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29 October 2018*

NOTICE OF MEETING

A meeting of the **HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP** will be held in the **COVE BURGH HALL** on **THURSDAY, 1 NOVEMBER 2018** at **10:00 AM**, which you are requested to attend.

BUSINESS

- 1. WELCOME AND APOLOGIES**
- 2. MINUTE OF THE PREVIOUS MEETING OF THE HELENSBURGH AND LOMOND AREA COMMUNITY PLANNING GROUP HELD ON 15TH AUGUST 2018 (Pages 3 - 6)**
- 3. AREA COMMUNITY PLANNING ACTION PLAN**
 - (a) Presentation by Roseanne MacKay, Craig Bendoris, Faye Tudor & Fiona MacAlpine on Positive Destinations for Hermitage Academy students
 - (b) Update on Year of Young People by Ruth Cairns, Youth Worker
- 4. COMMUNITY FOCUS**
 - (a) Cove Burgh Hall, Alison Morrison, Director and Chair
 - (b) Update from Murdo MacDonald, Rosneath Peninsula West Community Development Trust
 - (c) Any other updates from community groups within the H&L area
- 5. ARGYLL AND BUTE OUTCOME IMPROVEMENT PLAN 2013-2023: LINKS TO OUTCOME 1 (THE ECONOMY IS DIVERSE AND THRIVING) AND OUTCOME 2 (WE HAVE INFRASTRUCTURE THAT SUPPORTS SUSTAINABLE GROWTH)**
 - (a) Update from Ministry of Defence on Maritime Change Programme

- (b) SPT Transport Outcomes Report 2018/19, Allan Comie, Senior Transport Planner (Pages 7 - 24)
- (c) Making Places: Helensburgh, Sarah Frood and Ross Wylie of Ice Cream Architecture

6. APPOINTMENT OF VICE CHAIR (Pages 25 - 26)

7. PARTNER UPDATES

8. DATE OF NEXT MEETING

Thursday 7th February 2019, Venue TBC

HELENSBURGH AND LOMOND COMMUNITY PLANNING GROUP

Stuart McLean, Scottish Fire and Rescue Service (Chair)

Contact: Samantha Somers 01546 604464

MINUTES of MEETING of HELENSBURGH AND LOMOND AREA COMMUNITY PLANNING GROUP held in the GIBSON HALL, GARELOCHHEAD on THURSDAY 17TH MAY 2018

Present: Morevain Martin, Argyll and Bute TSI (Vice-Chair)
 David Armstrong, Police Scotland Yvonne McLeod, Welcome In
 Sandra Cairney, Health and Social Care Partnership Margaret Mitchell, Welcome In
 Laura Cameron, Gibson Hall Kirsty Moyes, Argyll & Bute Council
 Councillor Lorna Douglas Samantha Somers, Argyll & Bute Council
 Janice Kennedy, Scottish Enterprise Laura Stephenson, Health and Social Care Partnership
 Allan Kirk, Police Scotland Neil Sturrock, SPT
 Jim Littlejohn, Health and Social Care Partnership Robert Tourish, Scottish Fire and Rescue Service
 Fiona Lockhart, Welcome In

1. WELCOME AND APOLOGIES

Apologies were received from:

Stuart McLean, Scottish Fire and Rescue Service
 Dawn Gourlay, Arrochar Community Council
 Mary Haggarty, Arrochar Community Council
 John Livesey, Ministry of Defence
 Allan Murphy, Dunbritton
 Councillor Ellen Morton
 Fiona Jackson, Loch Lomond and the Trossachs National Park
 Gregg McKearney, Scottish Fire and Rescue Service

Stuart passed on his apologies for his short notice in not being able to attend due to an operational incident which required his presence and thanked Morevain for chairing at short notice.

2. MINUTE OF THE PREVIOUS MEETING HELD ON THE 17TH MAY 2018

The minutes were approved subject to an amendment on the update from the Ministry of Defence.

3. MANAGEMENT COMMITTEE UPDATE

Samantha Somers updated the Area Community Planning Group on the meeting of the CPP Management Committee held in June 2018.

4. AREA COMMUNITY PLANNING ACTION PLAN

Samantha Somers gave a verbal update on progress of the plan and explained the reasons for no individual items being presented at this meeting.

5. COMMUNITY FOCUS

(a) WELCOME IN

Margaret Mitchell, Fiona Lockhart and Yvonne McLeod from Addaction and Welcome In spoke to the Area Community Planning Group on the activities of the peer-led recovery café, Welcome In. The success of the group was noted with all but two of the original members have now progressed onto full-time education or employment and they are now actively recruiting volunteers.

