

Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Customer Services
Executive Director: Douglas Hendry



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5 November 2015

NOTICE OF MEETING

A meeting of the **ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE** will be held in the **COUNCIL CHAMBER, KILMORY, LOCHGILPHEAD** on **THURSDAY, 12 NOVEMBER 2015** at **10:30 AM**, which you are requested to attend.

Douglas Hendry
Executive Director of Customer Services

BUSINESS

1. **APOLOGIES FOR ABSENCE**
2. **DECLARATIONS OF INTEREST (IF ANY)**
3. **MINUTES** (Pages 1 - 6)
Environment, Development and Infrastructure Committee held on 13 August 2015
4. **DEVELOPMENT AND INFRASTRUCTURE SERVICES PERFORMANCE REPORT FQ1 AND FQ2 2015-16** (Pages 7 - 22)
Report by Executive Director – Development and Infrastructure Services
- * 5. **STREET LIGHTING INNOVATIVE ENERGY SAVING PROJECT - UPDATE REPORT** (Pages 23 - 54)
Report by Executive Director – Development and Infrastructure Services
6. **PROPOSED MANAGEMENT MEASURE FOR MARINE PROTECTED AREAS AND SPECIFIC AREAS OF CONSERVATION - UPDATE** (Pages 55 - 64)
Report by Executive Director – Development and Infrastructure Services
7. **EUROPEAN POLICY AND FUNDING UPDATE** (Pages 65 - 78)
Report by Executive Director – Development and Infrastructure Services

- 8. COLLABORATION BETWEEN ARGYLL AND BUTE COUNCIL AND SCOTTISH CANALS** (Pages 79 - 86)
Report by Executive Director – Development and Infrastructure Services
- 9. DIGITAL INFRASTRUCTURE UPDATE** (Pages 87 - 106)
Report by Executive Director – Development and Infrastructure Services
- 10. ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORK PLAN - NOVEMBER 2015** (Pages 107 - 110)

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

Environment, Development and Infrastructure Committee

Councillor John Armour	Councillor Anne Horn
Councillor David Kinniburgh	Councillor Alistair MacDougall
Councillor Duncan MacIntyre	Councillor Robert Graham MacIntyre (Vice-Chair)
Councillor Donald MacMillan	Councillor Bruce Marshall
Councillor Alex McNaughton	Councillor Aileen Morton
Councillor Ellen Morton (Chair)	Councillor Elaine Robertson
Councillor Len Scoullar	Councillor Sandy Taylor
Councillor Richard Trail	Councillor Dick Walsh

Contact: Hazel MacInnes Tel: 01546 604269

**MINUTES of MEETING of ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE
COMMITTEE held in the COUNCIL CHAMBER, KILMORY, LOCHGILPHEAD
on THURSDAY, 13 AUGUST 2015**

Present: Councillor Ellen Morton (Chair)

Councillor John Armour	Councillor Aileen Morton
Councillor Alistair MacDougall	Councillor Elaine Robertson
Councillor Robert G MacIntyre	Councillor Len Scoullar
Councillor Donald MacMillan	Councillor Sandy Taylor
Councillor Alex McNaughton	Councillor Dick Walsh

Also Present: Councillor Rory Colville

Attending: Pippa Milne, Executive Director – Development and Infrastructure Services
Jim Smith, Head of Roads and Amenity Services
Fergus Murray, Head of Economic Development
Ishabel Bremner, Economic Development Manager
Mark Steward, Marine and Coastal Development Manager
Kate Fraser, Senior Development Officer, Business Gateway
Barbara Halliday, Business Advisor, Business Gateway
Ann Scott, Business Advisor, Business Gateway
Patricia O'Neill, Central Governance Manager

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Anne Horn, David Kinniburgh, Duncan MacIntyre and Richard Trail.

2. DECLARATIONS OF INTEREST

There were none intimated.

3. MINUTES

The Minutes of the meeting of the Environment, Development and Infrastructure Committee held on 13 April 2015 were approved as a correct record.

**4. DEVELOPMENT AND INFRASTRUCTURE SERVICES PERFORMANCE REPORT
FQ4 2014/15**

The Committee considered the Development and Infrastructure Services departmental performance report and associated scorecard performance for financial quarter 4 2014-15 (January to March 2015).

Decision

The Committee reviewed and noted the scorecards as presented.

(Reference: Report by Executive Director – Development and Infrastructure Services and FQ4 performance report and scorecard dated August 2015, submitted)

* **5. UPDATE ON IMPLEMENTATION OF NEW POLICY - PAVEMENT CAFE LICENCES**

The Policy and Resources Committee, at their meeting on 15 May 2014, approved the Pavement Café Licence Policy and requested that a report be brought back to Committee containing a review of the Policy after its first year of implementation. A report providing an update on the implementation of the Pavement Café Licence Policy was considered.

Decision

The Committee –

1. Noted and endorsed the report.
2. Agreed to recommend to the Policy and Resources Committee the proposal to waive the Pavement Café Licence fee for a further year.
3. Agreed that the amended Pavement Café Licence Policy be taken to the Policy and Resources Committee for approval.
4. Agreed that the Executive Director – Development and Infrastructure Services would report back on progress in respect of the removal of A-Board advertising on pavements by the Planning Service.

(Reference: Report by Executive Director – Development and Infrastructure Services dated 13 July 2015, submitted)

6. BUSINESS GATEWAY - BUSINESS SUPPORT BRIEFING

The Committee received a presentation by Kate Fraser, Senior Development Officer, Business Gateway. A report was considered advising of an opportunity to raise awareness of the support on offer from the Business Gateway and to strengthen links to Business Gateway across the Council.

Decision

The Committee –

1. Thanked Kate Fraser, Senior Development Officer, Business Gateway for her informative presentation.
2. Noted the range of support available from the Council's Business Gateway Service.
3. Agreed to promote business gateway support to internal and external contacts as appropriate.

(Reference: Report by Executive Director – Development and Infrastructure Services dated August 2015, submitted)

Councillor Elaine Robertson joined the meeting at this point. Councillor Donald MacMillan left the meeting at this point.

7. PROPOSED MANAGEMENT MEASURES FOR MARINE PROTECTED AREAS AND SPECIFIC AREAS OF CONSERVATION

The Committee considered a report outlining management proposals for some Marine Protected Areas and Special Areas of Conservation recently announced by the Scottish Government. The report identified a number of concerns relating to proposals affecting Argyll and Bute and sought approval of draft responses to Government consultations on draft Marine Conservation Orders which sought to implement management proposals for the Loch Sunart to Sound of Jura Marine Protected Area and South Arran Marine Protected Area.

Decision

The Committee –

1. Noted the content of the report.
2. Noted with concern that these proposals could have a disproportionate economic impact on Argyll and Bute and that the impact of displacement activity could also have adverse environmental impact within Argyll and Bute.
3. Approved the draft responses to the Marine Conservation Order consultations as detailed at Appendices 1 and 2 to the report by the Executive Director.
4. Agreed that the Executive Director, in consultation with the Policy Leads for Planning & Regulatory Services and Economic Development, should submit additional representation on MPA/SAC management proposal to the Cabinet Secretary Richard Lochhead and the Rural Affairs, Climate Change and Environment Committee, in order to influence parliamentary scrutiny of the proposals in Autumn 2015.
5. Requested an update report to the EDI Committee in November.

(Reference: Report by Executive Director – Development and Infrastructure Services dated 13 August 2015, submitted)

8. COMPELLING ARGYLL AND BUTE AND ITS ADMINISTRATIVE AREAS - INITIAL FINDINGS

A report providing the Committee with an update on the initial findings of the Compelling Argyll and Bute and its Administrative Areas research study was considered.

The Committee was issued with a copy of the research study which had just been received and which required further consideration.

Decision

The Committee noted –

1. The content of the report.
2. That on consideration of the completed research study a detailed report on proposed solutions, next steps and implications for Argyll and Bute council activity is brought to a future meeting.

(Reference: Report by Executive Director – Development and Infrastructure Services dated August 2015, submitted)

9. UPDATE ON A83 REST AND BE THANKFUL

The Committee considered a report providing an update on the A83 Rest and Be Thankful. The report also provided information on the latest Taskforce meeting held on 7 July 2015.

Decision

The Committee noted the report.

(Reference: Report by Executive Director – Development and Infrastructure Services dated July 2015, submitted)

10. STREET LIGHTING PROJECT - UPDATE REPORT

The Committee considered a report setting out progress on the development of the street lighting project for the upgrade of the lighting assets within Argyll and Bute.

Decision

The Committee noted the content of the report.

(Reference: Report by Executive Director – Development and Infrastructure Services dated June 2015, submitted)

11. WINTER SERVICE POLICY 2015/16

The Committee considered a report which sought approval of the Council's Winter Service Policy for 2015/16.

Decision

The Committee –

1. Noted the update on 2014/15.

2. Noted the Salt Use Reduction and Preservation of Stocks Protocol as detailed at Appendix 3 to the report by the Executive Director.
3. Approved the 2015/16 Winter Maintenance Policy as detailed at Appendix 2 to the report by the Executive Director.

(Reference: Report by Executive Director – Development and Infrastructure Services dated July 2015, submitted)

12. UPDATE ON TRAFFIC MANAGEMENT AND PARKING REVIEW

The Committee considered a report providing an update on the parking review process to date for all four areas of Argyll and Bute. The report also presented the Environment, Development and Infrastructure Committee with a list of traffic management and parking proposals that were agreed at the Helensburgh and Lomond Committee on 9 June 2015.

Decision

The Committee –

1. Noted the current progress of the parking reviews in each of the 4 areas.
2. Approved the proposed changes to car park charges in the Helensburgh and Lomond Area which were anticipated to be cost neutral.

(Reference: Report by Executive Director – Development and Infrastructure Services dated 7 July 2015, submitted)

The Chair moved and the Committee agreed to re-order the agenda and to take the item entitled Decriminalised Parking Enforcement before the item entitled Argyll and Bute Employability – Business Model for Sustainability.

13. DECRIMINALISED PARKING ENFORCEMENT

A report was considered which summarised the first year of operation following the introduction of Decriminalised Parking Enforcement. The report also provided commentary on the proposals for the current year.

Decision

The Committee noted the report.

(Reference: Report by Executive Director – Development and Infrastructure Services dated July 2015, submitted)

14. ARGYLL AND BUTE EMPLOYABILITY - BUSINESS MODEL FOR SUSTAINABILITY

A report providing an update on a business model for the sustainability of Argyll and Bute Council's Employability Team was considered.

Decision

The Committee noted –

1. The content of the report in terms of the financial model and the steps being taken to reduce costs and increase income.
2. That a further report will be prepared to take to a full Council meeting with respect to the proposed extension of the Work Programme contract for another year, into 2016/17 and what this will mean with regards to income and costs for the Employability Team.

(Reference: Report by Executive Director – Development and Infrastructure Services dated August 2015, submitted)

15. ENVIRONMENT, DEVELOPMENT AND INFRASTRUCTURE COMMITTEE WORK PLAN

The Committee reviewed the Environment, Development and Infrastructure Committee Work Plan 2015/16 as at August 2015.

Decision

The Committee noted the up to date Work Plan.

(Reference: Environment, Development and Infrastructure Committee Work Plan 2015/16 dated August 2015, submitted)

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE SERVICES
COMMITTEE

DEVELOPMENT AND INFRASTRUCTURE SERVICES

12 November 2015

**DEVELOPMENT AND INFRASTRUCTURE SERVICES
PERFORMANCE REPORT FQ1 and FQ2 2015-16**

1.0 EXECUTIVE SUMMARY

- 1.1 The Council's Planning and Performance Management Framework sets out the process for presentation of the Council's quarterly performance reports.
- 1.2 This paper presents the Environmental, Development and Infrastructure (ED&I) Committee with the Development and Infrastructure Services departmental performance reports with associated scorecard performance in FQ1 and FQ2 2015-16 (April to June and July to Sept 2015 respectfully).
- 1.3 It is recommended that the ED&I Committee reviews the scorecards as presented.

ARGYLL AND BUTE COUNCIL

ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE SERVICES
COMMITTEE

DEVELOPMENT AND INFRASTRUCTURE SERVICES

12 November 2015

**DEVELOPMENT AND INFRASTRUCTURE SERVICES
PERFORMANCE REPORT FQ1 and FQ2 2015-16**

2.0 INTRODUCTION

- 2.1 The Planning and Performance Management Framework sets out the process for presentation of the council's quarterly performance reports.
- 2.2 This paper presents the ED&I Committee with the Development and Infrastructure Services departmental performance reports with associated scorecard for performance in FQ1 and FQ2 2015-16.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Committee reviews the scorecards as presented.

4.0 DETAIL

- 4.1 The performance scorecard for Development and Infrastructure Services was extracted from the Council's Pyramid performance management system and is comprised of key performance indicators incorporating the services that make up Development and Infrastructure Services.

5.0 IMPLICATIONS

5.1	Policy	None
5.2	Financial	Inherent
5.3	Legal	The Council has a duty to deliver best value under the Local
5.4	HR	None
5.5	Equalities	None
5.6	Risk	Ensuring performance is effectively scrutinised by members
5.7	Customer Service	Inherent

Pippa Milne, Executive Director – Development and Infrastructure Services

For further information contact: Lesley Sweetman, Performance and Business Manager

APPENDICES

Financial Quarter 1 and 2 Performance reports and scorecards – Development and Infrastructure Services

Key successes

1. Following an efficient roll out of increased recycling services to the Cowal area, an increase of 43% in recycling tonnages was recorded in the first quarter of the new recycling service being provided to 8500 households. Across the areas, the combined comingled monthly average of 253 tonnes has risen from an average of 187 tonnes collected per month before the new service was introduced. This equates to an increase of 35% and provides a significant contribution to reducing waste sent to landfill.
2. Campbeltown CHORD berthing facility was completed with the formal launch taking place in late June. Complimenting other key regeneration works already delivered, the new marina includes shore side facilities and provides huge potential to improve tourism in Campbeltown and the Kintyre area valued at around £300k per annum following an economic impact assessment. The marina is already reporting advance bookings are strong and customer feedback from visiting yachtsmen has been very positive.
3. The formal opening of the CHORD £7M newly transformed Helensburgh town centre investment also took place in late June. This public realm project was delivered within budget and has seen Colquhoun Square, adjacent streets and the esplanade transformed to improve access to local shops and already businesses are seeing the benefits of the scheme. The high quality finish and access improvements have been well regarded with the council receiving lots of positive feedback.
4. The £600k public realm improvement project in Oban's Stafford Street is now complete marking the start of the delivery of major regeneration improvements for the town with a further phase of public realm planned to George Street, Queen's Park Place and Station Square with completion due by summer 2016. The improvements to Stafford Street include 90 metres of terraced seating overlooking Oban bay and an open area for small scale events which includes Wi-Fi infrastructure.
5. Planning approval was granted for the new Maritime Visitor facility in Oban.
6. The Masterplan for Machrihanish Airbase was agreed setting out the strategic development framework which will create the right conditions for economic growth. The masterplan describes and maps an overall development concept and is the key document for developers to refer to, providing a clear and consistent framework for development, giving investors real certainty.
7. Argyll and Bute Economic Forum held their second meeting in June progressing priority actions identified in tourism, food production, youth and education that are being developed through the economic sub-groups. The Forum meets again in August.
8. Roads reconstruction projects are progressing particularly well with appropriately 72% of this year's capital programme worth £4.3M delivered during this quarter. The surfacing programme which accounts for £2.3M of this programme has already been delivered.
9. 97% of emergency road repairs were dealt with within the required timescale, against a target of 90%; this performance was achieved against an

increase in the number of potholes resulting from the poor weather experienced during spring and early summer. Potholing is being addressed through increased use of the jetpatcher machines. This is possible due to a bulk bitumen tanker having been added to the fleet. This significantly reduces the cost of bitumen (previously purchased in barrels) allowing more repairs to be carried out for the same budget.

10. £265k for grant funded projects has come from Sustrans. £100k was secured for Fionnphort Village to Community Hall Link; £25k was secured for the Helensburgh / Lomond Cycleway; and a provisional £140k has been awarded subject to the fulfilment of the project objectives for A815 Sandhaven to Inverreck footway.
11. 'Streetfeet' pedestrian training took place in Castehill, Park, Dunbeg, Lochgilphead and Rhu Primary Schools delivering invaluable life skills to 123 primary 3 age school children during this quarter. Feedback from parents has been very positive.
12. The new Oban and the Isles Airports website went live; the contract for the PSO Argyll and the Isles air services was successfully negotiated for the next 3 years; and 924 Argyll Air Service passengers were carried during the first quarter of 2015/16 representing an increase of 4% on the same quarter in the previous year.
13. Strong performance is reported in street cleansing, demonstrating that the new work programmes relating to the Local Environmental Teams (LETS) and street sweeping operation are effective.
14. Argyll and Bute continues to provide popular film set locations. During this quarter 41 new filming enquiries were responded to and 20 productions were filmed. This included 2 productions by the BBC both involving a cast and crew of approximately 60 people providing short and long term economic benefits to the area. The music video filmed on Easdale Island and Ellenabeich in the spring, which involved a cast and crew of approximately 65 people (including 6 locals) received positive feedback and good media coverage through the Scotsman Newspaper.
15. Business Gateway supported 28 new business start-ups during this period, compared to 17 during quarter 4, 2014/15. Business advice and workshop support was provided to 34 businesses and is anticipated to rise once the new European funding programmes come on stream in the autumn.
16. One year survival rate for new businesses supported by Business Gateway in Argyll and Bute stands at 85%, above the target of 77% and above the national benchmark of 77%. The latest three year survival rate reported was 70%, above target and above national benchmark performance of 60%.
17. Food exports including shellfish are important economically for Argyll. During the last quarter Environmental Health successfully supported food safety audits undertaken by government representatives from China and Namibia on specific premises in Argyll ensuring continued trading.
18. Working with the police to target scams, two tactical tasking reports were submitted to Trading Standards Scotland supporting a coordinated approach to intelligence lead local and internet consumer protection.

19. The Core Path Plan was formally adopted by the council. The Core Path team have formalised a closer working relationship with Argyll Coast and Country Trust resulting in establishment of a Long Distance Routes Forum which will seek source funding, co-ordinate maintenance and promote access for leisure, tourism and economic objectives. The Access team also secured £8.5k funding for active travel signage in place around Lochgilphead with 8 miles of routes promoted through quality street signage. Similar work has now begun for Dunoon and will be implemented later in 2015.
20. Planning application approval attained 97% and exceeded the target of 90% for the 10th consecutive quarter. The average number of weeks to determine planning applications fell to 9.9 against a target of 12 weeks and a national average of 11 weeks. Pre-application enquiries rose by 2% points to 86% on the previous quarter and registration and validation of applications within the 5 day target was 91% against a target of 90%. This level of performance ensures Argyll and Bute Planning service continues to be amongst the top performing planning authorities in Scotland.
21. Housing completions exceeded the target with 80 delivered during the first quarter of 2015/16. The annual target is 300 units.
22. Building Standards exceeded all performance targets and issued a further edition of their well-received service newsletter.

Key challenges

1. Delivery of the key outcomes of the Single Outcome Agreement to achieve long term strategic development of the local economy; continued pursuit of job creation; raising awareness of and influencing issues affecting the local economy; informing multi-agency business planning to support the local economy; enabling better communication between sectors to improve the local economy; and promoting inward investment to Argyll and Bute.
2. As part of the Scottish Ferry Services Plan (2013-2022) progress the transfer of responsibilities to Transport Scotland for ferry services on the routes Port Askaig to Feolin, Port Appin to Lismore Point, Cuan to Luing and Ellenabeich to Easdale.
3. As part of the SFSP managing the combined impact of the Road Equivalent Tariff (RET) pricing and Transport Scotland's Vessel Replacement Strategy with respect to the Oban to Craignure ferry route.
4. Supporting the Dairy farming sector which faces significant global market challenges over the price of milk with the future viability of the dairy sector.
5. Continue to recycle and treat waste in the medium to longer term environmentally, efficiently and effectively.
6. Improve energy efficiency performance and reducing the running costs of street lighting through the introduction of a programme of energy efficient lighting. The proposal for the energy efficiency scheme is to replace lanterns with low energy units utilising the energy revenue savings to fund the capital investment required.
7. The current financial model associated with contractual delivery of the UK Government's Welfare to Work contracts is becoming increasingly untenable for the Employability Team and there is continuing need to consider opportunities for greater income generation and cost savings.
8. Attracting and retaining suitably skilled staff, particularly in certain professions such as environmental health.
9. Reducing the number of work days lost through sickness absence.

Actions to address the challenges

1. Maintain the focus on the Single Outcome Agreement aligning resources to deliver all of the ambitions associated with population and economic growth to the area. Supporting the work of the Economic Forum and sub-groups through the new generation EDAPs that will deliver positive economic outcomes.
2. Detailed operating costs compiled and passed to Transport Scotland to facilitate a decision over the future of ferry services on the routes Port Askaig to Feolin, Port Appin to Lismore Point, Cuan to Luing and Ellenabeich to Easdale.
3. A Project Board has been formed with Transport Scotland, CALMAC, CMAL and the council to investigate the feasibility of the RET and the requirements necessary to accommodate a larger passenger and vehicle ferry.
4. Working with the NFUS and key partners through the Agricultural Forum to provide what support we can to the dairy sector.
5. Negotiations ongoing between the council, Shanks and community groups over landfill bans in 2020, whilst continuing to work with the community to improve and increase recycling performance.
6. Progress the full business case for energy efficient lighting which is due in November 2015.
7. The financial performance of the Employability Team will continue to be closely monitored so that corrective action can be taken if it is anticipated that a break even position is not realised.
8. To counter recruitment and retention difficulties in certain sectors, managers are progressing targeted recruitment, including redeployment opportunities and staff development programmes.
9. Effective application of the council's Maximising Attendance Policy, ensuring that return to work interviews are completed, addressing any managerial performance concerns in that respect and ensuring timely referral to occupational health to support employees back to work.



