on the event and information on what improvements Kirkmichael residents would like to make to their estate.

51 completed, or partially completed, surveys were submitted. Participants were all given a health and wellbeing themed goody bag.

26 wishes were placed in the wishing well.



Community development tent

Feedback from Questionnaire

How would you rate the Family Fun and Sports Day today?

EXCELLENT	32 responses
GOOD	18 responses
OK	0
NOT GOOD	0

Note: One form with no answer

Would you attend another Fun Day next year?

YES	51
NO	0
DON'T KNOW	0

Which activity did you like best?

Everything – 15 responses

BBQ – 5 responses

Bouncy castle – 5 responses

Football – 4 responses

Sports – 4 responses

Fire engine – 2 responses

Tug-o-war – 2 responses

The food

Kids loved throwing the hoops and winning prizes. There wasn't anything that wasn't good for kids. Plenty to do.

All activities were great. Well organised.

Tearoom

Stocks

Egg & spoon

Fun

Hoopla

Swat the rat

Children's Games

Lucky dip

Had a good day

And least?

Rain - 2 responses

Races - 2 responses

Sack race

Teas

Are there any other activities you would like at a Fun Day that are not available today?

Tombola/Raffle

Fun fair

Face painting – 2 responses

Brain games

More stalls and races – 2 responses

A brain game to get the children to think

Family races

Beat the goal keeper

Nukerball

Would you be interested in helping to organise a fun day, or another event, in Kirkmichael?

YES 12 responses

Are you interested in getting involved in projects to improve Kirkmichael?

YES 12 responses

If yes, please write your name and telephone number

Note: 14 contact names and telephone numbers provided.





ABOUT THE FUN DAY SURVEY PARTICIPANTS

Note: Not all participants fully completed the form.

Do you live in Kirkmichael?

YES 40

NO 11

Are you?

Male 20

Female 29

What age group are you in?

0-5 2
6-18 12
17-25 5
26-45 20
46-65 10
66+ 3

Are you?

At College/University

Unemployed

Retired

16
5

Full-time Employed

Self Employed

Other (please state)

School 11

Carer 1

11
4



Wishing Well Responses

Participants were asked to respond in writing on an answer slip to a question on a wishing well. The question read: **'If you won a £10,000 grant to improve your community in Kirkmichael, what would you spend it on?'**

Responses were:

More family fun days to get everybody involved

Stuff for the kids and elderly

Things for the children to do

Youth club

More events to happen

Support and encouragement for next generation

Another pitch

Cycle track race

More activities for children

Improve the play area and housing. More activities for younger kids.

I would spend it on more bins and a climbing wall for older children

More athletics and games

Improving kids' play areas and upgrading housing and parking

Better stuff for teens to do instead of always hanging about the streets

A makeover (for Kirkmichael)

New goals

A better park

A hall

Build a new swing park

More things for children

A community centre, gala days, something for the kids to do and bingo nights

The kids and helping them out

Something for the kids to do

Area for teenage kids (eg club, football hangout)

Children's play park