It was noted that the Welcome In café is an add-on to formal treatment and partners were requested to support, promote and raise awareness of the service to any relevant service users they work with, with many partners around the table agreeing to do so.

Councillor Douglas offered to send details of a funding alert to the group. Jim Littlejohn invited the Welcome In to attend the Health and Social Care Partnership Locality Planning Group in September. Laura Cameron advised there was potential for the Station Trust in Garelochhead to link up with the Welcome In too.

(b) ANY OTHER UPDATES FROM COMMUNITY GROUPS WITHIN THE H&L AREA

Laura Cameron updated the group on the plans for Garelochhead train station which intends to provide services for veterans by veterans. The process for becoming a Scottish Charitable Incorporated Organisation (SCIO) is underway.

Duncan MacLachlan from Arrochar Community Trust gave an update on the projects that the Trust were developing including the Community Hydro scheme and managing the Community Hall, Café and Post Office. He advised they were looking to boost their complement of Directors and were keen to ensure a broad representation of demographics.

He gave his view on the recently announced increase in parking charges in Arrochar and advised that the main concerns of the community were inappropriate parking within Succoth. He spoke of potential long-term aspirations by the Trust and community to improve the facility e.g. toilets. It was agreed that this be raised to the Management Committee.

6. ARGYLL AND BUTE OUTCOME IMPROVEMENT PLAN 2013-2023: LINKS TO OUTCOME 5 (PEOPLE LIVE ACTIVE, HEALTHIER AND INDEPENDENT LIVES) AND OUTCOME 6 (PEOPLE LIVE IN SAFER AND STRONGER COMMUNITIES)

(a) RURAL WATCH

David Armstrong gave a presentation on Rural Watch and advised there were 635 members in Argyll and Bute with 268 of these based in the Helensburgh and Lomond area.

Individuals can sign up to receive alerts at <http://www.ruralwatchscotland.co.uk/> and can choose the types of alerts they receive from trusted sources.

It was agreed to raise awareness of this to the CPP Management Committee. Councillor Douglas requested that this also go to the Area Committee to raise further awareness and should go into the CPP bulletin.

(b) HEALTH AND SOCIAL CARE PARTNERSHIP STRATEGIC PLAN CONSULTATION

Sandra Cairney gave a presentation as the Health and Social Care Partnership (HSCP) is seeking feedback from service user and carer representatives, partners and staff on the development of the 2nd Strategic Plan (April 2019- March 2022), specifically on eight strategic areas of service change required to deliver the ambitions of the HSCP over the life of the Plan. This will take place during summer and early autumn 2018.

Further information on the consultation including how to submit your views can be found [here](#) and the presentation given to Area Community Planning Groups can be found [here](#). The consultation will be open until the Autumn of 2018 and everyone is encouraged to submit their views.

(c) HEALTH AND WELLBEING ANNUAL REPORT

Laura Stephenson spoke to the report and provided information on local initiatives and membership of the Helensburgh and Lomond Health and Wellbeing network. The report was noted by the group

7. PARTNER UPDATES

Jim Littlejohn, HSCP, thanked everyone for their responses to the development of Jean's Bothy. A representative from Jean's Bothy will be invited along to a future meeting of the ACPG.

Allan Kirk, Police Scotland, advised that they had 5 adult volunteers for the Police Scotland Youth Volunteer programme and had identified 20 children to take part. Proactive patrolling has been taking place in Arrochar and Luss over the summer period and discussion took place on the congestion caused by HGV's using the A814 when the A82 had been closed recently. It was noted that signage did advise the road was unsuitable for HGV's but it is not illegal for them to drive on it, therefore cannot be prevented from doing so. Allan agreed to speak to the Multi Agency Road Safety Group on the potential of resources for manning stop-points.

Neil Sturrock, SPT, advised that a report on sustainable transport on the A814 corridor had been commissioned to establish issues and opportunities. It was agreed to invite Colin Young to a future meeting on this. Neil advised that he was retiring and this would be his last meeting. Morevain thanked Neil for his attendance over the years and his input into local community planning.

Bobby Tourish, Scottish Fire and Rescue, gave an update on incidents within the Helensburgh and Lomond area and encouraged all partners to refer service users for Home Fire Safety Visits as appropriate. Bobby also gave an update on recent CPR events, Fire Reach programmes and the Cut It Out event.