Making Argyll and Bute a place people choose to live, learn, work and do business

Development and Infrastructure Scorecard 2015-16

FQ1 15/16

[Click for Full Outcomes](#)

Priorities for 2015-17: Dev't & Infrastructure

IMPROVEMENT					<i>Status Trend</i>	
Improvement Plan Outcomes DI	Outcomes	Total No	Off track	On track	Complete	A
		23	0	17	6	
CARP Development & Infrastructure		Total No	Off track	On track	Complete	G →
		10	0	0	10	
Customer Service DI		Number of consultations			3	
Customer Charter	A ↓	Stage 1 complaints		67 %	R ↓	
Customer satisfaction 90 %	G ↑	Stage 2 complaints		60 %	R ↓	
Development and Infrastructure Services Audit Recommendations	Overdue	Due in future	Future - off target			
	0 ↑	14 ↑	0 ↑			
DI Average Demand Risk	Score	8	Appetite	8	→	
DI Average Supply Risk	Score	7	Appetite	7	→	

RESOURCES				
<i>People</i>	<i>Benchmark</i>	<i>Target</i>	<i>Actual</i>	<i>Status Trend</i>
Sickness absence DI		2.54 Days	2.47 Days	G ↑
PRDs % complete		90 %	81 %	R
<i>Financial</i>	<i>Budget</i>	<i>Forecast</i>		
Finance Revenue totals DI	£K 31,619	£K 31,619 G ↓		
Capital forecasts - current year DI	£K 22,607	£K 19,000 R ↓		
Capital forecasts - total project DI	£K 105,326	£K 105,806 A ↓		
Efficiency Savings DI	Actions on track Savings	Target	Actual	G ↑
		4	4	
		£K 196	£K 196	

**Development and Infrastructure Scorecard
2015-16**

FQ1 15/16

[Click for
Full Scorecard](#)

SOA Outcome - The economy is diverse and thriving A			
ET01 Sustainable economic growth in Argyll and Bute	Success Measures	7	A →
	On track	6	
PR01 Local economy improved by delivery of sustainable development	Success Measures	4	G →
	On track	4	
SOA Outcome - We have infrastructure that supports sustainable growth A			
ET02 A&B better connected, safer & more attractive	Success Measures	9	A →
	On track	8	
RA01 Proportionate, safe and available infrastructure	Success Measures	4	G →
	On track	4	
RA02 Roads maintenance strategies ... contribute to economic growth ...	Success Measures	2	A →
	On track	1	
RA04 Capital projects improve the transport infrastructure	Success Measures	3	G ↑
	On track	3	

SOA Outcome - People live in safer and stronger communities A			
ET03 Renewables ... developed ... for the benefit of communities	Success Measures	2	G →
	On track	2	
ET04 Harness the potential of the third sector ...	Success Measures	3	G ↑
	On track	3	
PR02 Empowered ... customers ... exercising their legal rights ...	Success Measures	2	A ↓
	On track	1	
PR03 Secure standards re public health & health protection ...	Success Measures	2	G →
	On track	2	
PR04 Health, safety etc of people in & around buildings is protected ...	Success Measures	3	G →
	On track	3	
RA03 Reliable, safe and efficient vehicles fleet	Success Measures	2	A ↓
	On track	1	
RA05 High level of street cleanliness	Success Measures	1	G →
	On track	1	
RA06 Sustainable disposal of waste	Success Measures	2	G →
	On track	2	

Key successes

1. Building Standards successfully tendered and won the private sector contract with Babcocks to provide the building standards verification service at Faslane and Coulport MOD bases for an initial 2 year period, generating an estimated income to the council of £75-£100k per annum which will close the team's current budget gap.
2. Argyll and Bute is currently the 9th busiest of the 32 local authorities for planning applications. The service is also established as a top performer in the 'rural authorities' and has recorded its best performance to date. The latest key performance measures show planning application approval at 97%, exceeding target for the 11th consecutive quarter and the average number of weeks to determine planning applications falling to 9.6 against a target of 12 weeks - the national average is 11 weeks.
3. A steady stream of housing completions are being reported with 138 completed since April; 13% higher than this time last year.
4. The Economic Forum met in August progressing priority actions identified in tourism, food production, youth and education. A presentation by the Chief Executive highlighted the significant levels of council activity and investment in infrastructure, £172m 2009 to 2015 and projected level £309m, 2009 to 2020.
5. Infrastructure investment of £4.37m for this year's Roads Capital Programme is almost complete and includes £228k worth of accelerated work from 2016/17. During this period, 94% of emergency road repairs were dealt with within the required timescale, against a target of 90%.
6. The council has awarded the contract for phase 2 of the Oban public realm project improvements to George Street, Queen's Park Place and Station Square. Major construction work will start in January 2016.
7. Work on the first of the council's Lorn Arc projects delivering access improvements to Oban airport site business park opportunity is progressing well with excavation and drainage infrastructure completed during this period. The £600k scheme is expected to be completed in November 2015.
8. Argyll Air Service carried 1171 passengers this quarter, representing an increase of 26% on the same quarter in the previous year and the success is put down to increased activity of online marketing including social media and good quality service.
9. Helensburgh Outdoor Museum in Colquhoun Square has been shortlisted for the prestigious international FX Interior Design Award which will see the museum compete internationally.

10. As part of 'Community Energy Fortnight' and in partnership with Local Energy Scotland, the council successfully hosted a renewables seminar to support local organisations interested in community scale renewable energy projects. The event received positive feedback from the Mid Argyll Initiative (MAi) who are seeking investment funding that will enable direct community investment in renewable projects.
11. Feedback on the recently adopted Local Plan continues to be positive with new format plan and maps widely distributed and accessible online.
12. Business Gateway reported the creation of 35 new jobs resulting from the 28 new business start-ups supported during this period. Business advice and workshop support was also provided to 103 businesses against a target of 25. Start-up business one year survival rate in Argyll and Bute stands at 91%, well above the target of 77% and above the national benchmark of 81%.
13. The Regulatory Services Manager accepted the invitation to chair the national E.coli/VTEC Implementation Group on behalf of the Scottish Government. This work ensures that Argyll and Bute remains at the forefront of legislative and best practice requirements.
14. A new approach has been adopted to reduce the cost of providing statutory trading standards inspections to businesses with prior notification of routine inspection unless businesses opt-out. This complies with new legislation brought about by the Consumer Rights Act 2015 and will reduce levels of correspondence and improve deployment of staff.
15. Continued success in delivering third sector partnerships particularly in play area development, examples being Lochgilphead front green, Bowmore and Friends of Oban Play Park Association. Working together these organisations have successfully obtained external match funding.

Key challenges

1. Upholding the council's focus and delivery of the key outcomes of the Single Outcome Agreement to achieve long term strategic development of the local economy, the creation of sustainable employment; and the promotion of inward investment to Argyll and Bute.
2. Addressing the challenges associated with recycling and waste treatment in the medium to longer term in view of the longer term financial risks and future landfill ban affecting this statutory service.
3. As part of the Scottish Ferry Services Plan (2013-2022) progress the transfer of responsibilities to Transport Scotland for ferry services on the routes Port Askaig to Feolin, Port Appin to Lismore Point, Cuan to Luing and Ellenabeich to Easdale.
4. As part of the SFSP managing the combined impact of the Road Equivalent Tariff (RET) pricing and Transport Scotland's Vessel Replacement Strategy with respect to the Oban to Craignure ferry route.
5. Improve energy efficiency performance and reducing the running costs of street lighting through the introduction of a programme of energy efficient lighting. The proposal for the energy efficiency scheme is to replace lanterns with low energy units utilising the energy revenue savings to fund the capital investment required.
6. The current financial model associated with contractual delivery of the UK Government's Welfare to Work becomes increasingly untenable for the Employability Team with referrals to the work programme continuing to fall (decrease of 45% from September 2014 to September 2015). The majority of referrals present placement challenges to place in sustainable employment and there is continuing need to deliver cost savings.
7. Optimise the European Policy and Funding, Enhanced Employability Pipeline Strategic Intervention with the application made for £2.013m of ESF funding.
8. Attracting and retaining suitably skilled staff, particularly in certain professions such as environmental health to deliver essential and continuously improve service provision and addressing demographics facing services.
9. Address trends affecting staff attendance, the associated impact upon services and costs by reducing the number of work days lost through sickness absence.

Actions to address the challenges

1. Maintain the focus on the Single Outcome Agreement aligning resources to deliver the ambitions associated with population and economic growth to the area; continuing to support the important work of the Economic Forum.
2. Discussions are positive and ongoing between the council, Shanks and community groups about potential changes to waste management that will be needed in response to the introduction of landfill bans in 2020, whilst continuing to work with the community to improve and increase recycling performance.
3. Detailed operating costs compiled and passed to Transport Scotland to facilitate a decision over the future of ferry services on the routes Port Askaig to Feolin, Port Appin to Lismore Point, Cuan to Luig and Ellenabeich to Easdale.
4. A Project Board has been formed with Transport Scotland, CALMAC, CMAL and the council to investigate the feasibility of the RET and the requirements necessary to accommodate a larger passenger and vehicle ferry. The appointment of a new marine service manager will help to ensure that the road and marine service delivery planning is unified.
5. Progress the full business case for energy efficient lighting which is due to be completed this quarter.
6. The financial performance of the Employability Team continues to be closely monitored with staffing resources reduced accordingly. The team proactively seek contracts and other funding opportunities in order to maintain a sustainable business model going forward.
7. Work to address the internal and external challenges required to secure European Policy and Funding, many of which are challenging and complex.
8. To counter recruitment and retention difficulties in challenging areas, such as environmental health, managers are progressing targeted recruitment, including redeployment opportunities and staff development programmes.
9. Rigorous application of the council's Maximising Attendance Policy, ensuring that return to work interviews are completed, addressing any managerial performance concerns in that respect and ensuring timely referral to occupational health to support employees back to work.



Making Argyll and Bute a place people choose to live, learn, work and do business

Development and Infrastructure Scorecard 2015-16

FQ2 15/16

[Click for Full Outcomes](#)

P Priorities for 2015-17: Dev't & Infrastructure

IMPROVEMENT Status Trend						
Improvement Plan Outcomes DI	Outcomes	Total No	Off track	On track	Complete	A →
		23	0	15	8	
CARP Development & Infrastructure		Total No	Off track	On track	Complete	G →
		10	0	10	0	
Customer Service DI		Number of consultations			6	
Customer Charter		A →	Stage 1 complaints			
Customer satisfaction	92 %	G ↑	Stage 2 complaints			
Development and Infrastructure Services Audit Recommendations	R	Overdue	Due in future	Future - off target		
		1 ↓	13 ↓	0 →		
DI Average Demand Risk	Score	8	Appetite	8		→
DI Average Supply Risk	Score	7	Appetite	7		→

RESOURCES					
People		Benchmark	Target	Actual	Status Trend
Sickness absence DI			2.54 Days	3.40 Days	R ↓
PRDs % complete			90 %	93 %	G
Financial		Budget	Forecast		
Finance Revenue totals DI		£K 31,679	£K 31,563		A ↓
Capital forecasts - current year DI		£K 17,347	£K 16,063		R ↑
Capital forecasts - total project DI		£K 97,036	£K 97,220		A ↓
Efficiency Savings DI	Actions on track Savings	Target	Actual		G →
		4	4		
		£K 196	£K 196		

**Development and Infrastructure Scorecard
2015-16**

FQ2 15/16

[Click for
Full Scorecard](#)

SOA Outcome - The economy is diverse and thriving A			
ET01 Sustainable economic growth in Argyll and Bute	Success Measures	7	A
	On track	5	→
PR01 Local economy improved by delivery of sustainable development	Success Measures	4	G
	On track	4	→
SOA Outcome - We have infrastructure that supports sustainable growth A			
ET02 A&B better connected, safer & more attractive	Success Measures	9	A
	On track	8	→
RA01 Proportionate, safe and available infrastructure	Success Measures	4	G
	On track	4	→
RA02 Roads maintenance strategies ... contribute to economic growth ...	Success Measures	2	G
	On track	2	↑
RA04 Capital projects improve the transport infrastructure	Success Measures	3	A
	On track	2	↓

SOA Outcome - People live in safer and stronger communities A			
ET03 Renewables ... developed ... for the benefit of communities	Success Measures	2	G
	On track	2	→
ET04 Harness the potential of the third sector ...	Success Measures	3	G
	On track	3	→
PR02 Empowered ... customers ... exercising their legal rights ...	Success Measures	2	A
	On track	1	→
PR03 Secure standards re public health & health protection ...	Success Measures	3	G
	On track	3	→
PR04 Health, safety etc of people in & around buildings is protected ...	Success Measures	3	A
	On track	2	↓
RA03 Reliable, safe and efficient vehicles fleet	Success Measures	2	G
	On track	2	↑
RA05 High level of street cleanliness	Success Measures	1	G
	On track	1	→
RA06 Sustainable disposal of waste	Success Measures	2	G
	On track	2	→

ARGYLL AND BUTE COUNCIL**Environment, Development and Infrastructure****DEVELOPMENT AND
INFRASTRUCTURE SERVICES****12 November 2015**

STREET LIGHTING INNOVATIVE ENERGY SAVING PROJECT – UPDATE REPORT

1.0 EXECUTIVE SUMMARY

- 1.1 Street lighting energy costs the council approximately £700,000 per year at current rates. Over the next 10 years energy costs are predicted to double to approximately £1,500,000 if we do nothing to reduce the amount of energy consumed. This innovative lighting project is based on a financial model of the existing energy costs inflated year on year and the costs that would be incurred if no action was taken (avoidable costs). The project replaces existing street lighting luminaires with energy efficient LED units.

In addition to these rising costs the council has an obligation to reduce its carbon consumption by reducing energy. There are a number of initiatives that can be progressed to reduce energy. However, reducing street lighting energy is considered to be one of the most effective methods of reducing carbon consumption and reducing energy costs.

This report sets out the progress on developing the business case in regard to the street lighting project for upgrading the lighting assets within Argyll and Bute. This is proposed to provide more energy efficient lamps and thus reduce the cost to the Council in regard to energy consumption. The project team has worked with Zero Waste Scotland / Scottish Futures Trust and their consultants to assist in developing an Energy Model and business case to determine the type of lighting solution and delivery model that the Council adopts for future Energy Savings.

The business case concludes that the council should progress with replacing the existing luminaires (the lanterns on top of the lighting columns) with LED units and also replace lighting columns with the balance of the savings generated from reduced energy consumption. These improvements to be funded from the energy savings which will free up revenue to service capital loan charges required to finance the project. It is also proposed that an element of the savings is surrendered to contribute towards service choices.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that this committee recommends to Policy and Resources

Committee that the Council:

- Progresses with an innovative lighting energy efficient scheme as detailed in this business case, the costs of which are summarised in 5.4 of this report, in order to reduce future cost pressure relating to street lighting electricity.
- Agrees to a tender process being completed and that the energy efficient scheme is progressed utilising the most cost effective model as determined from the tender process.
- Agrees that the remaining reduced electricity budget, as a result of the innovative lighting scheme, is inflated in line with energy costs on an annual basis.
- Agrees that the balance of savings generated is used to fund a column replacement program with replacements being prioritised on condition.

ARGYLL AND BUTE COUNCIL

Environment, Development and Infrastructure

DEVELOPMENT AND
INFRASTRUCTURE SERVICES

12 November 2015

STREET LIGHTING INNOVATIVE ENERGY SAVING PROJECT – UPDATE REPORT

3.0 INTRODUCTION

3.1 This report sets out the progress on developing the business case in regard to the street lighting project for upgrading the lighting assets within Argyll and Bute. This is intended to provide more energy efficient lamps and thus reduce the cost to the Council in regard to energy consumption. The project team has engaged with Zero Waste Scotland / Scottish Futures Trust and their consultants to assist in developing an Energy Model and business case to determine the type of lighting solution and delivery model that the Council adopts for future Energy Savings.

4.0 RECOMMENDATIONS

4.1 It is recommended that this committee recommends to Policy and Resources Committee that the Council:

- Progresses with an innovative lighting energy efficient scheme as detailed in this business case, the costs of which are summarised in 5.4 of this report, in order to reduce future cost pressure relating to street lighting electricity.
- Agrees to a tender process being completed and that the energy efficient scheme is progressed utilising the most cost effective model as determined from the tender process.
- Agrees that the remaining reduced electricity budget, as a result of the innovative lighting scheme, is inflated in line with energy costs on an annual basis.
- Agrees that the balance of savings generated is used to fund a column replacement program with replacements being prioritised on condition.

5.0 DETAILS

5.1 The Current Position

The Council currently owns some 14,212 signs and street lights.

Energy costs in regard to street lighting are expected to increase over time. Current analysis of Energy Market predicts that Electricity prices have been forecast to increase in line with CPI. Due to advances in lighting technology, there is now an opportunity to review street lighting provision with a view to making revenue savings on energy costs.

The Business case (BC) reviews the current and forecast budget pressures placed on the Council, with regard to the energy costs of operating street lighting, and investigates methods and technologies available to reduce the increasing financial costs.

5.2 The Business Case

The main objectives of this project are;

- to reduce the Council's public lighting energy bill
- lower the associated carbon footprint
- identify savings that the Council would make which could then be utilised to improve infrastructure, in particular lighting columns, to a more sustainable basis and therefore improve the reliability of the network
- to assist in containing the maintenance costs within existing budgets

The BC has been developed to look at options to meet these objectives. The BC demonstrates that replacement of luminaires is the preferred option for this project because it gives the opportunity to upgrade the existing street lighting asset by replacing luminaires with LED equivalent whilst providing a revenue saving.

A financial summary has been provided in Appendix D of the business case which is appended to this report. This summary includes the cost pressures that can be avoided with the project.

Appendix 1 to this report provides a list of Frequently Asked Questions relevant to this project, some of which were raised at the Members seminar held on 5th October 2015.

5.3 Delivery options

The BC outlines the delivery options to complete luminaire replacement throughout the Council area.

The BC demonstrates that the top 4 options are:

- I. Design from framework/agency and internal management and Installation (over 2 year period).
- II. Design from framework/agency, internal management and external installation (over 2 year period).

- III. External design and installation (over 2 year period) with contract management internal.
- IV. Hybrid of the I and II above i.e. Design from framework/agency, contract management in house, eg Helensburgh, Dunoon and Oban delivered external and remainder internal (over 2 year period).

5.4 Financial Overview

The table below is included at Appendix D of the Business Case. The table details the significant cost pressures that would be incurred if we do nothing. The table also details the funding that would be available to fund loan charges for column replacement. Section 8 of the Business Case demonstrates how this could be utilised to replace columns as part of the project rather on a long term programme.

The financial model assumes that the remaining reduced electricity budget is inflated in line with energy costs on an annual basis.

It is also proposed that an element of the savings is surrendered to contribute towards service choices.

Project assuming lanterns only installed	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22	31 Mar 23	31 Mar 24	31 Mar 25	31 Mar 26
Forecast electricity cost under 'do nothing' scenario	891,042	913,370	945,465	1,085,543	1,123,429	1,206,971	1,265,904	1,348,005	1,424,739
Assumed current budget	771,000	800,796	806,457	816,142	870,334	882,407	909,754	926,116	952,027
forecast electricity cost on completion of LED programme	299,254	329,050	334,711	344,396	398,588	410,661	438,008	454,370	480,281
Net saving against existing budget	471,746	471,746	471,746	471,746	471,746	471,746	471,746	471,746	471,746
less finance costs	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)
Unallocated Savings	202,484	202,484	202,484	202,484	202,484	202,484	202,484	202,484	202,484
Contribution to Service Choices	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Funds available to fund prudential borrowing for column replacement	52,484	52,484	52,484	52,484	52,484	52,484	52,484	52,484	52,484
Cost pressure that will be avoided	120,042	112,574	139,009	269,400	253,095	324,564	356,150	421,889	472,711

5.4 The Next Steps

The final delivery model will be determined after a tender process which will identify the most cost effective model for the council to progress.

In order to be able to demonstrate a value for money process, a tendering exercise is required which is envisaged to take between 4 – 6 months post business case approval. The tender process will determine the delivery model. Whichever model is progressed an external resource for the design and project management will be required to provide the necessary expertise and capacity to deliver this element of the project.

Assuming project approval the following provides an outline timetable for the project tasks:

Dates	Key Tasks
Nov 15 – March 16	Procurement strategy, tender documentation
March 16 – May 16	Tender period, evaluation and award
December 15 – Jan 16	Establish Project Team
November 15 – March 16	Specifications and Service Procedures
July 2016 – April 18	Luminaire Replacement
December 2016 – December 18	Column replacement

6.0 CONCLUSION

6.1 This report sets out the progress on developing the business case in regard to the street lighting project for upgrading the lighting assets within Argyll and Bute. This is proposed to provide more energy efficient lamps and thus reduce the cost to the Council in regard to energy consumption. The project team has worked with Zero Waste Scotland / Scottish Futures Trust and their consultants to assist in developing an Energy Model and business case to determine the type of lighting solution and delivery model that the Council adopts for future Energy Savings. The project also offers £150,000 towards service choices.

7.0 IMPLICATIONS

7.1 Policy No formal policy is currently in place for street lighting. However the initiative detailed in the report aligns carbon reduction agenda with the Council’s carbon agenda.

7.2	Financial	The project implementation would be on a “spend to save” basis with reduced energy cost being used to fund the upgrade. The project provides an opportunity for a £150,000 contribution towards service choices.
7.3	Legal	None.
7.4	HR	This project will require a different team structure for street lighting, this will be determined dependent on the delivery model progressed.
7.5	Equalities	None.
7.6	Risk	Non-delivery will result in increased energy costs and equipment that will not be compatible with new standards.
7.7	Customer Services	If we do not proceed there is risk of increasing energy costs that would outstrip budget, and public complaints could escalate, giving rise to an increased number of complaints.

Executive Director of Development and Infrastructure Pippa Milne

Policy Lead: Cllr Ellen Morton

October 2015

For further information contact: Jim Smith, Head of Roads and Amenity, 01546 604324
Walter MacArthur, Fleet & Waste Manager

Appendices

Appendix 1 – FAQs

Appendix 2 – Business Case (which includes Appendices A – D)

Appendix 1 – Frequently Asked Questions

Q – Has the financial model been used by others and has the model been verified?

A – The model has been produced by Scottish Futures Trust on behalf of Scottish Government, has been used by over 20 Scottish Local Authorities and has been independently audited by BDO.

Q – Has there been a sensitivity analysis built into the financial model and how do we know the model is accurate.

A- Sensitivities have been built into the model. Like any model there will be variables in practice, not least in the price of energy over the life of the project. The model makes a number of assumptions which have been tested against known parameters. Whilst the model has been independently audited and verified, the final financial outturn will not be known until the end of the project. The financial analysis has been supported by use of the street lighting toolkit created by Scottish Futures Trust (SFT). This model has been externally audit by BDO, a firm of accountants, to confirm its robustness and accuracy and appropriately uses underlying technical data to generate financial forecasts. The toolkit has been successfully used with 11 councils in Scotland to develop street lighting business cases, and has been formally adopted by the Department of Energy and Climate Change ('DECC') for use by Councils in England and Wales.

Q – Why is the energy savings for street lighting LED conversions not as high as they are for domestic property conversions?

A – There are a number of reasons including: old street lighting systems being to a lower energy output than domestic incandescent lighting (which is higher output to achieve as near to natural light output as possible 'v' old street lighting systems which generally produce an orange light with very poor colour definition but consume much less energy). This means that there is less energy saving with street lighting than there is with domestic lighting. Also, the charges for energy through the small hours of the night are less. There is limited domestic consumption during these hours resulting in a further cost differential between the two systems.

Q – Is the lighting inventory up to date?

A – Yes, a project has been completed to collect inventory data. This has been loaded into WDM.

Q – How will the energy savings be realised given that the lighting energy is unmetered?

A- The council provides an energy return to the energy companies. Basically we state the number of units and their power rating. This information is used to produce the energy invoice. It is imperative that the inventory is kept up to date and that accurate energy returns are provided to the energy companies to ensure that the correct levels of savings are realised.

Q – Is LED lighting different to conventional lighting?

A – Yes, light from LEDs is whiter, gives better colour definition and there is less light spilt to the side of what is being lit and less upward light pollution.

Q – Can the lights be dimmed and switched off during certain times?

A – In theory, yes they can. However, the additional costs for the additional equipment and the limited energy savings are not considered to be cost effective and have not been

included within the scope of the project. The units will be pre-dimmed which will reduce further the energy consumption and costs. This is being done as research has demonstrated that the human eye cannot detect a 30% dimming.

Q – Is there an option to do nothing?

A – No, doing nothing would result in significant increases to energy costs and monetary fines for not meeting carbon reduction targets.

Q – Are all columns being replaced as part of the project?

A – The project is predicated on reducing energy consumption, the focus of the project is to replace luminaires and only those columns in need of early replacement. The maximum number of columns being replaced under this project will be 15% of the overall stock, this being based on the worst condition columns being replaced.

Q – Will the 5th core cable systems be replaced as part of the project?

A – No. These systems will remain the responsibility of the power companies. There is insufficient funding in the project to deal with the 5th core and replace these with private supplies. *Note Private Supply is where the power company supplies a cable to a fuse pillar, between the pillar and individual lighting columns would be a 'private cable' owned and maintained by the council.*

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STREET LIGHTING PROJECT
Full Business Case

Version: 1.5

Date: 22 October 2015

Author: Lighting Project Team

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Appendix CDelivery Options Summary

Appendix D.....Financial Summary of SFT Toolkit

*Street Lighting Project – Full Business Case***1.0 Executive Summary**

This report advises the Council of the work carried out to develop the Full Business Case (FBC) for a reduction in energy costs of the street lighting infrastructure through a proposed spend to save programme.

The FBC reviews the current and forecast budget pressures placed on the Council, with regard to the energy costs of operating street lighting, and investigates methods and technologies available to reduce the increasing financial costs.

The financial analysis has been supported by use of the street lighting toolkit created by Scottish Futures Trust (SFT). This model has been externally audit by BDO, a firm of accountants, to confirm its robustness and accuracy and appropriately uses underlying technical data to generate financial forecasts. The toolkit has been successfully used with 11 councils in Scotland to develop street lighting business cases, and has been formally adopted by the Department of Energy and Climate Change ('DECC') for use by Councils in England and Wales.

The table below is a summary of results from the SFT financial model and this assumes a contribution of £150k is made towards Service Choices.

Summary of estimated first year savings (see appendix D)	£'000
Estimated saving on electricity costs	472
Debt Servicing cost on £3.9m luminaire replacement	269
Anticipated saving	203
Contribution to Service Choices	150
Remaining unallocated saving	53

The total cost for supply and fitting of 14,090 luminaires is estimated at £3.9m.

Using the mid-range figure of £1,400 per column within the prudential borrowing option enables 25% of the estimated 2,000 defective columns identified in the independent column condition survey to be replaced giving a cost of £750k.

The total investment amounts to £4.6m.

It should be noted that this business case does not take in to account the existing cabling infrastructure. The project will highlight and record in the asset management system the remaining street lighting stock that requires to be programmed into ongoing asset management maintenance. In addition to this the asset inventory will be updated as part of the 6 yearly column inspection programme providing an up to date asset condition for the street lighting stock.

The LED luminaires have the ability to be pre-dimmed. The proposed policy is that the installed luminaires be dimmed by 30% of the design specification. Research has shown that a 30% dimming is not detectable by the human eye. LED installation in locations in

Street Lighting Project – Full Business Case

Dunoon were pre-dimmed by 30% with no adverse impact. Dimming will realise additional energy savings which have been built into the financial model which supports this business case.

There is scope to install additional switch gear which could further dim or switch off certain sections of lighting. This can be controlled either manually or by electronic system remotely. Whilst technology continues to advance the additional cost of this equipment is not considered to be cost effective. This in part is due to the electricity companies being paid pass through charges which in practical effect means that there is not a full percentage saving for any additional reduction in consumption. This Business Case recommends that a LED system is progressed with 30% pre dimming of luminaires. It is not recommended that any further dimming or partial switch off is progressed.

2.0 Recommendation

This business case recommends that Council:

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

3.0 Background

The Council currently owns some 14,212 illuminated signs and street lights.

Energy costs in regard to street lighting are expected to increase over time. Current analysis of Energy Market shows that electricity prices have been forecast to increase in line with the Consumer Price Index (CPI) and DECC forecasts. Due to advances in lighting technology, there is now an opportunity to review street lighting provision with a view to making revenue savings on energy costs.

A further consideration for the Council is that modern lower energy street lighting and new legislation will prohibit the use of inefficient technologies, including the control gear (spare parts), used in the majority of our street lights. Investment in this apparatus will be necessary as spares for existing equipment will no longer be available after 2017.

Street Lighting Project – Full Business Case

4.0 Strategic Case

Since the introduction of the Climate Change (Scotland) Act in 2009 and the Carbon Reduction Commitment Energy Efficiency Scheme there have been obligations placed on all large energy users, such as Argyll and Bute Council (>6,000 MWh/annum) to reduce their energy needs.

Reducing carbon usage is directly related to energy costs, which for the street lighting element (excluding signs and signals) is currently estimated at £735k per annum. Energy costs are forecast to double within the next 10 years, and to maintain the Councils energy costs at current levels a reduction in energy use of 8% per annum would be required.

It is important to note that meeting this target is possible utilising the latest luminaires and control equipment with little or no reduction to the current service levels. In addition the extended service intervals will offer savings in maintenance costs.

The Scottish Futures Trust has developed a financial model for the evaluation of Street Lighting within the public sector. The model uses current forecasts from the Department of Energy and Climate Change (DECC) to predict future energy costs and potential savings. This model also uses costs and performance figures for LED luminaires from the Scotland Excel framework, and indicates potential financial savings available when converting to energy efficient lighting.

The latest British Standard BS5489:2013, provides a code of practice for the design of street lighting. This document sets out the lighting levels required for the different street types based on traffic volumes and type of use. Using this document a lighting plan shown in Appendix A has been developed for Argyll & Bute and used to determine suitable lantern replacements. In the implementation of any project for installation of replacement luminaires, this document would be the basis of a more detailed lighting design.

Consideration has been given through the project to remove sections of lighting in very remote locations. Experience to date suggests that once lighting has been installed local communities would be very reluctant to see its removal. As such through this project there is no proposal to remove any lighting. Any new development proposals would be designed with energy efficient lighting where it is considered necessary and consideration given to lighting not being installed where that would be appropriate.

The requirements of EU Directive 2005/32/EU for discharge lamps analyses how the performance of a range of energy-using products will need to improve over the period to 2020. This has major implications on the use of some existing technologies used within existing street lighting which will be deemed inefficient and effectively withdrawn from service. This directly affects over 27% of the current lighting inventory, and will impact on an additional 52%.

Street Lighting Project – Full Business Case

5.0 Objectives and Project Outcomes

The main objectives of this project are;

- to reduce the Council's public lighting energy bill and mitigate against future cost pressures
- lower the associated carbon footprint
- identify savings that the Council would make which could then be utilised to improve infrastructure, in particular lighting columns, to a more sustainable basis and therefore improve the reliability of the network
- to assist in containing the maintenance costs within existing budgets

6.0 Key Milestones and Timescales

It is recommended that the target date for the project to commence is 1 April 2016 being cognisant that the lead in time for design and material procurement is approximately 6 months.

In order to be able to demonstrate a value for money process, a tendering exercise is required which is envisaged to take around 4 – 5 months post business case approval. The tender process will determine the delivery model. Whichever model is progressed, an external resource for the design and project management will be required to provide the necessary expertise and capacity to deliver this element of the project.

Assuming project approval the following tasks will be progressed between the end of 2015 and the anticipated start of the project delivery in April 2016:

- Tender specification and documentation, PQQ and ITT.
- Implementation Plan
- Service Procedures/specification covering:
 - Procedure for designing replacement luminaires – to be used in conjunction with Appendix A to the FBC.
 - Detailed specification for luminaire change.
 - Project monitoring tools including detailed Gantt Chart, Risk Register, monthly Highlight report, cost profile and percentage completion reports.
 - Specification and procedure for determining where columns are changed.
 - Management plan to ensure that works are delivered to specification, time and budget.
 - Procedure for updating inventory data and notifying power companies of inventory change.
 - Procedure to check that correct energy tariff is being is being invoiced and paid.

7.0 Options Appraisal

There are three options which the Council has considered

- Continue as present maintaining existing lighting stock.
- Switch off lighting (part night) – existing stock.
- Replacement of luminaires – various types of luminaires have been considered with LEDs giving the most cost effective solution. This has been verified with many other local authorities and Transport Scotland changing out their existing stock with LED luminaires.

Continue as present

In the most basic sense, doing nothing will not mitigate the council against the future risk of increasing energy costs and will fail to meet Carbon reduction targets and lose the Council the opportunity to make significant savings. In simple terms over a ten year period the Council's energy costs, at current infrastructure population alone, would increase from £735k to over £1.3m per annum.

A more pressing matter is the phasing out of existing technologies by European legislation, which will remove the ability to source cost effective replacement maintenance parts for some 79% of the lighting infrastructure. This figure represents the remaining SOX luminaires and approximately 50% of the SON luminaires. Already MBF-U lamps will be banned this year and SOX lamps will also be affected by the energy efficiency legislation with component spares difficult to source from 2017.

Switch off lighting (Part Night)

Savings can be made in street lighting energy costs by switching off lighting for periods and leaving streets in darkness. However there are many factors to consider when looking at such a radical proposal, including.

- Future energy billing trends which will increase as a result of not taking up “cheaper” through the night tariffs. While switching off part night can reduce the hours by half, the savings are closer to 20% due to the varying energy costs throughout the night.
- Connection to network charges being raised as units remain connected but not drawing energy rates.
- Failure to fulfil statutory duties to maintain our existing street lights and meet carbon reduction targets.
- A potential detrimental effect in terms of the Council's Single Outcome Agreement in relation to crime & disorder, social inclusion/Human Rights legislation, promoting economic development and after dark educational facilities & amenities, emergency service assistance, CCTV coverage, road safety etc.
- Potential claims to the Council as a result of failure to adequately prevent issues arising from the above.

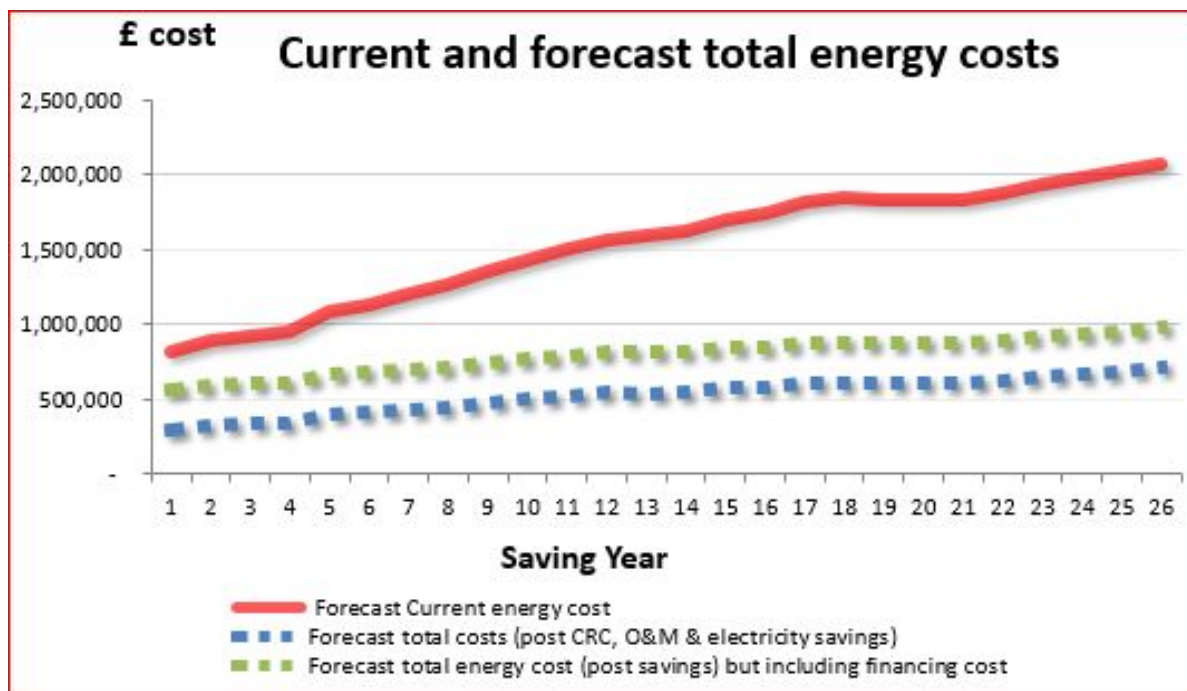
Street Lighting Project – Full Business Case

The industry is moving away from considering switching off for energy savings, in favour of newer technological advances in energy reducing lamp source and control systems such as part night dimming.

Replacement of Luminaires

Using manufacturer’s data and costs from the Scotland Excel materials tender the whole life cost of the different technologies used to provide street lighting were considered. Street lights have an effective life span of over 25 years, and the cost of energy and maintenance over this period was calculated to determine the whole life cost using the existing lamp technologies and LED luminaires. The conversion of existing SON lamps to more energy efficient lamps was also considered.

The financial model has identified savings from luminaire replacement of some £423k per annum in Electricity and £30k in Carbon Reduction (CRC). A graphical extract from the SFT Financial Model, for the forecast energy and finance costs for the replacement of lanterns only is shown below. An analysis of these costs clearly indicates that the correct use of LED luminaires provides the lowest whole life cost.



The SFT Financial Model provides an estimate of savings based on certain assumptions. The actual saving that will fall to the Council can only be fully determined after the preferred option for delivery has been identified and implemented.

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Conclusion and Recommendation

Option	Advantages	Disadvantages
Continue as present	No resource requirement	Does not deliver any savings Increasing costs over time Don't meet carbon reduction targets Obsolete stock Replacement parts will become unavailable
Switch off part night	Reduction of energy costs	Reduction less than LED replacement Reduced service to customers Delivered through current lighting stock (all disadvantages from continue as present apply)
LED replacement	Delivers savings Meets project objectives No reduction in services Switch off part night can still be considered but delivers minimum additional savings due to pass through charges and reduced rate energy during switch off times Provides a more reliable lighting system by replacing luminaires and <15% of columns. This will reduce future maintenance.	Requires energy savings to be reinvested investment in a major capital programme

Preferred Option

Therefore, Replacement of Luminaires is the preferred option for this project because it gives us the opportunity to upgrade the existing street lighting asset by replacing luminaires with LED equivalent and the replacement of some defective street lighting columns.

8.0 Financial Case

The SFT Financial Model as summarised in appendix D indicates that the Council will make a saving in energy costs of £472k after the installation of LED luminaires which it can utilise to fund the capital cost of this project. The appendix also clearly indicates that if nothing is done there is a recurring cost pressure that could amount to £654k in 10 years’ time.

This assumes that the remaining reduced electricity budget is fully funded to meet any energy inflation on an annual basis i.e. energy specific inflation is added to the electricity budget on an annual basis.

Scotland Excel, a procurement company set up and used by local authorities to reduce purchasing costs, issued a Framework contract for the purchase of LED luminaires this year. The costs and performance of lanterns within this framework have been used within the Scottish Futures Trust Financial Model, it is anticipated that the luminaires will be purchased by the Council using this framework. The framework will reduce risk to the Council by purchasing luminaires from manufacturers and suppliers already assessed for performance, service and warranty as suitable for the supply of LED luminaires. Purchasing luminaires through the Excel contract will remove risk of contractors supplying equipment which meets the specification but will not necessarily provide the most attractive solution over the whole life of the luminaire. The tender specification will provide for contractors collecting luminaires from identified stores. This will ensure luminaries are procured in line with the Excel contract which has been developed with input from Scottish Futures Trust. Furthermore, luminaries will be consistent with those used by other local authorities making the availability of spares more reliable due the scale of the number of units installed.

The total cost for supply and fitting of luminaires is estimated at £3.9m.

Summary of estimated first year savings (see appendix D)	£'000
Estimated saving on electricity costs	472
Debt Servicing cost on £3.9m luminaire replacement	269
Anticipated saving	203
Contribution to Service Choices	150
Remaining unallocated saving	53

The unallocated savings identified in the above table should be utilised to fund a column replacement program as detailed below.

An independent column condition survey has been carried out on a sample of the existing infrastructure to determine any requirement for replacement. The sample of 455 columns or 3% found 69 columns categorised as red, indicating a likely failure, a further 170 were categorised as amber, where failure is possible. When extrapolated over the entire infrastructure this indicates that some 15% or in the region of 2,000 of the authorities lighting

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columns may require replacing. During the luminaire replacement process any columns that are found to be defective will be identified for replacement, lanterns will be fitted to maximise the benefit of energy savings with the lantern being refitted to the new column once this has been installed.

The cost of column replacements is estimated at £2.9m based on an individual column replacement cost of £1,400. The table below gives indicative costs of replacing the columns over a potential range of costs.

Indicative capital cost of column replacement 15% equating to 2114 columns					
Estimated replacement cost per column	£1,600	£1,500	£1,400	£1,300	£1,200
Total cost	£3,382,000	£3,170,000	£2,959,000	£2,747,000	£2,536,000

The following table presents how the £53k should be utilised on a year to year basis.

Funding available (£)	53,000	53,000	53,000	53,000	53,000	53,000
Column cost (£)	1,600	1,500	1,400	1,300	1,200	1,100
Annual column replacement	33	35	38	41	44	48
Years to replace 2000 columns	60	57	53	49	45	42

This indicates that we would only be able to replace a minimum of 38 columns per year at a cost of £1,400 through the revenue budget. The exact costs will only be known once tender costs are returned. The above table details the sensitivities of the range of likely tender returns and provides an indication of the number of columns which can be replaced on an annual basis.

Column replacement strategy detailed above provides the council with an opportunity to improve columns from energy savings made from replacing luminaires. This provides an alternative funding source to reducing capital budgets which have been used historically to fund column replacement and will assist in relieving demands on future capital allocations.

An alternative to using the unallocated savings year on year to fund column replacement would be to use this to fund prudential borrowing. The £53k would be able to fund debt of £746,979 over a 25 year period at 5%. The table below demonstrates how this could be utilised.

Capital available	746,979	746,979	746,979	746,979	746,979	746,979
Column cost (£)	1,600	1,500	1,400	1,300	1,200	1,100
Columns that can be replaced	467	498	534	575	622	679

The difference in approach is that under the prudential borrowing option the columns can be replaced immediately rather than on a long term program.

Using the mid-range figure of £1,400 per column within the prudential borrowing option enables 25% of the estimated 2,000 defective columns identified in the independent column condition survey to be replaced.

9.0 Delivery Model

The actual delivery model will be based on proposals which provide best value to the Council. The project team have carried out scoring of 9 options that were initially considered as viable delivery options. Through scoring, these options have been short listed down to 4 possible options.

The final model will be determined following a tender exercise which will confirm the actual delivery model on a value for money basis. The final assessment criteria will be based on value and risk. Appendix C to this Business Case provides a summary of the options being considered.

10.0 Business Case Conclusion

Based on the detail in this Business Case, which is supported by the financial model provided by Scottish Futures Trust, it has been concluded that it is in the best interest of the Council to progress a luminaire replacement project. This project is self-financing in that the savings in energy consumption costs meet the cost of replacing luminaires, a column replacement programme of 25% of the estimated 2,000 defective columns identified in the independent column condition, contributions to service choices and provides operational savings through a more reliable lighting stock that can be maintained at a lower cost than the existing stock.

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11.0 Project Roles

The reporting structure, roles and responsibilities for the street lighting energy efficiency programme are outlined below.

Street Lighting Energy Efficiency Project	
Responsibility for investment decision	Project Board responsible for initial decision and for making a recommendation to ED&I Project Board, SMT and D&I Committee.
	ED&I Committee are responsible for making a recommendation to Council
	Council – final investment decision.
Responsibility for monitoring progress	Development & Infrastructure Services DMT Strategic Board, monthly reports provided by SRO
Senior Responsible Officer (SRO)	Jim Smith, Head of Roads and Amenity Services – Programme SRO
Project Manager	Walter McArthur, Fleet & Waste Manager
Members of Project Board	Jim Smith, Head of Roads & Amenity Services Walter McArthur, Fleet & Waste Manager Murray MacFarlane, Principal Accountant Peter Cupples – Finance Manager (Treasury) David Logan, QIO Stewart Clark, Network Manager
Key members of the project team	Morag Cupples – Accountant Marshall Gillespie – Advisor (contracted via Scottish Futures Trust) Ryan McGlynn – Street Lighting TO Chris Crawford – Technician Implementation Designer – To be appointed Implementation team – to be appointed

12.0 Risks

Risks associated with the project will be monitored through the project team and reported initially via the project board. Any risks that cannot be mitigated against shall be reported through the established corporate channels.