Kirsty Moyes, Argyll and Bute Council, advised that an external evaluation of the Participatory Budgeting approach to the council's Supporting Communities Fund was underway and that an update would be brought to the next meeting.

8. AOB

Samantha Somers advised that the Helensburgh and Lomond Area Community Planning Group would soon be required to appoint a new Vice-Chair and requested all present to consider taking this on. If anyone would like further information on this, please feel free to have an informal conversation with Morevain, Stuart or Samantha.

9. DATE OF NEXT MEETING

As the Chair is unable to attend the next scheduled meeting of the group, the group collectively decided to change the meeting date to the 1st November. It was intimated that Cove Burgh Hall would be the likely venue but this would be confirmed within the calendar invitation.

Item

HELENSBURGH & LOMOND AREA COMMUNITY PLANNING GROUP

ARGYLL & BUTE TRANSPORT OUTCOMES REPORT FOR 2018/19

1 Introduction

1.1 This report will:

- Inform the Helensburgh & Lomond Area Community Planning Group of the preparation by SPT of the Argyll & Bute Transport Outcome Report (TOR);
- Highlight the connection between SPT activities and local outcomes from the Local Outcome Improvement Plan (LOIP); and
- Highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2017/18 together with details of the SPT – Argyll & Bute joint work streams for 2018/19.

2 Background

2.1 SPT has prepared a TOR for Argyll & Bute annually since 2008 as a means of demonstrating our commitment and contribution as a Community Planning partner through the delivery of key services, projects and initiatives.

2.2 The TOR is directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2018 – 2019¹ and is the local monitoring and planning element of SPT's suite of strategic plans.

2.3 SPT officers worked with Argyll & Bute colleagues to agree the key areas for partnership working for 2018/19.

2.4 The TOR summarises our commitment and contribution as a Community Planning Partner by detailing the links between the joint work streams and Argyll & Bute's local outcomes from Local Outcome Improvement Plan.

3 Content

3.1 The detailed content of the 2018/19 TOR is as follows:

- Policy Context - This section sets out linkages between the RTS and LOIP outcomes;
- Outputs and Performance – This section sets out progress on joint work streams between SPT and Argyll & Bute Council during 2017/18 and key transport indicators for each strategic outcome.
- *The Year Ahead* – This section sets out the key policy, planning and

¹ http://www.spt.co.uk/wmslib/Documents_RTS/rts-delivery-plan-201819-202021.pdf

capital projects being undertaken in 2018/19.

4 Capital Programme

- 4.1 SPT is providing grant funding of £250,000 to Argyll and Bute Council in 2018/19 to improve bus passenger infrastructure including accessibility improvements and bus priority such as lining and cages on the A814, progress delivery of the Helensburgh - Dumbarton cycleway and deliver an enforcement camera at the Rest and Be Thankful to reduce HGV and coach parking within the turning circle to ensure local and inter-urban services are able to make use of it for passenger boarding/alighting.

5 Local outcomes for Argyll & Bute

- 5.1 The TOR summarises the role of transport in achieving local outcomes with the following benefits highlighted:

- High quality public transport services and active travel can improve access to town centres, reduce car-dominated environments and promote centres as places to visit and invest.
- Reliable and accessible transport services and high quality travel information support residents to get to work, training or education.
- Good access to employment, training and learning and employment services supports improved learning and employability outcomes.
- Good access for children and families to education & learning, healthcare, shops with fresh foods, and a range of opportunities to socialise and be active supports improved health and learning.
- Good access to healthcare facilities and services, leisure and shopping opportunities, social networks and opportunities to interact with communities supports healthier and independent communities.
- Increasing walking and cycling can improve health outcomes for children and families and support mental health and well-being.
- Improving walking & cycling infrastructure can improve opportunities to incorporate regular physical activity into everyday life.
- Improving strategic connectivity across Argyll & Bute and other areas can increase the range of employment opportunities for residents and promote the area as an attractive place to visit, invest and grow.
- Improving road safety supports increased community interaction within more attractive, walkable environments.

6 Conclusion

- 6.1 The TOR summarises the SPT activities and investments delivered in 2017/18 that benefitted Argyll & Bute residents.

6.2 The TOR provides detailed information on the agreed SPT – Argyll & Bute joint work streams for 2018/19.

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

7 Recommendations

It is recommended that the Area Community Planning Group note the contents of the report.