Appendix A - Lighting Plan – Argyll & Bute Council

Location	Area	Zone	Main User	Traffic Flow	Crime Risk	Class
Town Centre	High Amenity	E4	Traffic / Cyclist / Pedestrian	Moderate	Moderate	P2
Town Centre	Distributor Road	E3	Traffic / Cyclist	Low	N/A	M4
Town Centre	Residential	E3	Traffic / Cyclist	≤ 30mph	Moderate	P3
Town Centre	Residential	E3	Traffic / Cyclist / Pedestrian	Slow	Moderate	P4
Village Centre	High Amenity	E3	Traffic / Cyclist / Pedestrian	Moderate	Low	P3
Village Centre	High Amenity	E3	Traffic / Cyclist / Pedestrian	Low	Low	P4
Village	Distributor Road	E3	Traffic / Cyclist	Low	Low	M4
Village	Residential	E3	Traffic / Cyclist	Low	Low	P4
Village	Residential	E2	Traffic / Cyclist / Pedestrian	Low	Low	P5
Main Arteries	>40mph	E3	Traffic	Moderate	N/A	M3
Main Arteries	>40mph	E3	Traffic	High	N/A	M2
Main Arteries	< 40mph	E3	Traffic	Moderate	N/A	M4
Main Arteries	< 40mph	E3	Traffic	High	N/A	M3
Towns	Industrial Areas	E3	Traffic	Moderate	Moderate	P4
Villages	Industrial Areas	E3	Traffic	Moderate	Low	P4
Town	Car Park	E3	Traffic / Pedestrian		Moderate	10 Lux Uniformity 0.25
Village	Car Park	E3	Traffic / Pedestrian		Low	5 Lux Uniformity 0.25

Lighting plan details the type of luminaire to be used in various locations. This lighting plan to be used as one of the tools in completing the lighting designs.

Appendix B – Delivery Options

There are four delivery options, shortlisted from 9 overall delivery options:

1. Design from framework/agency and internal management and Installation (over 2 year period).
2. Design from framework/agency, internal management and external installation (over 2 year period).
3. External design and installation (over 2 year period) with contract management internal.
4. Hybrid of the above i.e. Design from framework/agency, contract management in house, eg Helensburgh, Dunoon and Oban delivered external and remainder internal (over 2 year period).

In-house costs have been used to verify the figures used within the SFT Financial model. Advice from our external advisor indicates that there is generally not a material difference between the cost of in-house versus external delivery. This will be market tested as part of the project development. The difference between delivery options in financial terms is likely to be the timing of the saving, the earlier the saving is delivered the greater the benefit to the Council.

For the purpose of the financial comparisons all 4 models assume similar costs (in-house costs have been verified by strategic finance from recent installation projects), external costs have been estimated based on contracted works and costs provided by SFT and other authorities. However, as with any tender process, the exact costs remain unknown until the market is tested. The costs assumed in each of the options is £3.9M for Luminaire replacement and £750k available for column replacement.

Each of the four options will require a 3-6 month lead in period for detailed lighting design and procurement of the luminaires. This means that to deliver the physical works in 18 months would take a minimum of 24 months including the lead in period.

Delivery over 12 months and 36 months was also considered but both of these options have been discounted as detailed below.

Option 1 - Design from framework/agency and internal management and Installation (over 2 year period).

Design and project management

In this proposal the Council would procure through the existing framework a suitably qualified lighting designer to act as Project Manager / Designer. They would be supported by existing technical staff and administrative support.

Luminaire replacement

This would be delivered by dedicated teams to install the luminaire replacement within a 2 year period. These teams are to be created by utilising the existing Street Lighting Civils

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operatives who have the appropriate training. This resource would be supplemented by additional employees from within Roads and Amenity Services.

Column Replacement

In this proposal, work would be carried out by the existing Roads Operations team members who are available following reductions in revenue and capital budgets in their area. Work would be spread throughout available teams depending where the columns need replacing. This work could then be programmed into the workload of the teams along with their other works.

The revenue maintenance programme would continue to be carried out by the existing technical staff and team. This ensures that day to day lighting matters can be dealt with by providing a clear distinction between the day to day work and project work. This also ensures that a full focus be given to the project. It is assumed that any civils work required as a result of normal lighting maintenance will be carried out by the roads operations teams for the duration of the project. Other duties normally carried out by the street squad e.g. Christmas Lights erection, will be delivered by external providers should there be insufficient internal resource to self-deliver.

Non-Cash Benefits

- In-house delivery maintains existing jobs within Argyll & Bute Council for the duration of the project thereby supporting the local economy
- Column replacement work carried out by roads operations, thereby allowing roads to maintain their workforce during the project which provides resilience for other Council services e.g. severe weather response

Risks

- Delivery in accordance with the timescales indicated stays with the council
- Recruitment of suitable staff, particularly the Project Manager/Engineer.
- Procurement and delivery of sufficient luminaires and columns as demand for these products grows due to other local authorities upgrading their street lighting network at the same time.

Option 2 - Design from framework/agency, internal management and external installation (over 2 year period).

Design and project management

In this proposal it is proposed that the Council would procure, through the existing framework, a suitably qualified Engineer to act as Project Manager / Designer. They would be supported by existing technical staff and administrative support. It should be noted that some of this resource could come from staff already employed by the Council.

Luminaire & Column Replacement

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In this proposal a tender would be let for the installation of luminaires and replacement of columns. These works would be managed by internal resource experienced in contract and site management to ensure that any risks associated with third party delivery are mitigated.

Non-Cash Benefits

- Design and Project Management remains under the control of the Council
- Partial transfer of delivery risk to a third party

Risks

- Delivery in accordance with the timescales
- Procurement and delivery of sufficient luminaires and columns as demand for these products grows due to other local authorities upgrading their street lighting network at the same time
- Increased need for contract supervision

Option 3 - External design and installation (over 2 year period) with contract management internal.

Design and project management

In this proposal the design and build is delivered by external provision. This would require a contract for the provision of design and installation, including uploading of revised asset data into the asset system (WDM) with internal resource being utilised to manage the contract and provide contract administration and management.

Luminaire & Column Replacement

In this proposal the luminaire and column replacement would be carried out by the designing contractor under a design and build arrangement.

Non-Cash Benefits

- Transfer of risk of non-delivery to a third party

Risks

- Procurement and delivery of sufficient luminaires and columns as demand for these products grows due to other local authorities upgrading their street lighting network at the same time

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Option 4 Hybrid proposal – design and project management from framework/agency, contract management in house. Helensburgh, Dunoon and Oban delivered external and remainder internal (over 2 year period).

In this proposal, that the areas with the bulk of the concentration of lighting (Helensburgh, Dunoon and Oban) would be delivered as per option 2 (luminaires and columns) above, with the remaining locations delivered as per option 1 above.

To get exact costings for the external delivery a tendering process would need to be carried out by the Council.

Non-Cash Benefits

- Partial transfer of risk of non-delivery to a third party
- Retain some jobs in-house e.g. installation on the islands
- Column replacement work passed to Roads Operations, thereby allowing them to maintain their workforce for other Council services e.g. Winter Maintenance

Risks

- Procurement and delivery of sufficient luminaires and columns as demand for these products grows due to other local authorities upgrading their street lighting network at the same time
- Difficulty in finding a private contractor willing to undertake this work

Option 5 – 1 Year Delivery Option

This option has been considered and discounted on the grounds that it carries too much risk in terms of the installation within the timescale due to the supply chain, availability of internal staff or external contractors and adverse weather conditions.

Option 6 – 3 Year Delivery Option

This option has been considered and in the opinion of the project group it is in the interests of the council to deliver this project as quickly as possible in order to take advantage of energy savings at the earliest date. Carrying out the project over 3 years would simply increase the costs of project management but the luminaire and column replacement costs remain the same.

A summary of options going forward are summarised in Appendix C.

Appendix C – Options Summary

Options	1 – Internal Management, Design and Build (with support...)	2 – Internal Management and Design, with External Build (with support...)	3 – External Management, Design and Build	4 – Hybrid of 1 and 2
Project Management	Project Management procured through Framework, supported by Technical Support Officer and full time Administrative Support.	As per Option 1 with the addition of an Electrical Inspector.	Contract for provision of Project Management and Design plus Installation supplemented by an internal Electrical Inspector and Administrative Support to carry out rigorous contract monitoring and update of asset management systems (WDM).	As per Option 2.
Luminaire Replacement	<p>Delivery via the creation of 2 Squads from existing employees who have appropriate training.</p> <p>Delivery within a 2 year period.</p> <p>Cost: £3.9m</p>	<p>Delivery via external contractor. Purchase of luminaires via Scotland Excel Framework and Tender for Contractor</p> <p>Delivery within a 2 year period.</p> <p>Cost: £3.9m</p>	<p>As per Option 2.</p> <p>Delivery within a 2 year period.</p> <p>Cost: £3.9m</p>	<p>As per Option 2 but contract for delivery would be only for areas of Helensburgh, Dunoon and Oban. The remainder delivered internally in line with Option 1.</p> <p>Delivery within a 2 year period.</p> <p>Cost: £3.9m</p>
Column Replacement	Delivery via the existing Roads Operations Squad augmented by the luminaire replacement squads (see	Delivery via external contractor. Purchase of columns via Scotland Excel Framework and Tender for	As per Option 2.	As per Option 2 but contract for delivery would be only for areas of Helensburgh, Dunoon and Oban. The

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	<p>above) once the luminaires are fitted (after year 2).</p> <p>Delivery within a 2 year period.</p> <p>Cost: £750k</p>	<p>Contractor.</p> <p>Delivery within a 2 year period.</p> <p>Cost: £750k</p>	<p>Delivery within a 2 year period.</p> <p>Cost: £750k</p>	<p>remainder delivered internally in line with Option 1.</p> <p>Delivery within a 2 year period.</p> <p>Cost: £750k</p>
Non Cash Benefits	<p>Full control of the project remains with the Council</p> <p>In-house delivery maintains jobs in Argyll and Bute thereby supporting the local economy</p> <p>Column replacement work passed to Roads Operations, thereby allowing them to maintain their workforce for other Council services e.g. Winter Maintenance during the project</p>	<p>Design and Project Management remains under the control of the Council</p> <p>Partial transfer of risk of non-delivery to a third party</p>	<p>Transfer of risk of non-delivery to a third party</p>	<p>Partial transfer of risk of non-delivery to a third party</p> <p>Retain some jobs in-house e.g. installation on the islands</p> <p>Some column replacement work passed to Roads Operations, thereby allowing them to maintain their workforce for other Council services e.g. Winter Maintenance during the project</p>
Risks	<p>Delivery in accordance with the timescale</p> <p>Availability of suitable staff</p> <p>Procurement and delivery of sufficient luminaires and columns</p>	<p>Availability of suitable staff</p> <p>Procurement and delivery of sufficient luminaires and columns</p>	<p>Additional contract management to mitigate against claims</p> <p>Procurement and delivery of sufficient luminaires and columns</p>	<p>Procurement and delivery of sufficient luminaires and columns</p>

Appendix D - Financial Summary of SFT Toolkit

Project assuming lanterns only installed	31 Mar 18	31 Mar 19	31 Mar 20	31 Mar 21	31 Mar 22	31 Mar 23	31 Mar 24	31 Mar 25	31 Mar 26
Forecast electricity cost under 'do nothing' scenario	891,042	913,370	945,465	1,085,543	1,123,429	1,206,971	1,265,904	1,348,005	1,424,739
Assumed current budget	771,000	800,796	806,457	816,142	870,334	882,407	909,754	926,116	952,027
forecast electricity cost on completion of LED programme	299,254	329,050	334,711	344,396	398,588	410,661	438,008	454,370	480,281
Net saving against existing budget	471,746	471,746	471,746	471,746	471,746	471,746	471,746	471,746	471,746
less finance costs	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)	(269,263)
Unallocated Savings	202,484	202,484	202,484	202,484	202,484	202,484	202,484	202,484	202,484
Contribution to Service Choices	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000
Funds available to fund prudential borrowing for column replacement	52,484	52,484	52,484	52,484	52,484	52,484	52,484	52,484	52,484
Cost pressure that will be avoided	120,042	112,574	139,009	269,400	253,095	324,564	356,150	421,889	472,711

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ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND
INFRASTRUCTURE SERVICES****12 November 2015**

Update on management of Marine Protected Areas and Special Areas of Conservation

1.0 EXECUTIVE SUMMARY

- 1.1 This report provides an update on the current position of Scottish Government on management proposals for existing Marine Protected Areas (MPA) and Special Areas of Conservation (SAC).
- 1.2 The EDI Committee approved formal responses to Marine Conservation Order (MCO) consultations for Loch Sunart to Sound of Jura MPA and the South Arran MPA in August and requested that further representation be made to the Rural Affairs, Climate Change and Environment (RACCE) Committee in order to influence parliamentary scrutiny of management proposals during Autumn 2015.
- 1.3 These representations from the Council and other interested parties led to the RACCE Committee taking verbal evidence from fishing representatives and requesting clarification from Scottish Government on a number of questions.
- 1.4 The Cabinet Secretary's response to the RACCE Committee defends the Government's proposals and appears to discount the economic concerns raised by the Council and others. If management measures are implemented as proposed then it will be essential that Scottish Government commit to monitoring of the environmental and economic impact of management measures in MPAs and SACs to ensure management is effective and proportionate to its benefits; and the delivery of a package of financial measures to help mitigate the local economic impact on individual fishing businesses, the local supply chain and associated coastal communities.
- 1.5 Following the outcome of the RACCE Committee process the Cabinet Secretary will present the Government's conclusions on the recent MCO consultation, including when final management measures will come into force. If further consultation is not required the Cabinet Secretary's decision is final and there is no further formal process to influence outcomes.

Update on management of Marine Protected Areas and Special Areas of Conservation

2.0 INTRODUCTION

- 2.1 Following a detailed report on the management of Marine Protected Areas considered by the committee in August, this report provides an update on the current position of Scottish Government on management proposals for existing Marine Protected Areas (MPA) and Special Areas of Conservation (SAC).

3.0 RECOMMENDATIONS

- 3.1 That the committee:
(i) notes the contents of the report.

4.0 DETAILS

4.1 Background

- 4.11 In July 2014 Scottish Government designated thirty Nature Conservation MPAs across Scotland which alongside existing marine SAC and Special Protection Areas (SPA) created a Scottish Marine Protected Area network
- 4.12 The Scottish Government subsequently consulted on different management approaches for a selection of MPAs and marine SACs between November 2014 and February 2015. For the long established SACs this looked to deliver new management or revise previously agreed management. This consultation covered two SACs and five MPAs either within Argyll and Bute or relevant to our coastal communities. The Council submitted an officer response to this consultation which was consistent with the approved response to the 2013 consultation on the designation of a suite of Marine Protected Areas across Scotland.
- 4.13 In June Richard Lochhead announced the Scottish Government's proposed management measures for the MPAs and SACs covered by the consultation. The announcement included a [report](#) which summarised the main views from the consultation and the Government's decision on proposed management measures for each MPA/SAC and initiated the publication of four [draft Marine Conservation Orders](#) (MCO) for consultation until 9 August 2015.

4.2 What has happened since the August EDI Committee meeting

- 4.21 Argyll and Bute Council submitted detailed responses to the Marine Conservation Order consultations for the Loch Sunart to Sound of Jura MPA and the South Arran MPA. These responses were approved by the EDI Committee in August and focused largely on the potential localised economic impact on the fishing industry and associated coastal communities.
- 4.22 As directed by the EDI Committee, the Executive Director, in consultation with the policy leads for Planning & Regulatory Services and Economic Development, submitted additional representation on MPA/SAC management proposals to the Cabinet Secretary Richard Lochhead and the Rural Affairs, Climate Change and Environment (RACCE) Committee, in order to influence parliamentary scrutiny of proposals in Autumn 2015. This letter is included in Appendix 1 of this report.
- 4.23 As a result of significant representation to Scottish Government on the new MPA management proposals, and in particular, concern relating to the economic impact of proposals on the fishing industry, the RACCE Committee requested a delay in the process of laying the various Scottish Statutory Instruments relevant to management of MPAs before Parliament until the Committee had an opportunity to consider stakeholder concerns. This request was agreed to by the Cabinet Secretary and the RACCE Committee then held a verbal evidence session on the 23rd September which involved representatives from the fishing industry across Scotland.
- 4.24 Following this session the RACCE Committee wrote to the Cabinet Secretary seeking clarification on a number of issues, including:
- The rationale for decisions reached by Government in setting MPA boundaries and management measures;
 - The evidence used for management decisions and extent of independent and transparent testing of evidence;
 - Whether this evidence included calculations of socio-economic impact on stakeholders and assessment of sustainability of fish stocks for future fishing needs;
 - How concerns about fishing vessel safety were taken into account and in particular, the need for small inshore vessels to be able to fish in sheltered areas; and
 - How were decisions on management communicated to all those involved in the consultation process.
- 4.25 The Cabinet Secretary [replied](#) to the RACCE Committee on 9th October and his main points to the Committee included:
- The Cabinet Secretary wishes to ensure that all management measures are in place by the end of the Parliamentary term (19th December 2015);
 - Further public consultation will be required on any significant changes to the draft Marine Conservation Orders;
 - Government feel that the majority view of stakeholders on the management proposals presented in the 2014 consultation was that they were '*seen to be variations of minimalistic management measures favourable to the mobile fishing industry*';
 - That pre-consultation stakeholder workshops identified clear disagreement over management options for the larger MPAs;

- A 'recovery' conservation objective for some features of the South Arran MPA has led to stricter management proposals;
- Where an MPA protects a feature which is the only example in the MPA network i.e. not covered by more than one MPA, then proposed management measures are more precautionary to give greater certainty to their conservation;
- The scientific evidence base for designation of MPAs was subject to independent scientific review which concluded that it supported the designation of the MPAs;
- The consultations on the four draft Marine Conservation Orders (covering management proposals which were significantly different from those presented in the 2014 consultation) can be considered an independent and transparent test of the decisions; and
- The Cabinet Secretary will wait for the outcome of the RACCE Committee process before announcing conclusions from the MCO consultation process. At this point an updated economic assessment of management proposals will be published.

- 4.26 The RACCE Committee [responded](#) to the Cabinet Secretary on 28 October concluding that due to differences in views on the four MPAs subject to MCO consultations it ultimately falls to Scottish Government to make a final determination on how to proceed based on best available evidence. Other key points included:
- Welcomed Cabinet Secretary's decision to continue to consider any unintended socio-economic issues;
 - Highlighted that final decisions should recognise the need to ensure responsible, environmentally sustainable fishing interests and jobs are protected and appropriate compensation considered;
 - Urged that final decisions should be reached within a timeframe which allows the necessary statutory instruments to be considered by Parliament before the Session 4 (March 2016); and
 - To facilitate proper parliamentary scrutiny of the impact of MPAs on fishing communities, recommended that Scottish Government undertake a review of MPAs and report to Parliament and the successor Committee no later than March 2019.

4.3 Next stages

- 4.31 The Cabinet Secretary is now due to present the Government's conclusions on the recent MCO consultation, including when final management measures will come into force. If further consultation is not required the Cabinet Secretary's decision is final and there is no further formal process to influence outcomes.
- 4.32 If further public consultation is to occur on those MPAs covered by a Marine Conservation Order, the Council can make further representations however consultation is likely to occur over a period of 4 weeks making it difficult for consideration by the EDI committee.
- 4.33 If current measures are implemented as proposed then some form of financial assistance will be essential to mitigate the local economic impact on individual fishing businesses and the local supply chain. A specific package of measures should be created and made available by Scottish Government to directly support fishing businesses adapt to change. This should include support to modify or

change vessels and/or gear, to diversify into other maritime activity and decommissioning.

5.0 CONCLUSION

5.1 The Cabinet Secretary's response to the RACCE Committee seeks to justify the Government's proposals which were announced in June 2015 including the original methodology for assessing the potential economic impacts of management measures. The RACCE Committee has concluded its consideration of stakeholder concerns over a number of MPA management proposals and it is now for Scottish Government to make final decisions on management. If management measures are implemented as proposed then it will be essential that Scottish Government commit to undertake the following:

- Short and long-term monitoring of the environmental and economic impact of management measures in MPAs and SACs to ensure management is effective and proportionate to its benefits; and
- A dedicated package of financial measures to help mitigate the local economic impact on individual fishing businesses the local supply chain and associated coastal communities.

6.0 IMPLICATIONS

6.1	Policy	Positively influencing the proposed management of a Scottish network of marine protected areas assists the Council deliver the SOA outcome for a diverse and thriving economy, and its commitments for the environment.
6.2	Financial	None
6.3	Legal	None
6.4	HR	None
6.5	Equalities	None
6.6	Risk	Some proposed MPA management measures are likely to result in local economic impacts on coastal communities in Argyll and Bute.
6.7	Customer Services	None

Executive Director of Development and Infrastructure – Pippa Milne

Policy Lead – David Kinniburgh

13th August 2015

For further information contact: Mark Steward; Marine & Coastal Development Manager;
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Glossary of terms

Mobile gear fishing – Fishing activity which involves towed gear such as trawling or dredging.

Marine Conservation Order (MCO) - may be made by Scottish Ministers to further the conservation objectives of a Marine Protected Area by regulating activities.

Marine Protected Areas (MPA) – Scottish marine designated site to protect specific nature conservation features including habitats, species and geological features.

Special Areas of Conservation (SAC) – European nature conservation designated site protecting habitats or species of conservation importance at European level.

Special Protection Area (SPA) - European nature conservation designated site protecting bird species of conservation importance at European level.

Appendix 1 – Additional representation to Scottish Parliament and Cabinet Secretary

Argyll and Bute Council
Comhairle Earra Gháidheal agus Bhóid



Development and Infrastructure Services
Executive Director: Pippa Milne

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15 September 2015

Ron Gibson MSP
Convener
Rural Affairs, Climate Change, and Environment Committee
The Scottish Parliament
Edinburgh
EH99 1SP

Dear Mr Gibson,

Consideration of legislative proposals to implement fisheries management measures in existing Nature Conservation Marine Protected Areas and marine Special Areas of Conservation

It is understood that the RACCE Committee will be considering Orders laid in parliament under the Inshore Fishing (Scotland) Act 1984 and Marine (Scotland) Act 2010, which will implement a series of fisheries management measures for Marine Protected Areas (MPA) and Special Areas of Conservation (SAC) across Scotland.

Argyll and Bute Council responded to the recent consultations on draft Marine Conservation Orders for the Loch Sunart to Sound of Jura MPA and the South Arran MPA and raised significant concern over the potential for localised economic impact on the fishing industry, its supply chain and associated coastal communities. This response was approved by our Environment, Development and Infrastructure Committee which requested that these concerns were expressed directly to the RACCE Committee during their scrutiny of the MPA management proposals.

Our specific concerns are outlined in the annex below, which I hope will be useful to the Committee. It is important to note that these concerns are framed in the context of the high sensitivity of Argyll and Bute to economic changes and the current and future implications of a growing MPA network on the economic viability and productivity of our coastal area.

Marine Scotland's consideration of the socio-economic implications of proposed MPA management measures has underestimated the potential for significant localised economic impacts on the fishing industry and associated coastal communities. It is therefore considered essential that a more detailed local level assessment informs parliamentary scrutiny of proposals. I am aware that Marine Scotland have been looking at the predicted economic impact in more detail, but not having seen these figures request that the recently published economic assessment commissioned by Scottish Fishermen's Federation (SFF) is considered in relation to proposals for South Arran MPA and Loch Sunart to Sound of Jura MPA.