Bruce Kiloh, Head of Policy and Planning
Strathclyde Partnership for Transport

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Strathclyde Partnership for Transport

Transport Outcomes Report for Argyll and Bute

2018 update on our services and investment in your area

Contents

1	Summary.....	1
2	Outputs and performance for 2017/18	2
2.1	Achieving Attractive Seamless Reliable Travel.....	2
2.2	Achieving Access for All.....	3
2.3	Achieving Reduced Emissions.....	4
2.4	Achieving Improved Connectivity.....	5
3	The Year Ahead	6
3.1	Policy and Strategy	6
3.2	Capital Projects.....	7
3.3	Transport Services & Infrastructure	7
	Appendix A Policy Context.....	8
	The Regional Transport Strategy - Strategic Priorities and Outcomes.....	8
	Argyll and Bute Outcomes Improvement Plan.....	9
	RTS and LOIP Linkages	10
	Table A-1: Regional Transport Strategy priorities and outcomes.....	8
	Table A-2: Argyll and Bute Outcome Improvement Plan objective and outcomes.....	9

1 Summary

This report provides a summary of transport services and projects provided or supported by SPT in the Helensburgh and Lomond area in 2017/18 (section 2) and the current service and investment plans for 2018/19 (section 3). Section 2 is aligned to the relevant Regional Transport Strategy strategic outcomes - Attractive Seamless Reliable Travel, Access for All, Reduced Emission and Improved Connectivity - and includes the high level monitoring indicator for each strategic outcome.

Key figures

- £425,000 capital investment in Argyll and Bute transport projects in 2017/18 including:
 - Helensburgh Park and Ride
 - Bus Infrastructure Upgrades
 - Helensburgh - Dumbarton Cycleway
- £250,000 planned capital investment in Argyll and Bute transport projects in 2018/19 including:
 - Bus Infrastructure Upgrades
 - Helensburgh - Dumbarton Cycleway
- 5 local bus services supported by SPT in Helensburgh and Lomond area including services to Vale of Leven Hospital, Royal Alexandria Hospital and rural towns and villages
- 1,400 MyBus journeys made by Helensburgh and Lomond residents
- 41,000 passengers carried on Kilcreggan - Gourock ferry service
- 970 National Entitlement Cards processed by SPT for Helensburgh and Lomond residents who have a disability

2 Outputs and performance for 2017/18

2.1 Achieving Attractive Seamless Reliable Travel

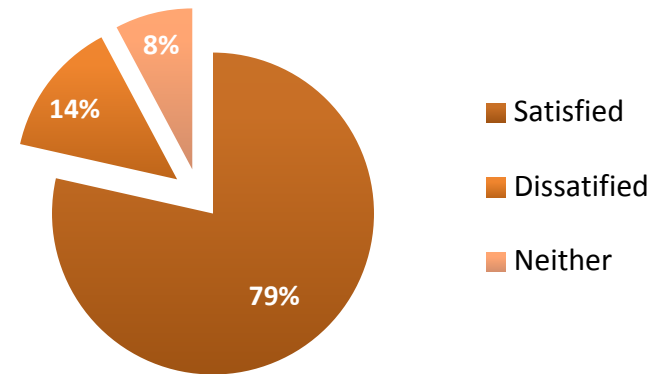
SPT and ABC work together to deliver improved bus infrastructure, bus priority and routes to public transport hubs for improved safety, quality, access, journey reliability and comfort for passengers. In 2017/18, SPT continued to maintain and improve bus stops, passenger shelters and information cases throughout Helensburgh and Lomond and ABC delivered improvements to bus stops on the A814 corridor and in Helensburgh.

SPT continued to administer the SPT ZoneCard in 2017/18 on behalf of participating rail, Subway and bus operators, enabling Argyll and Bute residents to save money when making multi-modal / multi-operator journeys. SPT continues to work with Transport Scotland and public transport operators to deliver further improvements to smart and integrated ticketing.

SPT bus stops maintenance:

- 200 bus stops in Helensburgh and Lomond area
- 220 information cases in Helensburgh and Lomond area

Argyll and Bute residents aged 16+ - Satisfaction with local public transport



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is adult residents' level of satisfaction with local public transport services. About four in every five ABC residents (79%) are very or fairly satisfied with their local public transport services, whilst about one in every seven residents (14%) is dissatisfied. A greater proportion of ABC residents are satisfied with public transport compared to the population of the whole of the SPT area (79% for ABC compared to 74% for SPT), although a slightly higher proportion are dissatisfied (14% for ABC compared to 12% for SPT).