If current measures are implemented as proposed then some form of financial assistance will be essential to help mitigate the local economic impact on individual fishing businesses and the local supply chain. In this regard, a specific package of measures is considered a priority which should be made available by Scottish Government to directly support fishing businesses to adapt to change. This would need to include support to modify or change vessels and/or gear, to diversify into other maritime activity and decommissioning.

I am aware of the Committee's proposal to hold an evidence session on 23 September and would wish to outline that I would welcome an opportunity for Argyll and Bute Council to give oral evidence if this was helpful to the Committee in their scrutiny of the legislative proposals for MPA and SAC management.

Yours sincerely

Pippa Milne
Executive Director, Development and Infrastructure Services

Cc. Richard Lochhead MSP, Cabinet Secretary for Rural Affairs, Food and Environment

Annex

Balance between environmental protection and sustainable economic use

There is no doubt as to the quality and diversity of Argyll and Bute's coast and inshore waters, making our coastal area one of our prime assets which requires protection and wise management and is critical to our economic success. It is therefore vital that this resource is used sustainably. While the Council is supportive of the principle of MPAs and the long term environmental and economic benefits that may arise from a well-managed network, it is vitally important that the right balance is struck between environmental protection and socio-economic impact on marine activities and coastal communities.

Taking a balanced view of the potential environmental benefits and economic impacts, management measures proposed for many of the MPAs and SACs in our area are broadly supported. It is our view however that the new proposals detailed in the Marine Conservation Orders for Loch Sunart to Sound of Jura MPA and South Arran MPA have gone further with restrictions on fishing activity than expected and was previously discussed with stakeholders. While it is agreed that the new proposals are ambitious, it is considered that some individual measures and the potential cumulative economic impact of all MPA/SAC management measures on the inshore fishing industry in Argyll and Bute are not proportionate when considered at a local scale and will result in elevated economic risk to associated coastal communities. In addition, the Council is also concerned that the displacement of fishing activity resulting from the proposed restrictions could lead to localised environmental impact through increased intensity of fishing activity in areas outside MPAs.

Importance of fishing industry in Argyll and Bute

Inshore fishing is of significant cultural and economic importance and is a key component of the rural economy of Argyll and Bute. As identified in the Council's Economic Development Action Plan, this industry is an important element of the key growth sector, food and drink which also directly supports our tourism product.

The Scottish Sea Fisheries Statistics 2013 identify Argyll and Bute as having the second highest regional dependency on fishing as a percentage of the total labour force. This equates to 1% of the population in Argyll and Bute which is five times higher than the national average. An economic report and development plan for the aquaculture and fisheries sector on Mull¹, estimated that 3.5% of the working population are fishermen and 5.8% work in fishing and associated services such as processing. A recent scoping study commissioned by Scottish Fishermen's Federation² suggests a similar high dependency on fishing of 3.2% in the Mid Argyll, Kintyre and the Islands area, which includes the fishing communities of Tarbert, Campbeltown and Carradale. These figures clearly identify the local economic importance of fishing activity in Argyll and Bute and that restrictions on fishing activity have the potential for a much greater economic impact on individual coastal communities.

Marine Scotland estimates of economic impact

It is our view that the national and site level assessments from Marine Scotland significantly underestimate the potential socio-economic impacts at a local scale which will extend beyond a reduction in catch value to a range of supply chain businesses including processing, transport, servicing and food retailers. At a national level, combined loss in catch value is estimated by Marine Scotland to represent around 2% in GVA and employment terms which the Minister has stated will largely be mitigated by the potential to fish elsewhere or for vessels to change to more sustainable methods of fishing. While it is recognised that there is potential for some economic impact to be offset in the long-term there are however the following barriers and issues associated with this mitigation that need to be accounted for:

- Existing vessels are designed to fish in specific locations and conditions in inshore waters which may not be able to fish in alternative areas;
- The significant costs associated with changing fishing vessel and/or fishing gear;
- Increased fuel costs and lost time from having to fish in new areas further afield;
- Increased level of conflict between mobile and static gear fishing in areas remaining open to mobile gear fishing and from displacement of fishing within MPAs; and
- Increased level of creel fishing which unless carefully managed could have a negative impact on stocks and the environment.

Loch Creran SAC/MPA

The Council is disappointed that Marine Scotland have decided to take forward the closure of Loch Creran SAC to trawling as opposed to their preferred approach in the 2014 consultation which would have allowed trawling to occur in areas where no protected features existed. This proposal will revoke the existing statutory zoning arrangement for fishing activity which was developed and supported by the Argyll Marine SAC management forum and allowed established fishing activity with no evidence of impact on the SAC to continue.

For many years and prior to the designation of Loch Creran SAC in 2003 the loch has been fished by a single small vessel, targeting prawns by trawling and creeling. The fisherman involved has been a strong advocate of the SAC and an important daily presence on the loch in terms of reporting any activity which might threaten the SAC. The proposed restriction on trawling activity will restrict the fisherman to creeling only which no longer presents an economically viable fishery. Options to manage this change for this small business would require significant investment in additional creels or changing to a larger vessel to enable fishing outside Loch Creran. In these circumstances it is essential that individual fishing businesses are given financial support to either exit the industry or adapt their fishing practices.

Alternative measures

Proposed measures to restrict trawling activity in Loch Creran SAC/MPA and scallop dredging in the South Arran MPA appear to have been selected on the basis of the level of perceived risk to designated features and a decision to simplify management measures to make them easier to understand and enforce. This approach has led to what is considered to be overly precautionary

¹ [Mull Aquaculture and Fisheries Socio-Economic Study and Development Plan \(2014\)](#)

² Socio-economic Effects of Proposed Marine Conservation Order 2015: A Scoping Study (2015)

and restrictive measures to the exclusion of more complex zonal arrangements which would have allowed fishing to occur adjacent to protected features through a permit scheme which could have been adequately enforced through vessel monitoring. If more complex measures will work in terms of enforcement and meet the conservation objectives while allowing economic activity to continue then this is considered a more sustainable and proportionate response than closing the entire MPA to this activity.

Risk to local fishing industry and coastal communities

A number of fishing businesses in North Argyll and Kintyre have estimated between 25 and 100% loss in annual turnover as a result of lost access to current fishing grounds and subsequent increased competition from displacement. The grounds lost are also important winter fishing areas further restricting options for year round fishing representing an increased loss of income during the winter months. This closure of sheltered winter fishing grounds will mean that fishermen will have to fish in other areas which are more exposed and potentially less suited to the individual vessel with a resulting increased safety risk. These businesses therefore feel that the MPA proposals present a significant threat to their economic viability with associated supply chain businesses expressing concern over potential reductions in landings and supply of shellfish.

It is important to note that our economic concerns are framed in the context of the high sensitivity of Argyll and Bute to economic changes and the current and future implications of a growing MPA network on the economic viability and productivity of our coastal area.

Argyll and Bute has seen a decline in population of 3.6% between 2001 and 2011 and has the second largest projected proportionate population decrease of all 32 Scottish local authorities (decline of 14% to 2037, compared to Scottish increase of 9%). Population decline is the most significant threat to the Argyll and Bute economy and our Economic Development Action Plan therefore actively seeks to support economic growth of established and emerging industries including fishing as part of the key food and drink sector.

The current MPA network in Argyll and Bute coastal waters includes 11 designated sites covering approximately 12% of our coastal waters. With proposals for further designations this could increase beyond 60% coverage with unknown implications from new management proposals and potential for creeping strengthening of management over time, which we have seen to date with marine SAC's and latterly with MPA proposals.

It is therefore concluded that coastal communities on Mull, Oban and the Kintyre peninsula are particularly sensitive to any restriction on fishing activity due to high dependency on fisheries related employment, continued population decline and the potential for further restrictions as the MPA network grows.

ARGYLL AND BUTE COUNCIL**ENVIRONMENT, DEVELOPMENT AND
INFRASTRUCTURE COMMITTEE****DEVELOPMENT AND
INFRASTRUCTURE SERVICES****12th November 2015**

European Policy and Funding Update

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this paper is to provide the Environment, Development and Infrastructure (EDI) Committee with an update on the development of European policy and funding issues under the current 2014-2020 European programming period.
- 1.2 This update report will cover progress with regard to:
- European Structural and Investment Funds (ESIF);
 - Argyll and the Islands LEADER and European & Maritime Fisheries Fund (EMFF);
 - current discussions at Highlands and Islands European Partnership (HIEP) and West of Scotland European Forum (WoSEF) meetings;
 - recent audit visits and reports; and
 - future meetings and events.
- 1.3 The paper provides a detailed update on the European Structural and Investment Funds which comprise of the following funds:
- European Regional Development Fund (ERDF);
 - European Social Funds (ESF);
 - European Agricultural Fund for Regional Development (EAFRD) which supports rural development and LEADER Funding, and
 - European and Maritime Fisheries Fund (EMFF).
- 1.4 Overall, there has been a significant delay in the launch of the new European programmes; a culmination of issues at the European level and then at the Scottish Government level. This delay has been outwith the direct control of Argyll and Bute Council officers.
- 1.5 The Council is leading on bids for the following strategic interventions: Business Gateway Local Growth Accelerator Programme for Argyll and Bute, Argyll and Bute Enhanced Employability Pipeline and Social Inclusion and Poverty. Applications have been submitted for the Business Gateway Local Growth Accelerator Programme and the Enhanced Employability Pipeline programmes, although further development work has still to be undertaken on the Enhanced Employability Pipeline. An application under the Social Inclusion and Poverty intervention will be developed once the Enhanced Employability Pipeline is further developed as it will be designed to complement and support the pipeline.
- 1.6 In addition, an update has been provided on other funding opportunities focusing on the appropriate themes within the EU Territorial programmes for 2014-2020.

- 1.7 The European Team is actively involved in supporting participation of elected in members in HIEP and WoSEF, where the former focuses on European issues relevant to the Highlands and Islands part of Argyll and Bute and the latter to issues that are pertinent to the Helensburgh and Lomond area.
- 1.8 The outcome of recent audit visits has been positive to date, where comments have been made by external auditors on “neat and professional presentation of the project files.”
- 1.9 Future meetings and events at the European level for the remainder of this calendar year have been noted in the report and whether attendance at these meetings will be required or not.
- 1.10 The recommendations for EDI Committee members are as follows:
 - To note the content of this report.

European Policy and Funding Update

2.0 INTRODUCTION

2.1 The purpose of this paper is to provide the Environment, Development and Infrastructure (EDI) Committee with an update on the development of European policy and funding issues under the current 2014-2020 European programming period.

2.2 This update report will cover progress with regard to:

- European Structural and Investment Funds (ESIF);
- Argyll and the Islands LEADER and European & Maritime Fisheries Fund (EMFF);
- current discussions at Highlands and Islands European Partnership (HIEP) and West of Scotland European Forum (WoSEF) meetings;
- recent audit visits and reports; and
- future meetings and events.

3.0 RECOMMENDATIONS

3.1 The recommendations for EDI Committee members are as follows:

- To note the content of this report.

4.0 DETAILS

4.1 European Structural and Investment Funds comprise of the following funds:

- European Regional Development Fund (ERDF);
- European Social Funds (ESF);
- European Agricultural Fund for Regional Development (EAFRD) which supports rural development and LEADER Funding, and
- European and Maritime Fisheries Fund (EMFF).

4.2 Overall, there has been a significant delay in the launch of the new European programmes; a culmination of issues at the European level and then at the Scottish Government level. This delay has been outwith the direct control of Argyll and Bute Council officers.

ERDF and ESF Strategic Interventions

4.3 With regard to ERDF and ESF, local authorities have been charged with the part delivery of three of 11 strategic interventions (outlined in **Appendix 1, Table A1**) for the 2014-2020 programmes. For the new programmes significantly more funding is

available through ESF than ERDF. The Council's Economic Development Service (Business Gateway, Employability and European Teams) are leading on the development of the bids for these strategic interventions, the content of which is as follows:

- **Business Gateway Local Growth Accelerator programme for Argyll and Bute.** This intervention will significantly increase the assistance available to accelerate the growth of small and medium sized enterprises (SMEs) in the Argyll and Bute Council area and contribute to the National Business Gateway approach to supporting growth businesses across Scotland. The overarching vision is to support SMEs with sustainable growth potential from the point of start-up through the growth pipeline towards, where appropriate, Highlands and Islands Enterprise (HIE) or Scottish Enterprise (SE) account managed status. In particular, the intervention will complement and extend the scope of core Business Gateway services, with the opportunity to integrate delivery with other local economic development activities to maximise the impact. It is anticipated that the intervention will engage 236 unique SMEs in a range of activities designed to develop their growth aspirations, providing advice and/or financial support with a focus on overcoming sectoral as well as generic barriers to growth.
- **Argyll and Bute Enhanced Employability Pipeline.** This strategic intervention will deliver much needed support and skills interventions to participants who are furthest removed from the labour market and have significant barriers to employment. It is intended to provide a wide array of support mechanisms throughout a participant's journey to sustainable employment, allowing Argyll and Bute Council and appropriate partner organisations to offer interventions through a five stage journey (or pipeline).
- **Social Inclusion and Poverty.** Argyll and Bute Council can work up its own submission, once the Enhanced Employability Pipeline application has been further developed as this application will be designed to complement and support the pipeline.
- In addition to this, Argyll and Bute (excluding the Helensburgh and Lomond area) has been chosen as one of five local authorities to be part of a Big Lottery application for ESF under the Social Inclusion and Poverty Strategic Intervention. The Big Lottery is applying to be a lead partner for the delivery of up to £8m of ESF monies (alongside £10m Lottery resources). Funding for projects will be supported by providing match at source thereby reducing bureaucracy for partners delivering the work on the ground. The Big Lottery Fund is awaiting approval from the Scottish Government.

4.4 The status of the strategic intervention applications is as outlined below:

- The initial Business Gateway Local Growth Accelerator Programme strategic intervention application was submitted to the Scottish Government on 27th March 2015 (seeking just over £272k of ERDF funding until the mid-term review in 2018). The application was assessed by the Scottish Government's Scrutiny and Risk Panel (SRP) and feedback provided. The application was updated to include the responses raised by the SRP and anticipated spend re-profiled due to the lack of activity between April to September 2015. The

final application was signed by the council's Chief Executive Officer on Friday, 9th October 2015. It is hoped that this strategic intervention application will be approved by the Scottish Government as soon as possible, given that the operational application (work is underway on this at present), is to be submitted by 2nd November 2015¹.

- Argyll and Bute Enhanced Employability Pipeline was submitted initially in May 2015 and then re-submitted on 26th June 2015 further to comments from the Scottish Government (ability to secure £3.66m of ESF funding that requires 50% match funding). The application was reviewed by the Scottish Government's SRP during the summer and formal feedback was received through a face-to-face meeting with Scottish Government Structural Fund staff on 21st August 2015. As the pipeline is a relative new approach for the Argyll and Bute area the feedback was welcomed. The Operations Manager from the Argyll and Bute Council's Employability Team is currently working on developing this strategic intervention further for Argyll and Bute. This new pipeline approach will provide additional support to vulnerable individuals with multiple barriers to employment through internal and external service provision. It is hoped that a finalised application will be submitted in January 2016, further to approval from the EDI Committee meeting on 14th January 2016.

Argyll and the Islands LEADER/EMFF Strategy

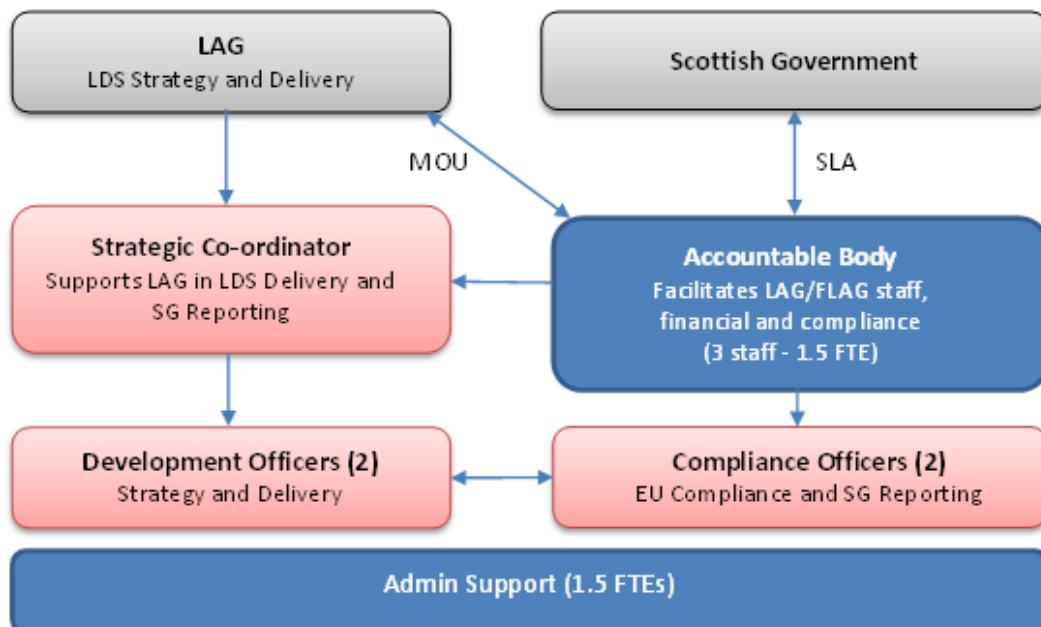
- 4.5 Approval has been given by the Scottish Government for the LEADER element of the LEADER/EMFF Local Development Strategy with an indicative allocation to the Argyll and the Islands Local Action Group (LAG), which also includes the EMFF Fisheries Local Action Group (FLAG) of £4,886,126. The Scottish Government has also requested that the Service Level Agreement (SLA) between the government and Argyll and Bute Council is signed. However, the strategy is still incomplete and guidance is still awaited on the development on various elements of the strategy, for example, business support, State Aid, monitoring and evaluation of the programme and the requirement that the new Accountable Bodies Board should be a mechanism for dispute resolution arrangements with regard to specific compliance issues. Further to discussion at a SMT Business meeting on 21st September 2015 it was agreed to sign the SLA subject to conditions. The supporting letter with conditions will also incorporate recent issues raised by COSLA. The final letter will be approved by the Council's Legal Team. A Memorandum of Understanding has also been prepared between Argyll and Bute Council and the Argyll and the Islands LEADER LAG/EMFF FLAG.
- 4.6 The diagram overleaf depicts the proposed governance structure for the new LEADER/EMFF programme and the staffing requirements. The Strategic Co-ordinator and LEADER/EMFF Development and Compliance Officer posts will all be fully funded by LEADER/EMFF monies. The Accountable Body and administration support posts are currently posts that sit within the Council European Team and central Administration for the Development and Infrastructure Directorate that are required to fulfill the function within the Service Level Agreement with the Scottish Government and the council. Due to the availability of transition funding and the

¹ This was the status of the Business Gateway Local Growth Accelerator Programme strategic intervention application at the time of writing this report. An update on the submission of the Operational Application will be provided at the EDI Committee on 12th November 2015.

retirement of the previous LEADER Project Co-ordinator, the new Strategic Co-ordinator was appointed in July 2015.

4.7 A short description of each of the roles of the LEADER/EMFF funded posts are outlined below:

- **Strategic Co-ordinator** – responsible for strategic reporting to the LAG/FLAG and other bodies requiring this information; publicity; line management of Development Officers; inspection activities and networking.
- **LEADER/EMFF Development Officer (2)** – awareness raising of the LEADER/EMFF programmes and the Argyll and the Islands area (co-operation projects); project development; pre-approval applicant support; monitoring project activity; and recording project progress information.
- **LEADER/EMFF Compliance Officer (2)** - 100% financial check and recording of all claims; checking procurement; liaising with applicants on claims; close working with the Development Officers.



Note: LAG – Local Action Group. FLAG – Fisheries Local Action Group.

4.8 The new Argyll and the Islands LEADER programme will be delivered by the Local Action Group with Argyll and Bute Council as the Accountable Body responsible for administration and compliance issues.

4.9 The EMFF element (circa £300k) will be delivered by a Fisheries Local Action Group (FLAG). Following on from a request from the European Commission for the UK to reduce the number of FLAGs, Marine Scotland has approached Argyll and Bute and the Ayrshire Councils to come together to create a joint FLAG. At a meeting on 24th September 2015, Argyll and the Islands FLAG members have agreed in principle to the proposed merger. At present, this would appear to be a straightforward process and one which would not affect the strategy which is currently with Marine Scotland awaiting approval. Details on the progress of this issue will be updated in the regular Policy Lead, European Policy and Funding update report.

Other Funding Opportunities

- 4.10 The European Team is currently working with Argyll and the Isles Coast and Countryside Trust (ACT) in developing a preparatory bid to submit to the Northern Periphery and Arctic Programme (NPAP). NPAP is one of the EU territorial programmes which the Argyll and Bute region is eligible to apply and ACT has potential to secure funding.
- 4.11 With a focus on culture and heritage issues, the European Team is investigating Atlantic Area Programme funding opportunities (another EU territorial programme) with colleagues in Community Services. This project is currently at an early scoping stage.

Highland and Islands European Partnership (HIEP)

- 4.12 The Highland and Islands European Partnership (HIEP) purpose is to pursue a joint approach of engagement within the EU. The partnership consists of Highlands and Islands Enterprise (HIE), the University of the Highlands and Islands (UHI), and seven local authorities – The Highland Council, Argyll and Bute Council, Moray Council, North Ayrshire Council, Orkney Islands Council, Shetland Islands Council and Comhairle nan Eilean Siar. The partnership represents the Highlands and Islands region of Argyll and Bute, eligible within the ESIF Highlands and Islands Transition Programme area. The predominant focus is to collectively influence policy and development issues relating to EU funding programmes.
- 4.13 Presently, HIEP is pressing Keith Brown MSP, Cabinet Secretary for Infrastructure, Investment and Cities, concerning the Scottish Government's roll out of European Structural Funds. Main issues raised are with the delays in the approvals for strategic intervention applications, lack of meaningful guidance of programmes and governance concerns relating to the Highland and Islands Territorial Committee (HITC).
- 4.14 HIEP is represented in the Highlands and Islands Territorial Committee (HITC), the body appointed by Scottish Government to provide the specific territorial perspectives regarding the delivery of regional funds within the Highlands and Islands area. As it stands, HIEP is concerned with the role of the HITC and lack of communication from Scottish Government. The partnership is currently pursuing the Scottish Government to enforce a change to the terms of reference, which would allow for a more meaningful contribution on how HITC can influence the development of European Structural and Investment funds within the region.
- 4.15 The role of HIEP is also to engage with our Members of European Parliament. On 24th and 25th September 2015, HIEP hosted Catherine Stihler MEP in both Shetland and Inverness. Head of Economic Development and Strategic Transportation, Fergus Murray, attended the workshop held on 25th September, via video conference. The workshop involved a presentation by Highlands and Islands Enterprise on the Digital Excellence Centre and progress on the next generation broadband project. Catherine Stihler, MEP proved to be thoroughly engaged with the digital connectivity subject, and supportive of pursuing the barriers ahead regarding increased broadband coverage.

- 4.16 HIEP will be hosting a further MEP VC meeting on 11th November 2015. Confirmed thus far are Catherine Stihler, Ian Hudghton and David Martin.

West of Scotland European Forum (WoSEF)

- 4.17 The European Team is also actively involved in supporting participation of elected in members in the West of Scotland European Forum which focus on European issues that are pertinent to the Helensburgh and Lomond part of Argyll and Bute.

Audit Visits and Reports

- 4.18 **Table 1** below outlines the recent audit visits and reports on European issues.

Table 1: European Audits		
Audit	Date	Recommendation
Argyll and the Islands LEADER Programme 2007-2013, Scottish Government 'On-the-spot' inspection.	15 th -17 th June 2015	Reports are now available for the 'On-the-spot' inspection carried out in June 2015 by the Scottish Government Rural Communities Team. The auditors looked at four projects which had been identified as being a 'risk'. During the inspection, two of the projects were found to have areas requiring further attention. An action plan has been agreed with most now complete. See Appendix 2 for more detail.
Argyll & Bute and South Ayrshire FLAG Strategy (2007-13) Internal Audit	30 th June and 1 st July 2015	There were no recommendations for improvement identified as part of this audit.
Argyll and the Islands LEADER Strategy (2007-13) Internal Audit	15 th July 2015	There were no recommendations for improvement identified as part of the audit.
Kintyre Renewables Hub European Regional Development Funds (ERDF) – Audit Scotland Article 62b check	24 th -27 th August 2015	No report is currently available. However, the auditor did note to staff in attendance, that they were pleased with the neat and professional presentation of the project files.
Kintyre Renewables Hub European Regional Development Funds (ERDF) – European Court of Auditors audit	15 th -16 th September 2015	The European Court of Auditors (ECA) visit was undertaken as part of a trail of audits. The ECA audit was undertaken as part of an audit of the European Commission (EC) to ensure they are undertaking effective audits of all Managing Authorities (MAs). The EC is required to audit MAs to ensure that they are delivering and managing programmes within the relevant EU Regulations. In this case the MA is the Scottish Government. The Scottish Government should receive a report within the next two months. However, the report will contain areas of concern, but these will not be on a project-by-project basis so we are not expecting to receive project feedback.

Future Meetings and Events

4.19 **Table 2** below outlines the meetings and events for the remainder of this calendar year (at the time of writing this report).

Table 2: European Meeting Planner			
Meeting and venue	Date	Attendance	Action required
Open Days – 13 th European Week of Regions and Cities (Brussels)	12-15 October 2015	Not required.	
43 rd CPMR General Assembly (Firenze, Toscana, Italy)	4/6 November 2015	Policy Lead with office support.	A briefing note will be prepared for the Policy Lead in advance of the meeting. A post meeting note will be prepared and key issues included in the regular Policy Lead, European Policy and Funding Update Report.
HIEP Board (Housing Meeting Room booked, VC attendance)	30 November 2015	Council Leader with officer support.	A briefing note will be prepared for the Leader in advance of the meeting.

5.0 CONCLUSIONS

5.1 This paper provides the members of the EDI Committee with a broad overview and update on the current European policy and funding opportunities for the 2014-2020 programming period facilitated in the main by the Council's European Team.

5.2 For ease of reference a summary page of European Team activity is outlined in **Appendix 3**.

6.0 IMPLICATIONS

- 6.1 Policy European funding and policy issues align with the overarching aim of the Argyll and Bute Community Planning Partnership Single Outcome Agreement (SOA) 2013-2023 and in particular the requirement to maximise European funding investment throughout Argyll and Bute which could impact on all six SOA outcomes and is a key objective within the Argyll and Bute Economic Development Action Plan (EDAP), 2013-2018 and the four area-based EDAPs.
- 6.2 Financial Argyll and Bute Council as Lead Partner for the ERDF and ESF strategic interventions and as Accountable Body for LEADER and EMFF will be responsible for administering the funds compliantly within European rules and regulations.
- 6.3 Legal All legal implications with regard to proposed Argyll and Bute Council actions will be taken into consideration.

- 6.4 HR Once the SLA is signed, and the process for recruiting additional staff for the 2014-2020 LEADER/EMFF programme will commence.
- 6.5 Equalities European policy and funding activities will comply with all Equal Opportunities policies and obligations.
- 6.6 Risk Council officers will need to ensure that Argyll and Bute Council's risks with regard to European funding and compliance issues are proportionate and reasonable to its role, in close liaison with the Council's Legal Services and Internal Audit.
- 6.7 Customer Services None.

Pippa Milne, Executive Director of Development and Infrastructure

Policy Lead, Councillor Aileen Morton

For further information contact:

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Mary Louise Howat, Senior Development Officer, tel: tel: 01436 658917

Appendix 1: Strategic Interventions

The 11 strategic interventions under the European Structural and Investment Funds for the 2014-2020 programming period are outlined in **Table A1** below. The interventions in bold are those where Argyll and Bute Council will be the lead partner.

Table A1: Strategic Interventions			
European Regional Development Fund (ERDF) and European Social Fund (ESF)	Strategic Intervention	Lead Partner	Objectives
ERDF	Innovation	Scottish Enterprise Highlands and Islands Enterprise Scottish Funding Council	Increase business commercialisation and investment in Research Technology Development and Innovation.
ERDF	Broadband	Digital Strategy & Programmes Division, Scottish Government	Enhance the opportunity for economic and social growth in areas which currently lack broadband coverage; and alleviate the risk of social exclusion.
ERDF	Business Competitiveness (Argyll and Bute Business Gateway Local Growth Accelerator programme)	Scottish Local Authorities Scottish Enterprise Highlands and Islands Enterprise	Increase and support ambition of SMEs to grow and increase employment, including diversification of the business base in rural areas.
ERDF	Low Carbon Travel and Transport	Transport Scotland	Decrease in greenhouse gas emissions through uptake of environmentally friendly transport modes.
ERDF	Low Carbon Infrastructure Development Fund	Low Carbon Investment and Public Sector Energy Efficiency, Scottish Government	Build Scotland's reputation as a good place to invest in low carbon sectors and supply chains, and increase investment levered into Scotland by private and institutional investors Develop low carbon communities to increase sustainability and reduce reliance of remote communities on fossil fuels.
ERDF	Resource Efficiency Circular Economy Accelerator Programme	Zero Waste Scotland	More resource efficient businesses (particularly SMEs and SME clusters) Growth in private-sector re-processing and re-manufacturing industries through the reuse of waste products.
ERDF	Green Infrastructure	Scottish Natural Heritage	Improved environmental quality and utility in urban areas. Improved environmental quality and utility in urban areas.
ESF	Enhanced Employability Pipelines	Scottish Local Authorities	Improve access to and fit with labour market opportunities for long-term unemployed and disadvantaged groups, and minority groups under-represented in the labour market.

Table A1: Strategic Interventions (continued)			
European Regional Development Fund (ERDF) and European Social Fund (ESF)	Strategic Intervention	Lead Partner	Objectives
ESF	Social Inclusion and Poverty	Community-led programme, Scottish Government Financial Inclusion Programme, Big Lotter Fund Scotland Social Economy and Social Innovation Programmes, Scottish Government Supporting Enhanced Employability Pipelines, Scottish Local Authorities	Alleviate inequality, disadvantage and poverty at an individual, family, household and community level.
ESF	Developing Scotland's Workforce	Skills Development Scotland Scottish Funding Council	Support the development of key growth sectors by ensuring the right skills are available in the local labour market. Ensure that both academic and vocational routes into those sectors are available to individuals.
ESF	Youth Employment Initiative (South West Scotland)	Scottish Funding Council Scottish Local Authorities (LUPS only)	Creating labour market opportunities for young unemployed individuals.

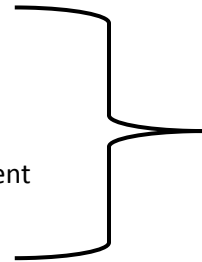
Appendix 2: Summary of Scottish Government On-the-Spot Checks 2015: Comments and Responses

Organisation/ Beneficiary Name	LEADER Project Name & Short Description	SG Comments for Action	Response/Remedial Action
North Ayrshire Council (Capital Project)	Holy Isle Gateway Project. The aim of the project: build a proper landing facility that is fit for purpose.	Publicity - Site signage at both Jetty and on interpretation panel needs to be replaced.	Contact has been made with both NAC and the Holy Isle. Currently awaiting confirmation that signs are on-site.
Argyll & Bute Council (Capital Project)	Argyll Coastal Waters. The aim of the project: to develop coastal access sites to assist the economic growth of Argyll and Bute's coastal communities through the improved infrastructure and access to the waterfront.	<ol style="list-style-type: none"> 1. At all sites the signs were substandard and had disappeared entirely from Arduaine. This was a known fault, so all signs are to be replaced by the end of September and the opportunity would be taken to update them all, with an additional stopover location. 2. At Ganavan, the changing room building looked unfinished and the woodwork appeared not to have been treated. 3. At Arduaine, this was where the sign had disappeared. More worrying however, was the erosion to the underneath of the ramp and remedial work would be urgently required to remedy this. The base of the ramp appeared to have dropped about three inches already. Without the extra work, the ramp could collapse and may be a health and safety issue. 4. At Ardrishaig, the pontoons and bridges appeared to fit in well with existing facilities but unusually the site sign was some distance from the facility. 	<ol style="list-style-type: none"> 1. Interpretation signs have all been redesigned to ensure that all logos are visible and to show the addition of the new site. These panels will be erected at each site in new, strengthened frameworks. E-mails have been received from the contractor who aims to have this done by Wednesday, 3rd November 2015 and will e-mail photos of the signs once erected at each site. 2. The architect has provided the technical specification for the Ganavan shelter which is attached. It has been built to this specification to the approval of the Architect and Engineer. 3. The remedial work to the ramp at Arduaine has been completed with additional strengthening. 4. Signs of the Logos have been made and attached to the pontoons/bridges.

Appendix 3: European Team Activity

Key European Networks

HIEP: Highlands and Islands European Partnership
WOSEF: West of Scotland European Forum
CPMR: Conference of Peripheral Maritime Regions
COSLA: Convention of Scottish Local Authorities
SLAED: Scottish Local Authorities Economic Development



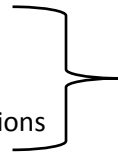
To monitor developments in policy and funding topics of interest to Argyll and Bute the Council is a member of a number of European Networks.

Our European Networks have elected member and officer groups, the European Team is actively involved in the work of the officer led groups and supports the participation of Members in the elected member groups.

Participating in our European Networks increases the effectiveness of the Council's EU activity.

Main Policy Areas

Regional Policy – Specifically ERDF* and ESF*
Rural Development – Specifically LEADER
Maritime & Fisheries – Specifically Community Actions



Collectively the:
European Structural and Investment Funds (ESIF)

These policy areas are maximised by the EU Team to support Economic and Community Development.

*ERDF – European Regional Development Fund *ESF – European Social Fund

Associated Policy Areas

State Aid (including Regional Aid Assisted Area Map)
Transport, Energy and Environment
Social Agenda (including equal opportunities)

These policy areas are monitored by the EU Team and followed up as appropriate or are passed to the relevant Council Service.

Applying For ESIF

LEADER and Maritime & Fisheries Funding – £4.9m

ERDF: Business Competitiveness - £272k

ESF: Employability and Social Inclusion - £4.19m (of which £3.66m has been ring-fenced for the Enhanced Employability Pipeline strategic intervention).

Aspirational Funding Opportunities

Territorial Cooperation Programmes
 (Project based, transnational partnership approach)

Thematic Funds
 (LIFE +, Citizens for Europe and Youth in Action etc.)

Investigate accessing funds from 'Other Strategic Interventions'

Ongoing Tasks

- Attending and supporting political attendance at Network meetings,
- Briefings for elected members and senior officers,
- European Update Report,
- Funding Alert,
- European Consultation Forward Planner,
- Preparing consultation responses, and;
- Information management and dissemination.

Monitoring and Compliance

Ongoing monitoring and compliance of the ESIF Funds to ensure the retention of funds and mitigate audit risks.

ARGYLL AND BUTE COUNCIL**Economic Development & Infrastructure
Committee****DEVELOPMENT AND
INFRASTRUCTURE SERVICES***12 November 2015*

**COLLABORATION BETWEEN ARGYLL AND BUTE COUNCIL AND SCOTTISH
CANALS**

1.0 EXECUTIVE SUMMARY

The purpose of this report is to allow members to consider a draft Minute of Understanding (MOU) between Argyll and Bute Council and Scottish Canals which represents a new collaborative approach of working between both parties. The purpose of this new approach is to work together to drive forward the regeneration of Ardrishaig/Lochgilphead and settlements along the Crinan Canal corridor, to secure investment into the wider Mid Argyll area and to maximize local socio economic benefit offered to our area from the Crinan Canal. The Canal offers significant recreational, tourism, heritage, environmental and regeneration opportunities. It is an asset of national importance and has been described as 'Britain's most beautiful shortcut' and there is no doubt that it has a significant role to play in the Scotland's Maritime Tourism economy

RECOMMENDATIONS

1. That the Committee notes the content of this report.
2. That the Committee agree to the attached MOU and to its formal signing

**COLLABORATION BETWEEN ARGYLL AND BUTE COUNCIL AND SCOTTISH
CANALS**

2.0 SUMMARY

- 2.1 The purpose of this report is to allow members to consider a draft Minute of Understanding (MOU) between Argyll and Bute Council and Scottish Canals which represents a new collaborative approach of working between both parties. The purpose of this new approach is to work together to drive forward the regeneration of Ardrishaig/Lochgilphead and settlements along the Canal Canal corridor, to secure investment into the wider Mid Argyll area and to maximize local socio economic benefit offered to our area from the Crinan Canal. The Canal offers significant recreational, tourism, heritage, environmental and regeneration opportunities. It is an asset of national importance and has been described as 'Britain's most beautiful shortcut' and there is no doubt that it has a significant role to play in Scotland's Maritime Tourism economy

3.0 RECOMMENDATIONS

- 3.1 That the Committee notes the content of this report
- 3.2 That the Committee agree to the attached MOU and to its formal signing

4.0 DETAILS

- 4.1 Since 2007 Argyll and Bute Council, in partnership with Scottish Canals, formerly British Waterways, have been working together with the Ardrishaig Community Council and the associated Development Trust to seek to deliver the key actions within the Ardrishaig Regeneration Masterplan and Action Plan. The masterplan was approved by the Executive Committee in October 2008 as Supplementary Planning Guidance in line with the recommendations of the Mid Argyll, Kintyre and Islay (MAKI) Area Committee in August 2008.
- 4.3 The masterplan and associated action plan emerged from a high priority 'Area for Action' (AFA) within the Council's then adopted Local Plan 2009. The focus was to secure environmental improvements and regeneration opportunities and to bring

investment to the waterfront in Ardrishaig in recognition of the key role that it had to play as a gateway into the Canal.

- 4.4 Scottish Canals, along with the Council, own the majority of land within the masterplan area with the exception to the Ardrishaig Boat Club, which occupies a prominent waterfront site and is privately owned by the Club.
- 4.5 Unfortunately despite a number of successful community engagement events including a “Place Making” day and the creation of a strong steering group, which has met on a regular basis, the delivery of the key actions/projects, which formed the basis for the materplan, have not progressed. Whilst there are a number of reasons for this, not least of which has been the economic downturn and resulting impact on land values, this has been disappointing to the community, the Council and Scottish Canals.
- 4.6 However more recently there has been a refocus on not just Ardrishaig but Lochgilphead and the wider Crinan Canal corridor by Scottish Canals and the Council looking at the potential regeneration opportunities that this significant asset can offer to the area. It is from this wider focus on recreation, tourism, heritage, environmental and regeneration opportunities that this partnership agreement has been drawn up and it is hoped that this will re-stimulate focus and action going forward.
- 4.7 One of the first actions to be taken forward in regard to this refocus is to seek to deliver a charrette for the Ardrishaig/lochgilphead and Crinan Canal corridor. This is reflective of the agreement of the Planning Protective Services and Licensing Committee on the 24 June 2015 at which Members endorsed the proposal to use the charrette process to deliver community actions plans in 5 pilot areas across Argyll and Bute one of which was focused around Ardrishaig/Lochgilphead and the Crinan Canal corridor. A funding bid has been submitted to the Scottish Government for charrette funding, deadline 31 October. This funding would be matched with funding from both Scottish Canals and the Council.
- 4.8 The charrette process are primarily community driven and will help to inform the content of the Local Development Plan at a local level, explore future issues, consider the communities in a more holistic manner, and promote the implementation of the Single Outcome Agreement related actions. They should consider wider social and economic issues as well as the traditional land use planning ones. An action plan will be produced from the charrette process that will then be considered by the Council and Scottish Canals.

5.0 CONCLUSION

The Council welcomes the opportunity to strengthen and refocus its partnership working with Scottish Canals to identify, through the charrette process, key initiatives and projects linked to the Crinan Canal as a whole, including the waterfront of Ardrishaig and to also look at opportunities to link to Lochgilphead. This links to our wider economic objectives for the area and also links back to the Ardrishaig Masterplan objectives as well as to the delivery of key infrastructure points along the

Argyll Kayak trail, including points along the Crinan Canal.

6.0 IMPLICATIONS

6.1	Policy	Consistent with the objectives of the Single Outcome agreement (SOA), Economic Development Action Plan (EDAP), Local Development Plan and Ardrishaig Materplan to deliver economic regeneration to our communities
6.2	Financial	Officer time and match funding from Scottish Canals and the Council to support and deliver the charrette. A bid for charrette funding has been submitted to Scottish Government and if successful the Charrette will require to be delivered by 31 March 2016. The match funding from the Council for the charrette will come from EDST budget. The charrette process will inform the development of an action plan. The action plan will come before members for their consideration and approval at a later date. There will be no direct financial implications arising from this report other than the match funding for the charrette which is already allocated from EDST budget.
6.3	Legal	None at this time
6.4	HR	None
6.5	Equalities	None
6.6	Risk	The objectives of the SOA are predicated on securing future investment to increase the attractiveness of the area to ensure that we retain and attract new people to the area to live, work and visit. The MOU seeks to strengthen the current working relationship with Scottish Canals to ensure that there is a greater commitment to the delivery of shared objectives.
6.7	Customer Services	None

Executive Director of Development and Infrastructure – Pippa Milne

Policy Lead Cllr Aileen Morton

For further information contact: Audrey Martin, Projects and Renewables Manager, tel 01546 604180

Appendix 1 MOU

Minute of Understanding between Argyll & Bute Council and Scottish Canals.

1.0 The Parties

Argyll and Bute Council (A&BC) and Scottish Canals (SC).

2.0 Objectives

2.1 To enter into a partnership between both organisations to deliver the following Scottish Government, SC and A&BC visions, aims and objectives:

The Strategic Framework for Scotland's Marine Tourism Sector
"Awakening the Giant"

"By 2020 we want Scotland to be "A marine tourism destination of first choice for high quality, value for money and memorable customer experience delivered by skilled and passionate people"

Scottish Government Regeneration Strategy and Making the Most of Scotland's Canals

"Our canals are an asset that we wish to use wisely in order to enhance the future quality of life for Scotland's inhabitants and to help create a more successful, sustainable country ... This can be done by continuing to develop the role canals, both urban and rural, can play in delivering wider public benefits and by working in strong partnerships with others to secure those benefits.

Scottish Canals Vision for growth:

Safeguarding our Heritage – Building our Future:

- ***Through stronger Communities;***
- ***By attracting new customers and income;***
- ***Thanks to empowered motivated people.***

Argyll and Bute Community Plan and Single Outcome Agreement 2013-2023 overall objective which states that:

"Argyll and Bute's economic success is built on a growing population"

The Argyll and Bute Economic Development Action Plan (EDAP) objective of :

"Realising our potential together, Argyll and Bute will unlock the opportunities offered by its significant, sustainable economic assets for the benefit of its communities and the competitiveness

and security of the Scottish and EU economies.”

- 2.2 The Crinan Canal is recognised as an important economic asset at an international, national and local context. Scotland’s Marine Tourism framework recognises the importance of the Crinan Canal to attract visitors to the area and to increase their length of stay and spend in the area. Both parties wish to work together to maximise the benefit derived from this asset, to deliver economic regeneration for the area by improving the local environment and economy, increasing the tourism and business offering and increasing those using the canal (both locals and visitors).
- 2.3 Working towards mutually beneficial goals which seek to maximise the impact of investment and to secure the delivery of the SOA, the overall aims and objectives of the partnership will be as follows:
- 2.3.1 Grow canal side uses and animation (activities, footfall, interest);
 - 2.3.2 Deliver economic regeneration in the mid Argyll area with a focus on the development of a community action plan and charrette
 - 2.3.3 Increase tourism activity in the area,
 - 2.3.4 Celebrate the heritage of the canal ,
 - 2.3.5 Increase leisure opportunities
 - 2.3.6 Maximise the opportunities available to the area from the unique environment and biodiversity along the length of the canal
 - 2.3.7 Grow existing businesses and create new business opportunities ;
 - 2.3.8 Increase the footfall on the canal and through the canal
 - 2.3.9 Help towards Scottish Governments social agenda and the delivery of the objectives of the SOA

3.0 Strategy

- 3.1 A&BC and SC are seeking to strengthen their existing partnership working by entering into a partnership agreement, The purpose of this is to provide an agreed framework for future working from which to progress to either a more formal collaboration agreement or a potential joint venture vehicle once specific projects have been identified.
- 3.2 The initial piece of work to be taken forward through the partnership will be a charrette which will involve communities along the Crinan canal corridor and other relevant stakeholders.
- 3.3 On completion of the charrette process both A&BC and SC will develop and agree an action plan for the way forward, and a further report will be brought back to Council for consideration of the action plan and its approval. The parties will work together to identify 3rd party grant/funding opportunities where required.
- 3.4 Upon agreement of the action plan by both parties both Scottish Canals and A&BC will commit to work together to actively progressing and support its delivery.

- 3.5 The action plan will identify key targets which will be agreed between the parties and must also meet best value criteria for both A&BC and SC.