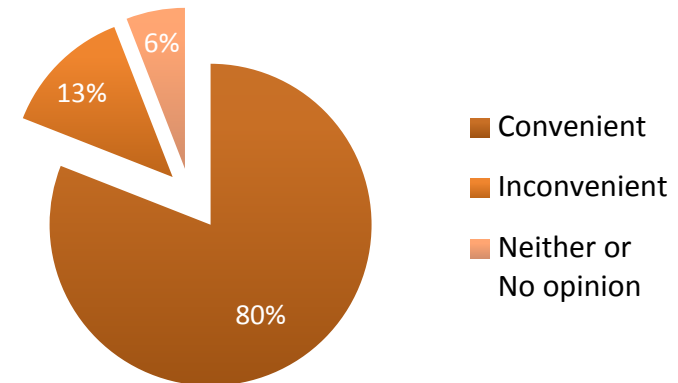
2.2 Achieving Access for All

SPT supports a range of transport services to improve access for Helensburgh and Lomond residents and communities. In 2017/18, SPT supported socially necessary local bus services for Helensburgh and Lomond communities with limited commercial bus services, and helped older people and people with disabilities living in Helensburgh and Lomond to make 1,400 journeys on MyBus services. The Kilcreggan – Gourock ferry service carried 41,000 passengers.

In 2017/18 SPT's Travel Card Unit helped ensure that 970 Helensburgh and Lomond residents who have a disability benefited from the national concessionary fare scheme on local bus services. SPT also continued to administer the Strathclyde Concessionary Fare Scheme on behalf of ABC, which offers reduced fares on rail and Subway and some ferry services for eligible residents.

ABC continued to deliver more accessible transport infrastructure in Helensburgh and Lomond with more high access kerbs installed at bus stops to allow step free access onto buses. SPT provided grant funding for these projects.

**Argyll and Bute residents aged 16+ -
Convenience of public transport**



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is resident opinions of the convenience of public transport in their local area. Eight in every 10 (80%) ABC adult residents feel that local public transport is convenient, although only three in every 10 (30%) feel that it is *very* convenient. A sizeable minority (13%) feel that it is inconvenient, which is higher than the SPT area as whole (8%). A small proportion (6%) of ABC residents feel that it is neither convenient nor inconvenient or do not have an opinion on local public transport convenience.

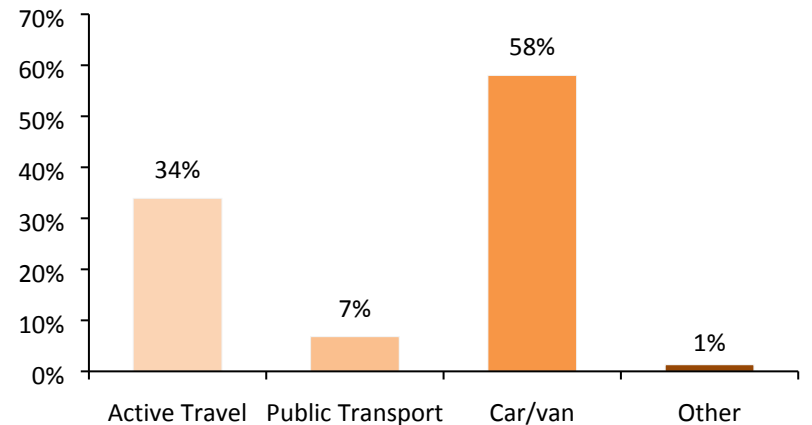
2.3 Achieving Reduced Emissions

ABC continued to progress the delivery of the Helensburgh - Dumbarton cycleway with completion of a section within Cardross village. The cycleway, when completed, will provide a high quality mostly off road cycle route between Helensburgh and Dumbarton and onwards to Glasgow. SPT has been supporting this project with capital grant funding and will continue to work with ABC to complete the cycleway in future years, dependent upon available funding. Funding and support is also provided by Sustrans Community Links.

ABC completed construction of the new park and ride facility for rail passengers at Helensburgh, which improves access to rail services for residents in the surrounding areas and improves parking conditions on town centre streets to support local businesses and visitors. SPT provided grant funding for this project over the past 2 years.

SPT continues to support the regional car sharing scheme, SPT JourneyShare which had 6,200 active members in 2017/18 - a 3% increase on the previous year.

**Argyll and Bute residents -
Main mode of travel**



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is the main mode of travel used for all journeys. About six in every 10 (58%) of journeys made by Argyll and Bute residents used a car / van as the main mode (in terms of distance) either as a driver or passenger, whereas around three in every 10 (34%) journeys were made by walking or cycling and around one in every 10 (8%) were made by bus, rail, Subway, tram or other modes (e.g. ferry) as the main mode/method of travel.

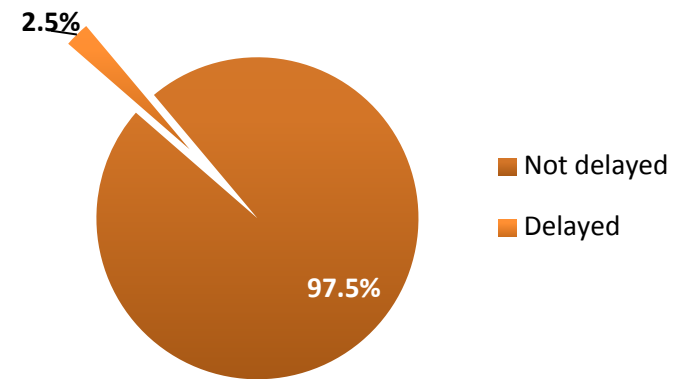
2.4 Achieving Improved Connectivity

SPT supports the objectives of the Argyll and Bute’s Rural Growth Deal including proposals for improvements to strategic arterial routes. SPT will work with ABC and other key stakeholders to consider cross boundary impacts, such as rail and freight movements and will work with ABC to assess transport issues and look at options for planned investment areas

SPT continues to work with councils, developers and other organisations to ensure that sustainable transport is embedded in the delivery of new development and to reinforce the importance of the integration of transport and land use planning to achieve sustainability and place making objectives.

SPT is represented on the West Highland Lines Review Group set up by Transport Scotland with representation from all interested communities along the routes of both the Oban and the Fort William/ Mallaig lines. SPT will support the Group to review and produce reports and recommendations in relation to timetabling, line speeds & weight restrictions, improvements to passenger facilities, integration with other modes, opportunities to support and grow freight traffic, and opportunities to collaborate with communities and business in relation to promoting and marketing the line.

**Argyll and Bute residents -
Driver journeys delayed by congestion**



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is the percentage of driver (car or van) journeys that were perceived [by the driver] to be delayed by congestion. A very small proportion of driver journeys (2.5%) made by Argyll and Bute residents were perceived to be delayed due to congestion. This compares to 14% for the whole of the SPT area population and 12% for the whole of Scotland.

3 The Year Ahead

3.1 Policy and Strategy

The new Regional Transport Strategy

SPT and partners have begun development of a new RTS to be in place by 2021. The process to develop the new RTS will include engagement with Argyll and Bute residents, partners and stakeholders to ensure that the new Strategy has an up-to-date evidence base of the transport-related issues and opportunities for Helensburgh and Lomond and supports improved local outcomes. SPT will work with Argyll and Bute Council to integrate the objectives of the local transport strategy and emerging Rural Deal with the new RTS.

Accessibility Analysis

In the year ahead, SPT will undertake accessibility analysis for Helensburgh and Lomond. Pertinent issues and outcomes identified in the LOIP and Locality Plans will be incorporated into the analysis as far as practical. Accessibility analysis is used to help understand the relative journey times people experience when accessing various trip attractors and opportunities e.g employment, education, healthcare, leisure, retail and town centres. Journey time analysis can be undertaken for individual mode including car, bus, rail, and walking and cycling. The initial reports from this exercise will support engagement with partners and communities on the transport issues and challenges they face when connecting to services and other opportunities. This will assist SPT and partners to develop actions for the new RTS, Locality Plans, Local Transport Strategies and/or other strategies as appropriate.

National Transport Strategy

SPT will continue to promote the needs and aspirations of the west of Scotland communities throughout the development of the new National Transport Strategy and new legislation for planning and transport. For example, SPT represents Scotland's seven Regional Transport Partnerships at the NTS Greener and Healthier Working Group and has put forward policy proposals to improve travel information, local air quality and accessibility.

Planning

SPT will continue to work with ABC and developers to ensure that sustainable transport measures are embedded in the delivery of new development. We will also continue to work with all relevant organisations to reinforce the importance of the integration of transport and land use planning and the promotion of sustainable transport solutions for future development to support the delivery of successful places.