4.0 Responsibilities & Reporting Procedures

- 4.1 A working group will be formed from the relevant A&BC and SC departments which will report to an Executive Group. The Executive Group will include senior managers from A&BC Development and Infrastructure Department and Scottish Canals Estates & Commerce Department. The Executive Group should meet twice a year.
- 4.2 The MOU will be reviewed annually and updated in agreement with the partners to reflect any changes.
- 4.3 Either party will be entitled to withdraw from this Minute of Understanding on giving three months' notice in writing to the other party.

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ARGYLL AND BUTE COUNCIL**POLICY AND RESOURCES
COMMITTEE****Development and Infrastructure****12 NOVEMBER 2015**

Digital Infrastructure Update

1.0 EXECUTIVE SUMMARY

1.1 This report provides an update on the various digital infrastructure projects including:

- Next Generation Broadband
 - BT commercial programme
 - Highlands and Islands Programme
 - Rest of Scotland Programme
 - Community Broadband Scotland
 - New Technology
 - Extension of Funding
- Mobile Communications
 - Mobile Infrastructure Project
 - Scottish Government Pilot on Coll
 - Vodafone Rural
 - Commercial upgrades
- Public Wi-Fi

1.2 It also includes details of consultation responses which have been submitted over the past 2 months:

- Emergency Services Mobile Communications Programme (ESMCP) Public consultation on additional telecommunications coverage to be provided for the Emergency Services Network (ESN)
- Inquiry into establishing world-class connectivity throughout the UK
- Ofcom Strategic Review of Digital Communications Discussion document

RECOMMENDATIONS

It is recommended that Environment, Development and Infrastructure Committee

1. Note the content of this report; and
2. Note the consultation responses contained at Appendices 2-4.

Digital Infrastructure Update

2.0 INTRODUCTION

- 2.1 Work has commenced on a number of programmes which aim to improve the digital infrastructure across Argyll. This report provides an update on the various projects and also information in relation to consultation responses which have been submitted over the past 2 months.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Environment, Development and Infrastructure Committee
1. Note the content of this report; and
 2. Note the consultation responses contained at Appendices 2-4.

4.0 DETAIL

The work being undertaken in relation to digital infrastructure relates to broadband or mobile communications.

4.1 Next Generation Broadband

Next generation broadband within Argyll is being delivered through one of four programmes – the commercial programme by BT (parts of Dunoon, Helensburgh and Oban), the Highlands and Islands project (BC, MAKI and OLI), the Rest of Scotland (HL) project and Community Broadband Scotland supported community projects.

- 4.2 Work continues on building the new infrastructure network to support next generation broadband. Having completed the subsea cable links in 2014, land based backhaul and local access fibre cables are required to connect communities. Whilst telephone exchanges will continue to provide a service in relation to telephone calls only a handful of exchanges will handle next generation broadband services, new access cables running from these “headend” exchanges directly to new communication cabinets within communities will ensure that the superfast speeds reach the local cabinets.

- 4.3 During 2015, we have seen new connections which mean that all of our towns now have some coverage, work continues in many of these locations to extend the fibre services to as many premises as possible within the budget of the project. A summary of all exchanges across Argyll and Bute is contained at

Appendix 1.

- 4.4 Once the new fibre cabinets are live, customers who want access to superfast broadband must order the upgraded fibre service from their internet service provider. Members of the public can check whether they are able to order a next generation service at www.digitalscotland.org/whereandwhen. If they are not able to order a next generation broadband service they will be given an indication of whether the service is likely to be available within their exchange area and if so when the first premises are expected to be connected.
- 4.5 BT commercial programme
The commercial rollout by BT has connected some premises in Helensburgh, Oban and Dunoon. The commercial rollout is still ongoing in some locations.
- 4.6 Highlands and Islands Programme
The Highlands and Islands (H&I) programme in Argyll is currently expected to connect 83% of premises when taken with the commercial rollout.
- 4.7 The first live premises through the H&I programme were in Oban in September 2014 and during 2015 additional connections have been made within Campbeltown, Dalmally, Innellan, Lochgilphead, Rothesay and Taynuilt exchange areas. With the exception of Dalmally and Taynuilt exchange areas, these connections have been delivered earlier than the 2016 dates estimated in the initial planned rollout plans.
- 4.8 There have however been some delays which mean that deployment has been delayed to the Ledaig, Balvicar, Connel, Craignure and Kilmelford exchange areas. It is not uncommon for issues associated with deployment of the new infrastructure e.g. blockages in cable ducting etc. to cause delays and it is hoped that live coverage will be provided by the end of 2015.
- 4.9 Rest of Scotland Programme
The Rest of Scotland (RoS) Programme in Argyll expects connections to around 92% of premises when the commercial coverage is included.
- 4.10 Cardross exchange area was the first area to receive connections through the RoS programme in October 2014 (initial build date was 2016). During 2015, works have continued to extend coverage and although new connections haven't been made it is expected that Clynder, Helensburgh (where not covered by the commercial rollout), Kilcreggan and Rhu exchange areas could see additional coverage before the end of the year.
- 4.11 Community Broadband Scotland
Community Broadband Scotland (CBS) operates to support communities in taking forward their own broadband solution where coverage through the above programmes is not expected.
- 4.12 During 2015, CBS announced that a contractor has been appointed for the Giga Plus Argyll project which is seeking to provide superfast broadband to all premises on Colonsay, Iona, Lismore, Luing and parts of Mull, Jura, Islay and the

Craignish Peninsula - approximately 1,400 properties. The project will receive £988,000 funding from CBS to assist with capital costs. It is expected that coverage will be rolled out to premises within the Giga Plus project area from 2016.

4.13 **Other broadband issues**

New Technology

Work is ongoing testing new technology which may help to extend the rollout of superfast broadband through the commercial, H&I and RoS programmes including:

- Fibre to the Remote Node which will work in the same way as fibre to the cabinet but is suitable for deployment in smaller communities.
- Wireless to the cabinet which seeks to connect remote cabinets by wireless rather than fibre infrastructure.

4.14 Extension of Funding

Additional funding has been received from Broadband Delivery UK (BDUK) and the Scottish Government which will provide a further £42 million to extend the rollout into Phase 2. It has not yet been confirmed as to how the additional funds will be allocated or the implications it could have for coverage in Argyll.

4.15 In addition to government funding, the Phase 1 contracts provide for a “gain share” clause to clawback funding if the project reached agreed take up levels. In August 2015 it was announced that BT would make a payment of £17.8 million which will be used to extend coverage.

4.16 In order to better understand how the additional funding could be utilised, a modelling exercise is currently being undertaken. It is expected that this will be completed by the end of 2015 and will confirm those locations which cannot be covered by the fibre rollout.

4.17 **Mobile Communications**

Mobile Infrastructure Project

Our previous update which went to the Policy and Resources Committee in February 2015 detailed work associated with the Mobile Infrastructure Project. This project is due to be completed by March 2016 and unfortunately will not deliver any new masts within Argyll. Potential sites had been identified however the transmission links into the mobile operators’ networks were not available.

4.18 Scottish Government Pilot on Coll

In March 2015, a new mobile mast funded by the Scottish Government went live on the Island of Coll. The Scottish Government led the development stages of the project and provided the capital for the mast with Vodafone providing their equipment. Development Coll now owns the mast and will pay for its maintenance, the Council has agreed to make a contribution for the first 5 years.

4.19 The new mast provides 4G, 3G and 2G coverage with improvements in signal being reported not only on Coll but also on parts of Tiree and Mull. We are

working with Scottish Futures Trust to confirm whether there is potential for any similar pilots elsewhere in Argyll.

4.20 Vodafone Rural

Vodafone has announced that seven communities in Argyll are included in a programme to receive their Open Sure Signal product. Open Sure Signal boxes connect to the internet (minimum 4mbps required) and provide a 3G mobile coverage for Vodafone users within approximately 500m radius (reducing where trees, buildings etc. block the signal). The first live location was Ormsary on the Knapdale peninsula. Vodafone are also hoping to make installations at Seil/Easdale, Luing, Crossapol (Tiree), Dunbeg, Ardfern and Port Askaig.

4.21 Commercial upgrades

When Ofcom awarded the contract for delivering 4G across the UK it included a stipulation that 95% of premises within Scotland receive coverage. 4G coverage is available to some parts of Argyll for some mobile operators (although it is currently focused on those parts closest to the central belt). It is understood that further 4G deployments are planned but it is not yet known which locations within Argyll will benefit.

4.22 Alongside the 4G licence, amendments have been made to the licences issued by Ofcom to the mobile operators to implement 90 percent geographic voice coverage throughout the UK by no later than 31 December 2017. Again it is not known what impact this will have on Argyll or whether it will result in more widely available mobile signal.

4.23 Other activities

We met with the Scottish Government and Scottish Futures Trust at the beginning of September to identify activities which can assist with improved mobile and broadband connectivity. We continue to work with them to develop opportunities within Argyll. We are also working with businesses including through the Economic Forum to lobby for improved mobile coverage. The issue of poor mobile coverage has also been raised by the fish farming industry and we are working together to lobby for improvements.

4.24 Our hilly landscape is one reason why mobile coverage can be intermittent. To try to assist mobile operators in building new masts, our Development Management Team has indicated an in principal agreement to trial larger masts within suitable locations. Detailed discussions will need to be undertaken to identify those locations which might be suitable. This proactive approach reinforces the point that planning has not been a barrier to the development of mobile masts across Argyll and Bute.

4.25 **Public Wi-Fi**

In October 2014, Policy and Resources Committee agreed to progress a pilot for public town centre Wi-Fi in Helensburgh. We have been working closely with procurement to seek a way of delivering this service whilst minimising ongoing costs for the Council. We have now agreed a contract and the first phase of the installation has begun which will seek to see the delivery of public Wi-Fi in

Colquhoun Square in time for the Winter Festival on 28-29 November 2015 and the second phase being delivered first quarter of 2016.

- 4.26 The Scottish Government has also launch a £1.5 million programme to provide more public Wi-Fi availability. The initial phase of the programme will be the provision of Wi-Fi in public buildings such as libraries. We are working with the Scottish Government to establish which locations across Argyll might be eligible to receive funding.

4.27 **Consultations**

Over the past few months there have been a number of consultations in relation to digital connectivity. Due to the limited time available to respond we have not be able to report the consultation to committee proper to submitting a response. We have therefore submitted comments from officers following approval from our Policy Lead. Responses have been submitted to:

- Emergency Services Mobile Communications Programme (ESMCP) Public consultation on additional telecommunications coverage to be provided for the Emergency Services Network (ESN) – see Appendix 2 for a copy of our comments.
- Inquiry into establishing world-class connectivity throughout the UK – see Appendix 3 for a copy of our comments.
- Ofcom Strategic Review of Digital Communications Discussion document – see Appendix 4 for a copy of our comments.

5.0 **CONCLUSION**

- 5.1 Digital connectivity across Argyll is improving with the biggest change during 2015 being the increased availability of superfast broadband, it is expected that this will continue during 2016. Progress on mobile coverage is less certain although we will continue to press for improved coverage for Argyll through both commercial and publically funded programmes.

6.0 **IMPLICATIONS**

- 6.1 Policy – the Single Outcome Agreement (SOA) and Economic Development Action Plan support improvements in the digital infrastructure.
- 6.2 Financial – Across Scotland funding of £410m has been committed to the Phase 1 next generation broadband project across Scotland (including a contribution from COSLA on behalf of all local authorities). A further £42m is confirmed for phase 2. No direct financial implications to the Council at the present time.
- 6.3 Legal – none.
- 6.4 HR – None.
- 6.5 Equalities – the differing nature of the deployment of new technology has the

potential to lead to inequalities in terms of access to digital services including those which support business and personal development.

- 6.6 Risk – there is an overall risk that the economic benefits arising from modern digital infrastructure are not fully realised. There are risks that those areas which do not benefit from digital infrastructure could become less attractive locations within which to live and work which could have implications in relation to the SOA objective of growing the population. The various programmes are reliant on new technology and innovation which is developing rapidly. Some projects are reliant on commercial operator decisions to invest whilst grant funding is necessary for many aspects of digital infrastructure improvement in Argyll. These aspects all create a level of uncertainty around the extent of infrastructure improvements.
- 6.7 Customer Service – improvements in broadband and mobile technology improve the opportunities for digital based customer services.

Appendices

- 1 Exchange overview
- 2 Emergency Services Mobile Communications Programme (ESMCP) Public consultation on additional telecommunications coverage to be provided for the Emergency Services Network (ESN)
- 3 Inquiry into establishing world-class connectivity throughout the UK
- 4 Ofcom Strategic Review of Digital Communications Discussion document
- 5 Broadband leaflet (correct at October 2015, updates will be available from <http://www.argyll-bute.gov.uk/superfast-broadband#leaflet>)

See also <http://www.argyll-bute.gov.uk/superfast-broadband>

Executive Director of Development and Infrastructure Services Pippa Milne
Policy Lead Councillor Aileen Morton

For further information contact: Anna Watkiss, Senior Development Officer
(01546 604344, Anna.Watkiss@argyll-bute.gov.uk)

APPENDIX 1 EXCHANGE OVERVIEW

Exchange Area	Initial Programme Date	Date for 1 st connections
Bute & Cowal		
Ardentinny	Jan-Jun 2016	Jan-Jun 2016
Cairndow	Exploring solutions	Jul-Dec 2016
Colintraive	Exploring solutions	Jul-Dec 2016
Dunoon	Commercial – Sum 2014 H&I - Jan-Jun 2016	Commercial – LIVE H&I – Jul-Dec 2015
Glendaruel	Exploring solutions	Exploring solutions
Innellan	Jan-Jun 2016	LIVE
Inveraray	Jul-Dec 2016	Jul-Dec 2016
Kilchattan Bay	Jan-Jun 2016	Jan-Jun 2016
Kilfinnan	Exploring solutions	Jul-Dec 2016
Kilmun	Jan-Jun 2016	Jan-Jun 2016
Lochgoilhead	Jul-Dec 2016	Jul-Dec 2016
Rothesay	Jan-Jun 2016	LIVE
Strachur	Jan-Jun 2016	Jan-Jun 2016
Tighnabruaich	Jan-Jun 2016	Jan-Jun 2016
Toward	Jan-Jun 2016	Jan-Jun 2016
Helensburgh & Lomond		
Arden	Exploring solutions	Exploring solutions
Arrochar	Jul-Dec 2016	Jan-Jun 2016
Cardross	Jan-Jun 2016	LIVE
Clynder	Jul-Dec 2016	Jul-Dec 2015
Coulport	Exploring solutions	Exploring solutions
Garelochhead	Jul-Dec 2016	Jan-Jun 2016
Helensburgh	Commercial – spring 2015 RoS – Jan-Jun 2016	Commercial – LIVE work continuing RoS - Jul-Dec 2015
Inveruglas	Exploring solutions	Exploring solutions
Kilcreggan	Jul-Dec 2016	Jul-Dec 2015
Luss	Jul-Dec 2016	Jan-Jun 2016
Rhu	Jan-Jun 2016	Jul-Dec 2015
Mid Argyll, Kintyre & Islands		
Achnamara	Exploring solutions	Exploring solutions
Barbreck (Ardfern)	Exploring solutions	Jul-Dec 2016 & Giga Plus Argyll –2016
Bowmore	Jul-Dec 2016	Jul-Dec 2016
Campbeltown	Jan-Jun 2016	LIVE – work continuing
Carradale	Jan-Jun 2016	Jan-Jun 2016
Clachan	Jan-Jun 2016	Jan-Jun 2016
Colonsay	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016
Crinan	Exploring solutions	Jul-Dec 2016
Ford	Jan-Jun 2016	Jan-Jun 2016
Furnace	Jan-Jun 2016	Jan-Jun 2016
Gigha	Exploring solutions	Exploring solutions
Glenbarr	Jan-Jun 2016	Jan-Jun 2016
Inveraray	Jul-Dec 2016	Jul-Dec 2016
Jura	Exploring solutions	Jul-Dec 2016 & Giga Plus Argyll –2016
Kilchenzie	Jan-Jun 2016	Jan-Jun 2016
Kilmartin	Jan-Jun 2016	Jan-Jun 2016

Exchange Area	Initial Programme Date	Date for 1 st connections
Lochgilhead	Jan-Jun 2016	LIVE – work continuing
Machrihanish	Jan-Jun 2016	Jan-Jun 2016
Minard	Jan-Jun 2016	Jan-Jun 2016
Ormsary	Exploring solutions	Exploring solutions
Port Askaig	Exploring solutions	Jul-Dec 2016 & Giga Plus Argyll –2016
Port Charlotte	Jul-Dec 2016	Jul-Dec 2016 & Giga Plus Argyll –2016
Port Ellen	Jul-Dec 2016	Jul-Dec 2016
Portnahaven	Exploring solutions	Jul-Dec 2016 & Giga Plus Argyll –2016
Skipness	Exploring solutions	Exploring solutions
Southend	Jan-Jun 2016	Jan-Jun 2016
Tarbert	Jan-Jun 2016	Jan-Jun 2016
Tayinloan	Exploring solutions	Exploring solutions
Tayvallich	Jan-Jun 2016	Jan-Jun 2016
Whitehouse	Exploring solutions	Exploring solutions
Oban, Lorn & the Isles		
Appin	Exploring solutions	Jul-Dec 2016
Aros	Jul-Dec 2016	Jul-Dec 2016 & Giga Plus Argyll –2016
Balvicar	Jul-Dec 2014	Jul-Dec 2015
Bonawe	Exploring solutions	Exploring solutions
Coll	Jul-Dec 2016	Jul-Dec 2016
Connel	Jul-Dec 2014	Jul-Dec 2015
Craignure	Jul-Dec 2014	Jan-Jun 2015 & Giga Plus Argyll –2016
Dalmally	Jul-Dec 2014	LIVE
Dervaig	Jul-Dec 2016	Jul-Dec 2016 & Giga Plus Argyll –2016
Fionnphort	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016
Kilchrenan	Exploring solutions	Exploring solutions
Kilmelford	Jul-Dec 2014	Jul-Dec 2015
Kilmore	Exploring solutions	Jul-Dec 2016
Kilninver	Exploring solutions	Exploring solutions
Kinlochspelve	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016
Ledaig (Benderloch)	Jul-Dec 2014	Jul-Dec 2015
Lismore	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016
Lochavich	Exploring solutions	Exploring solutions
Luing	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016
Oban	Commercial – Sum 2014 H&I – Jul-Dec 2014	LIVE – work continuing
Pennyghael	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016
Scarinish (Tiree)	Jul-Dec 2016	Jul-Dec 2016
Taynuilt	Jul-Dec 2014	LIVE
Tiroran	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016
Tobermory	Jul-Dec 2016	Jul-Dec 2016
Tyndrum	Exploring solutions	Jan-Jun 2016
Ulva Ferry	Exploring solutions	Exploring solutions & Giga Plus Argyll –2016

APPENDIX 2 EMERGENCY SERVICES MOBILE COMMUNICATIONS PROGRAMME (ESMCP) PUBLIC CONSULTATION ON ADDITIONAL TELECOMMUNICATIONS COVERAGE TO BE PROVIDED FOR THE EMERGENCY SERVICES NETWORK (ESN)

Question 1

If you are a provider of mobile infrastructure services, do you have any current or planned (next 3 years) investments in the target areas indicated on the maps?

N/A

Question 2

If you are an interested party regarding mobile infrastructure services, do you have any current or planned (next 3 years) investments in the target areas indicated on the maps?

Argyll and Bute Council is keen to see improved mobile services across the whole of its area for the benefit of the general public as well as in relation to safety concerns associated with lack of mobile signal. There are particular concerns regarding those working in remote rural areas and often alone, which is a common occurrence in the agriculture, fishery and forestry industries, as well as along the strategic road and transport corridors where accidents and incidents can often occur.

We are pleased to see that there are a number of target areas across Argyll. The Council is both a local landowner and the owner of a large proportion of street furniture across the area; we are currently upgrading street lighting across the Argyll area. We would welcome the opportunity to discuss in more detail the opportunity to work with the Government to ensure that mobile coverage is improved in all of the target areas shown on the map.

We are however concerned that a number of locations do not appear to be within the target areas:

- Of our larger inhabited islands there appears to be no target areas on Tiree, Iona, Colonsay, Luing, Gigha, Lismore, Bute, Ulva or Kerrera. Communication links on the islands are crucial and particularly so in emergency situations. Most of these locations currently have poor mobile coverage and none have a comprehensive 4G service. In addition, there is a reliance of aquaculture and fishing industries to use mobile for business and statutory reporting when no alternative is available.
- In relation to our key settlements, there does not appear to be target areas close to Dunoon, Helensburgh, Lochgilphead/Ardrishaig, Rothesay, Ardentinn, Blairmore, Cardross, Bowmore (Islay), Sandbank (Dunoon), Tobermory (Mull), Ardfern/Craobh Haven, Ardminish (Gigha), Clachan (Kintyre), Craighouse (Jura), Crossapol (Tiree), Dalmally, Furnace, Kilcreggan/Cove, Luss, Port Ellen (Islay), Rosneath/Clynder and Tayvallich. Very few of these settlements benefit from a 4G service and some lack reliable 2G coverage.
- Strategic transport corridors across Argyll follow the routes of the A82, A83, A819, A816, A815, A814 and A886 and it is imperative that mobile communications are available along the entirety of these routes. We have concerns about the limited number of target areas along these routes particularly the A82 between Dumbarton and Crianlarich, the A83 from Cairndow south, A819 south of Cladich, A816 between Kilmartin and Kilmelford, A815 south of Glenbranter and A886 south of Dunans. In many cases these routes are the only means of moving around the area however they are fragile and vulnerable to landslips and other closures such as accidents (on occasion cumulative impacts can close a number of routes causing severe disruption). A number of accident blackspots exist along these routes and a continuous, good quality mobile signal is vital to ensure that contact can be

made with the emergency services and also that those held up or diverted by closures can get accurate and up to date information.

Where new infrastructure is being provided we would request that this is available to all mobile operators to enable them to extend their networks for the benefit of both emergency communication and general mobile connectivity. Any investment in additional mobile infrastructure is an opportunity to ensure that mobile services are improved and the benefits of the investment are maximised. Argyll currently has some of the poorest levels of mobile coverage of all areas across the UK and poor mobile coverage has been identified by business as key barrier to investment. A recent report, Compelling Argyll and Bute and its Administrative Areas (August 2015), highlighted that poor mobile and broadband services are amongst the top three factors which impact on running a business in Argyll and Bute with 90% of respondents indicating it as a key factor affecting future business growth. It is also a key area for attracting and retaining residents. Any works which can support improvements in mobile coverage for both emergency and general use would be welcomed.