3.2 Capital Projects

SPT is providing grant funding of £250,000 to Argyll and Bute Council in 2018/19 to improve bus passenger infrastructure including accessibility improvements and bus priority such as lining and cages on the A814, progress delivery of the Helensburgh - Dumbarton cycleway and deliver an enforcement camera at the Rest and Be Thankful to reduce HGV and coach parking within the turning circle to ensure local and inter-urban services are able to make use of it for passenger boarding/alighting.

3.3 Transport Services & Infrastructure

SPT will continue to provide, support, administer, maintain and/or monitor a range of transport services and infrastructure for the Helensburgh and Lomond area including bus stops, shelters and real time passenger information, bus service compliance monitoring, supported local bus services, MyBus services, schools transport, travel information, ZoneCard, JourneyShare, National Entitlement Card and Strathclyde Concessionary Travel Scheme.

Appendix A Policy Context

SPT is a Community Planning partner and works with Argyll and Bute (ABC) and other partners to achieve improved outcomes for residents and communities in Helensburgh and Lomond. The Community Empowerment Act (2015) requires CPPs to have a shared Local Outcome Improvement Plan (LOIP) that sets out how outcomes will be improved and how inequalities will be reduced in the local area. This section describes the linkages between the Regional Transport Strategy (RTS) framework and the Argyll and Bute CPP’s LOIP and the direct and indirect roles that transport can play in achieving a more equal and improved quality of life for all residents, vibrant and healthy communities, and a more inclusive and sustainable economy.

The Regional Transport Strategy - Strategic Priorities and Outcomes

A Catalyst for Change: The Regional Transport Strategy for the west of Scotland was approved in 2008 with a vision of a world class sustainable transport system that supports an improved quality of life for all. The Regional Transport Strategy (RTS) has 8 strategic priorities for improvements to transport which seek to achieve the Strategy’s four key outcomes for residents, visitors and business in the SPT area - Attractive, Seamless Reliable Travel, Access for All, Reduced Emissions and Improved Connectivity.

Table A-1: Regional Transport Strategy priorities and outcomes

RTS Strategic Priority	RTS Outcome
Planning and providing a ‘step change’ for bus	Attractive, Seamless Reliable Travel - a modernised, integrated public transport network with high quality, fast and reliable services is essential to keeping and attracting new passengers and ensuring those dependent upon public transport have a range of good quality travel options, whilst also promoting the region as a desirable place to invest, live, work and visit.
Modernising the Subway	
Improving the customer experience	
Improving access to services and facilities	Access for All - a transport network that enables everyone to undertake the activities that form our everyday lives. Tackling accessibility barriers is essential to improving quality of life and furthering social inclusion objectives by helping people get to the places they want and need to travel.
Promoting equality of access to the transport network	

Encouraging more sustainable travel	Reduced Emissions - a healthier population and environment achieved through an improved range and choice of sustainable travel options to encourage individuals to make more trips by walking, cycling and public transport and through supporting cleaner technologies and fuels
Delivering an integrated, optimal strategic transport network	Improved Connectivity - an efficient transport network with reliable journey times and integrated effectively with land uses to connect markets more sustainably and efficiently and improve quality of life.
Promoting sustainable development	

Argyll and Bute Outcomes Improvement Plan

The Argyll and Bute Outcomes Improvement Plan 2013 - 2023,¹ sets out an overarching objective to stabilise and grow population and the economy and to achieve 6 outcomes for an improved quality of life for Argyll and Bute residents. Table A-2 sets out the Plan’s objective and outcomes.