Question 3

If you provide emergency services in England, Scotland and or Wales, and are connected with the provision of mobile infrastructure services, do you have or are you aware of any current or planned (next 3 years) investments in the target areas indicated on the maps?

N/A

Question 4

If you are a member of the public, do you have or are you aware of any current or planned (next 3 years) investments in the target areas indicated on the maps?

N/A

Question 5

If you have answered yes to any of the questions above, please provide information concerning current or planned (next 3 years) investments in the target areas indicated on the maps.

We are currently upgrading street lighting across the Argyll area; please contact us if you require further detail regarding a particular target area.

APPENDIX 3 INQUIRY INTO ESTABLISHING WORLD-CLASS CONNECTIVITY THROUGHOUT THE UK

Written evidence submitted by Argyll and Bute Council

1. We would like to make the following comments in relation to the forthcoming inquiry regarding digital connectivity throughout the UK.
2. Summary of comments:
 - The Government, Ofcom and the industry should ensure that superfast broadband reaches all premises including those which are hard-to-reach, with as many premises as technically possible connected to the fibre broadband infrastructure.
 - A Universal Service Obligation should ensure that all premises are able to access a minimum level of broadband at a standard cost.
3. Argyll and Bute covers almost 9% of the total Scottish land area with a population of approximately 89,600. 52% of Argyll and Bute's population live in areas classified by the Scottish Government as "rural" - 45% in areas classified as "remote rural" and 7% live in areas classified as "accessible rural". "Remote rural" areas account for over 96% of Argyll and Bute's total land area whilst 79.7% of Argyll and Bute's population live within 1 km of the coast including on our 23 inhabited islands.
4. Between the 2001 and 2011 census Argyll and Bute was one of only 4 local authority areas in Scotland to show a decrease in population, a reduction of 3.4%. Future population projections suggest a reduction in total population of 7.2% from 2010 to 2035. With this context, the overall objective of the Single Outcome Agreement for the 10 years to 2023 is – "Argyll and Bute's economic success is built on a growing population".
5. Given the proportion of our population living in rural areas and the pattern of population decline, the need for digital connectivity is vital, it offers an important opportunity to provide access to services and facilities to all as well as being essential for economic growth. Argyll is currently poorly served by both broadband and mobile connections and the Council, together with other Community Planning Partners, is keen to see improvements across the Local Authority area. It is for this reason that we are submitting this evidence seeking world class connectivity throughout the UK including across Argyll.

What role should Government, Ofcom and industry play in extending superfast broadband to hard-to-reach premises?

6. The Government, Ofcom and the industry should ensure that superfast broadband reaches all premises including those which are hard-to-reach, with as many premises as technically possible connected to the fibre broadband infrastructure.
7. The power of digital connectivity, both broadband and mobile communications, to support and revitalise rural areas is widely recognised. The 2013 UK Broadband Impact

Study identified that interventions are projected to return approximately £20 in net economic impact for every £1 of public investment.

8. Argyll and Bute is the second largest local authority area in the UK. Our mostly rural area has a number of important economic sectors including food and drink, tourism, forestry and renewables however our economic growth and prosperity is hampered by poor digital connectivity. A recent report Compelling Argyll and Bute Stakeholder Research Report (August 2015) identified the lack of availability of broadband and mobile phone coverage as the main weakness when running a business in the area (82% considered this a weakness) whilst 83% agreed that improved coverage would be a significant benefit to businesses and 90% indicated that improved broadband was important to business growth.
9. Where improved broadband is being made available this is welcomed by both residents and businesses with good levels of take up. We expect the Highlands and Islands and Rest of Scotland projects to make significant improvements to many areas of Argyll however with just 85% of premises expected to be connected the coverage is uneven. This exacerbates issues in those areas where there is poor broadband coverage or even no broadband coverage.
10. Our businesses and residents are located across the Argyll area including on our 23 inhabited islands and numerous peninsulas. The rural nature of businesses and settlements means that it is imperative that superfast fibre broadband reaches as many locations as possible including those which are hard-to-reach, we cannot have some premises left behind whilst others see ever increasing superfast and even in the future ultrafast broadband connections. Digital connectivity is essential to ensure the economic and population growth required across the area.
11. We believe that sufficient Government funding should be made available to ensure that all areas of the UK, including those which are hard-to-reach, can benefit from superfast broadband and the resulting economic benefits. To fail to ensure that all areas of the UK benefit from next generation broadband would lead to increasing inequalities in terms of access to services and facilities.
12. Ofcom and the industry should seek to ensure that consumers are offered a choice of suppliers across the whole of the UK, including in those areas which are hard-to-reach, and the same value for money as consumers elsewhere.

Given that in practice a Universal Service Obligation could not capture 100% of households, what should a USO for broadband look like?

13. A Universal Service Obligation should ensure that all premises are able to access a minimum level of broadband at a standard cost.

14. Many areas of Argyll, both within settlements and in the rural areas, do not currently have a broadband service which meets the standard of 2 mbps. Other areas are unable to access broadband at all and are reliant upon satellite connections which are expensive and have limitations in terms of their usability. This poor broadband infrastructure impacts on economic growth, our ability to retain and attract new residents and limits the opportunities for modern working practices. Compelling Argyll and Bute and its Administrative Areas Strategic Overview Report (August 2015) cited better broadband and mobile coverage as one of the key areas for retaining and attracting residents. Whilst the accompanying Compelling Argyll and Bute Addressing Rural Depopulation Good Practice Report (August 2015) states

“Broadband speeds are a crucial factor in rural quality of life and the ability of a rural area to progress economically. Broadband speed represents a crucial facet in developing businesses and fostering economic growth without which no perceivable development can be maintained in any sector anymore. Only good provision enables people to work remotely thereby also attracting incomers to set-up business, self-employed, small businesses, etc. to the area. There are various articles over recent years covering the detrimental effects of low broadband speeds in rural areas.”

15. For Argyll to realise its full potential, good quality digital connectivity is essential. Connections through improved mobile and broadband services would help to create equality with other central parts of the UK enabling business to access services, online learning to become available and ensure e-health services are accessible. These are all essential if rural areas such as Argyll are to retain and grow their residential populations and businesses.
16. The growth in the delivery of public services online offers significant benefits for both the communities and the service delivery agency. Already we are seeing agricultural payments services delivered online whilst the Council is also developing the range of digital services for its customers. The Council and NHS under Health and Social Care Integration are also working to deliver enhancement to telehealth and telecare services which are able to monitor patient conditions remotely and deliver medical consultations online. Once fully developed telehealth would be beneficial in both time and cost savings for the patient and medical professionals. However the full benefits of these services can only be realised if the digital infrastructure is in place to support these and to enable reliable, effective connections to be made. It is typically in those locations which are classed as hardest-to-reach that the benefits can be maximised however insufficient broadband speeds (minimum of 2 mbps currently required) impacts on the ability to deliver services in this way.
17. We must not allow a situation where some parts of the UK are left behind without the infrastructure which has now become an essential part of daily life. Ofcom recommends that 10 mbps is required for an “effective quality of service,” and we would support a Universal Service Obligation which guaranteed this service to all premises.
18. If you would like to discuss the issues surrounding digital connectivity within Argyll and Bute further we would be happy to discuss this further.

19. Please note that these views are an officer response on behalf of Argyll and Bute Council but have not been ratified by Council or Council committee.

APPENDIX 4 OFCOM STRATEGIC REVIEW OF DIGITAL COMMUNICATIONS DISCUSSION DOCUMENT

Please note that these views are an officer response on behalf of Argyll and Bute Council but have not been ratified by Council or Council committee.

Questions

Question 1: Do stakeholders agree that promoting effective and sustainable competition remains an appropriate strategy to deliver efficient investment and widespread availability of services for the majority of consumers, whilst noting the need for complementary public policy action for harder to reach areas across the UK?

Competition has to date proved ineffective in delivering good quality digital communications across large parts of Argyll and Bute. Left to the private market, only parts of 3 of our towns would have benefited from the rollout of next generation broadband leaving large numbers of premises (approximately ¾) without access to next generation broadband. As it stands, in many locations there is essentially no choice in broadband provider as only BT has their equipment in numerous exchanges. Even where there is choice of ISP additional charges are sometimes levied where premises are not within “low cost areas” which means that users are unable to access the advertised prices.

In relation to mobile communications, competition has resulted in some of the poorest levels of mobile coverage across the UK with many communities having either non-existent or partial coverage and very few being able to access 3G services. In reality there is little choice of mobile provider as there is often only one provider which offers the best level of coverage for a location.

The limited services also mean that some consumers across Argyll are unable to take advantage of savings resulting from bundling services together.

The need for continued public policy to address these market failures is supported, as is appropriate public funding allocated to ensure that the whole of the UK can access the digital services that have become an essential part of day-to-day life (and even more important in the remote and isolated locations such as Argyll and Bute where it can provide access to business, education and health facilities and services).

Public policy and funding should continue to support improved digital infrastructure, both fixed and mobile, across Argyll in all those areas where competition is failing to provide a reliable and effective service for consumers.

Question 2: Would alternative models deliver better outcomes for consumers in terms of investment, availability and price?

Any alternative model considered should ensure that investment continues even in those locations which are less attractive to cover but where fixed and mobile services remain vital, as acknowledged in the Strategic Review - “Connectivity has become critical to the day to day lives of consumers and businesses”. Timely provision of the infrastructure to support this connectivity is essential to ensure universal access.

Any model used to ensure delivery of fixed and mobile services should ensure that these services are available to all within a maximum price and that consumers in those areas which are not commercially viable are not penalised.

Question 3: We are interested in stakeholders’ views on the likely future challenges for fixed and mobile service availability. Can a ‘good’ level of availability for particular services be defined? What options are there for policy makers to do more to extend availability to areas that may otherwise not be commercially viable or take longer to cover?

We would support the maintenance of universal service obligations for telephone services and would

support an extension of this to cover broadband. We note that Ofcom identifies 10 mbps as a minimum for effective broadband and we would support universal access which guaranteed this service level. We would also request that this service level is reviewed on a regular basis in order to ensure that this stays current as technology progresses.

We have significant concerns about the growing digital divide between communities and the impacts that this will have in terms of attracting residents and businesses, providing services demanded by consumers and facilitating public service delivery. A recent report Compelling Argyll and Bute Stakeholder Research Report (August 2015) identified the current lack of availability of broadband and mobile phone coverage as the main weakness when running a business in the area (82% considered this a weakness) whilst 83% agreed that improved coverage would be a significant benefit to businesses and 90% indicated that improved broadband was important to business growth. Whilst the accompanying Compelling Argyll and Bute Addressing Rural Depopulation Good Practice Report (August 2015) states

“Broadband speeds are a crucial factor in rural quality of life and the ability of a rural area to progress economically. Broadband speed represents a crucial facet in developing businesses and fostering economic growth without which no perceivable development can be maintained in any sector anymore. Only good provision enables people to work remotely thereby also attracting incomers to set-up business, self-employed, small businesses, etc. to the area. There are various articles over recent years covering the detrimental effects of low broadband speeds in rural areas.”

The ability of innovative service delivery solutions to reach all customers is also compromised by the current poor quality of infrastructure available. For example, the Council and NHS under Health and Social Care Integration are working to deliver enhancement to telehealth and telecare services which are able to monitor patient conditions remotely and deliver medical consultations online. Once fully developed telehealth would be beneficial in both time and cost savings for the patient and medical professionals. However the full benefits of these services can only be realised if the digital infrastructure is in place to support these and to enable reliable, effective connections to be made. It is typically in those locations which are classed as hardest-to-reach that the benefits can be maximised however insufficient broadband speeds impacts on the ability to deliver services in this way.

Actions which provide universal access for both broadband and mobile technology should be encouraged and will be essential to ensure that large parts of the Country do not fall behind in relation to available technology. Digital connectivity is recognised as critical in day-to-day life and will become more so as digital service delivery grows.

The definition of a “good” level of service is not one that can easily be established as it will change as technology improves and expectations grow. For fixed broadband we would support the 10 mbps minimum but would suggest that superfast broadband could currently be classified as a good level of service. In relation to mobile connectivity, we would as a minimum seek 2G coverage to all of our settlements and strategic transport infrastructure and would see 4G coverage in these areas as a good level of coverage.

To ensure universal access and equality of service delivery, public intervention should seek to provide upgraded infrastructure to those locations which are not commercially viable either in line with or ahead of commercial rollout wherever possible. This level of intervention can help to ensure that the most rural parts of the UK remain viable and attractive locations for people to work and live in.

Question 17: What do stakeholders think are the greatest risks to continuing effective consumer engagement and empowerment?

It is essential, from a protecting consumers perspective and one of supporting communities, that communities are not penalised for living in remote areas in terms of the level of service they receive, the choice of service provider or the cost of obtaining that service. There should be clear and accurate information provided to consumers in terms of the services which are available to them and the full cost of these including any often hidden costs which might result from being outside of a low cost area.

Question 20: Are there examples in competitive or uncompetitive sections of the market where providers are not currently delivering adequate quality of services to consumers? What might be causing such outcomes?

Reliability of service is an important issue across Argyll for both fixed and mobile services. Previously concerns have been raised about the length of time associated with fixing infrastructure and the resulting issues this causes for those reliant on the service, including in some cases where it could be classed as a lifeline service to vulnerable people and those without alternative forms of communication.

In particular mobile services can be subject to disruption and with a limited number of masts across the area loss of signal from one can leave large areas without signal for sometimes a number of weeks. Whilst it is recognised that the relatively remote locations of masts and poor weather conditions can hamper repairs, the loss of service can also cause significant issues. Consumers should be able to see that everything possible is being done to repair the fault at the earliest opportunity with realistic resolution dates identified and widely publicised.

Question 23: Where might future network evolutions, including network retirement, offer opportunities for deregulation whilst still supporting good consumer outcomes?

We note that the Strategic Review refers to PSTN being switched off and the implications this could have for contact to the emergency services during power cuts. Given the remote nature of much of Argyll as well as exposed location of many communities, power cuts can occur regularly and can take some time to resolve. We would have concerns that a 1 hour battery backup would not be adequate. As an example of extreme weather, when snow and gales hit the Kintyre peninsula in March 2013 approximately 20,000 properties across Western Scotland lost their power, for the majority the power remained off for several hours while a significant number of premises remained without power for several days.

APPENDIX 5 BROADBAND LEAFLET

Argyll and Bute Council – October 2015

Next Generation Broadband in Argyll and Bute



Connections now in Campbeltown, Cardross, Dalmally, Dunoon, Helensburgh, Innellan, Lochgilphead, Oban, Rothesay and Taynuilt



£145.8 million for Highlands and Islands
£264 million for Rest of Scotland

Coming soon... Arrochar, Balvicar, Benderloch, Clynder, Connel, Craignure, Kilcreggan, Kilmelford and Rhu Exchange Areas

Delivered by BT openreach

Keep up to date by registering at



www.argyll-bute.gov.uk/newsletters

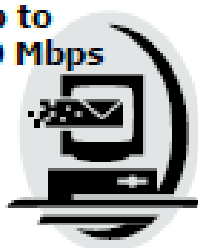
2014

First properties within Argyll connected

Better connected for business, online learning and social activities



Up to 80 Mbps



10 new subsea cables in Argyll and Bute



www.digitalscotland.org

85%

of properties expected to be connected by 2017



Community Broadband supporting communities to develop their own solution
www.communitybroadbandscotland.org



Community superfast for 1,400 premises

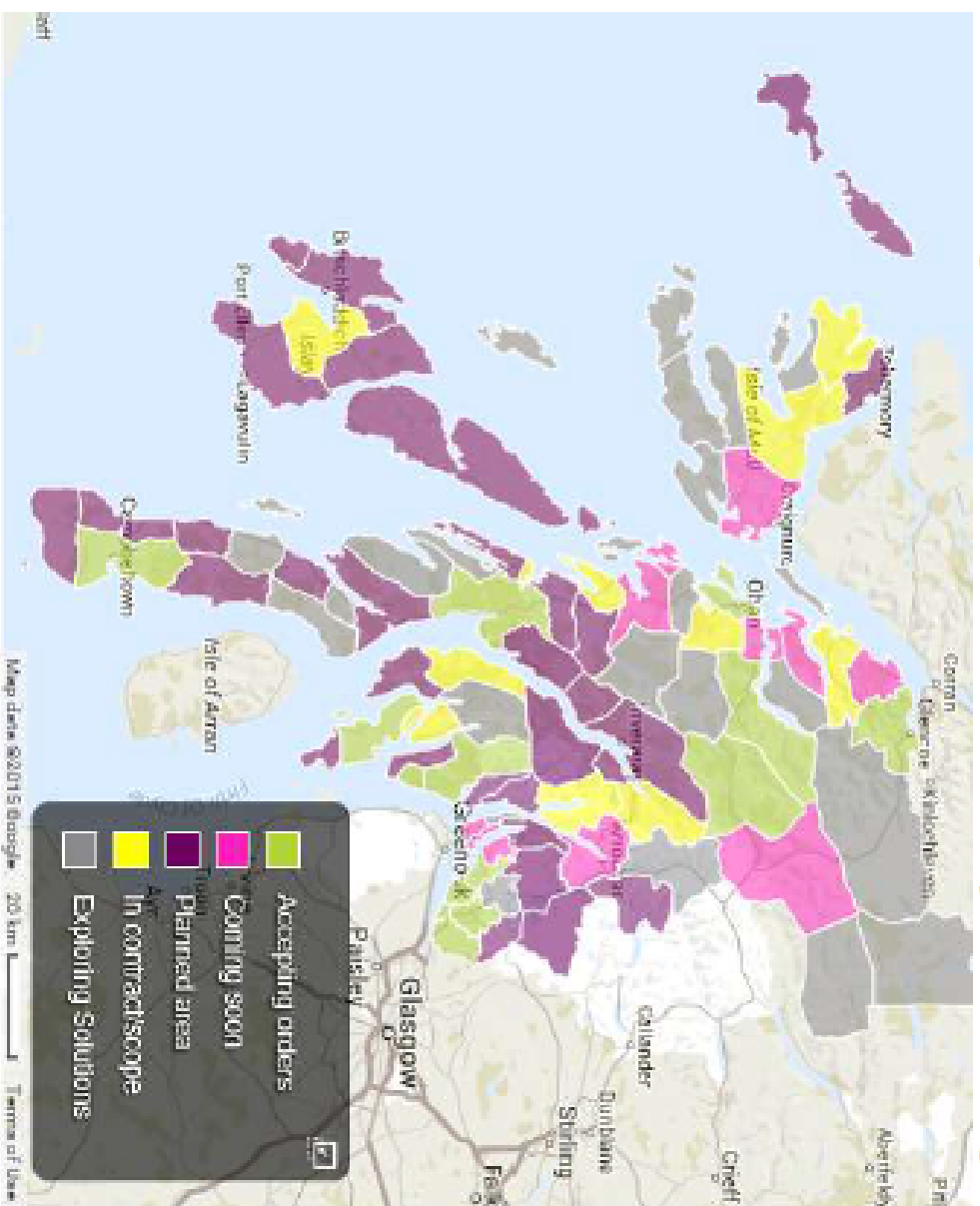


Interactive map at www.digitalscotland.org

www.argyll-bute.gov.uk/superfast-broadband



Visit www.digitalscotland.org/wherewhen and click on your exchange for further details



For premises in Aros, Barbreck, Colonsay, Craignure, Dervaig, Fionnphort, Jura, Kinlochpsalve, Lismore, Luing, Pennyghael, Port Askaig, Port Charlotte, Portmahaven, Tiroiran and Ulva Ferry exchange areas see also http://gigaplusargyll.co.uk/post_code

Environment, Development and Infrastructure Committee Work Plan 2015/16

NOVEMBER 2015: This is an outline plan to facilitate forward planning of reports to the EDI Committee.					
12 November 2015					
	Development and Infrastructure Services Performance Report FQ1/2		Quarterly	20 October 2015	
	Street Lighting Project Running Costs	Roads & Amenity		20 October 2015	
	Proposed Management Measures for Marine Protected Areas and Specific Areas of Conservation	Mark Steward		20 October 2015	Requested update report following 13 August 2015 meeting.
	European Policy and Funding Update	Fergus Murray		20 October 2015	
	Collaboration between Argyll and Bute Council and Scottish Canals	Audrey Martin		20 October 2015	
	Digital Infrastructure Update	Anna Watkiss		20 October 2015	
4 January 2016					
	Development and Infrastructure Services Performance Report FQ2/3		Quarterly	11 December 2015	
	Planning Performance Update	Angus Gilmour		11 December 2015	Noted at November 2015 pre-agenda
	A 83 /Transport Scotland minute/issues	Roads & Amenity	Quarterly	11 December 2015	This is the minute of the quarterly meeting between Roads and Transport Scotland covering all trunk roads

Environment, Development and Infrastructure Committee Work Plan 2015/16

	Roads Asset Management	Roads Jim Smith	Annual	11 December 2015	Last went to Council in August 2013 however the key performance data is not available until late October each year hence it has been held until November. The service advises that the Roads Asset Management Plan is also now being reviewed in light of Changes to the National Roads Management framework, which may change the timing of reports.
	Road Speed Policy	Roads & Amenity Services		11 December 2015	Moved from 12 November Agenda
	Winter Maintenance Update	Jim Smith		11 December 2015	Noted at November 2015 pre-agenda
	Waste PPP area Alternate co-mingled recycling	Amenity			Last went to Council in June 2014
	Compelling Argyll and Bute – Update	Ishabel Bremner		11 December 2015	Moved from 12 November Agenda
	Onshore Renewables – Impact of removal of subsidy	Audrey Martin		11 December 2015	Moved from 12 November Agenda
7 April 2016					
	Development and Infrastructure Services Performance Report FQ3		Quarterly	15 March 2016	
	A 83 /Transport Scotland minute/issues	Roads & Amenity	Quarterly	15 March 2016	This is the minute of the quarterly meeting between Roads and Transport Scotland covering all trunk roads

Future Items					
	Renewable Energy Action Plan	Economic Development & Strategic Transportation	First quarter of 2016		REAP requires to be refreshed this year.

Environment, Development and Infrastructure Committee Work Plan 2015/16

	CARS Update /C 'town and Dunoon			Agreed an update would come to EDI but no detail
	Invasive Weeds Policy	Roads & Amenity Services		
	Litter Policy	Roads & Amenity Services		
	Update on Ferries Review	Economic Development & Strategic Transportation		Requested at Development Day
	Policy on Cemetery Management	Roads and Amenity		Noted at meeting on 13 April 2015 that a Policy would be brought forward early 2016 in response to concerns over fallen headstones raised by the MAKI Area Cttee
	Film Production	Fergus Murray		Noted at November 2015 pre-agenda

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