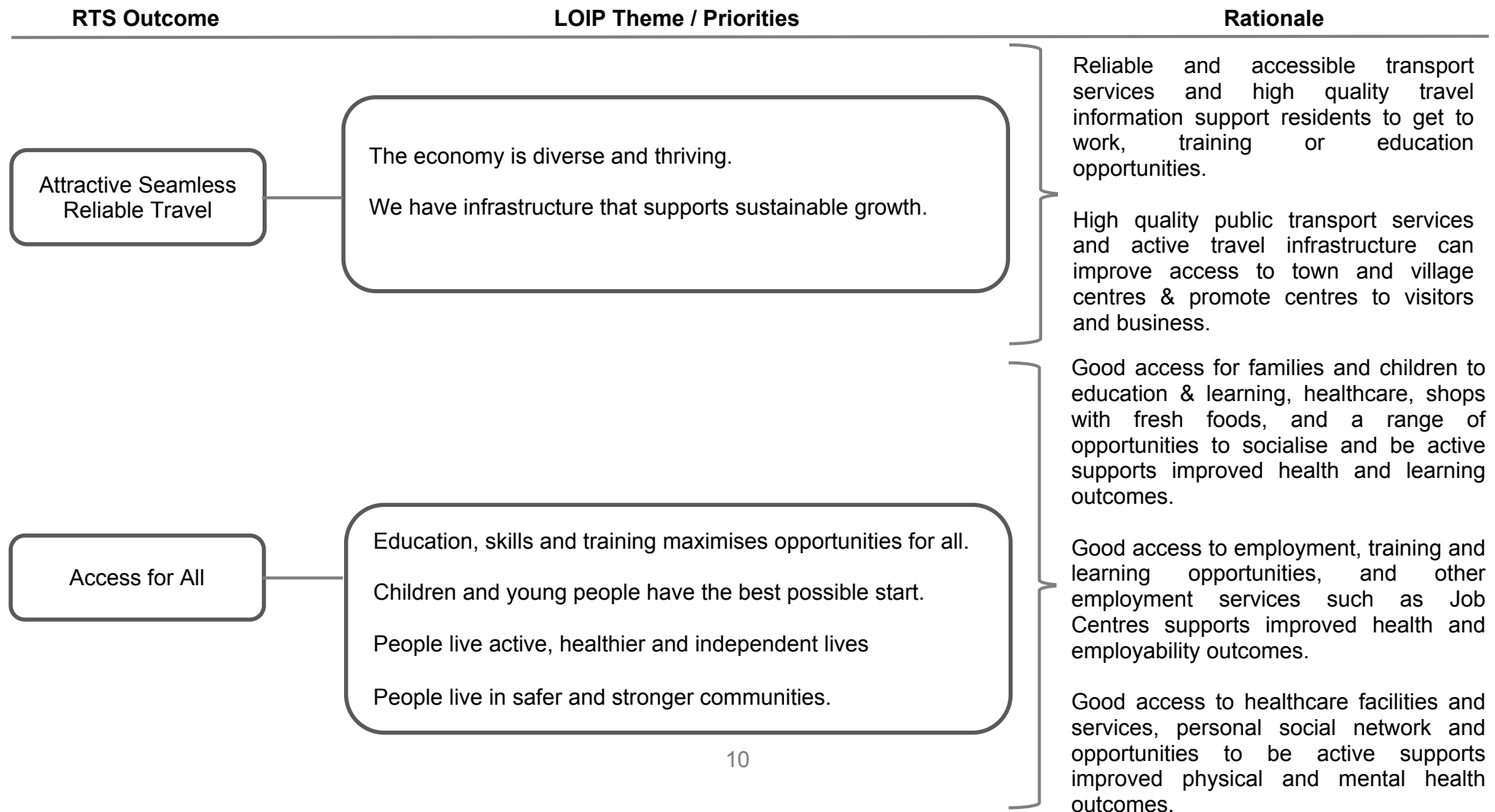
Table A-2: Argyll and Bute Outcome Improvement Plan objective and outcomes

Objective:	Argyll and Bute’s economic success is built on a growing population.
Outcomes:	The economy is diverse and thriving.
	We have infrastructure that supports sustainable growth.
	Education, skills and training maximises opportunities for all.
	Children and young people have the best possible start.
	People live active, healthier and independent lives.
	People live in safer and stronger communities.

RTS and LOIP Linkages

Linking the LOIP and RTS Priorities is an initial step towards understanding the role of transport in supporting the achievement of the four local outcomes. Figure A-1 shows the linkages including the rationale for the linkage. The LOIP and LOIP outcomes will be incorporated into the work to develop the next Regional Transport Strategy, which will result in a new set of regional outcomes.

Figure A-1: RTS and LOIP Linkages



RTS Outcome	LOIP Theme / Priorities	Rationale
Reduced Emissions	<p>Children and young people have the best possible start.</p> <p>People live active, healthier and independent lives</p>	<p>Increasing walking and cycling can improve health outcomes for children and all residents.</p> <p>Increasing activity levels can support improved mental health and well-being outcomes.</p>
Improved Connectivity	<p>The economy is diverse and thriving.</p> <p>We have infrastructure that supports sustainable growth.</p>	<p>Improved connectivity across Argyll and Bute and between Argyll and Bute and other areas can increase the range of viable employment opportunities for local residents, make the area more attractive for investment and support business growth and tourism strategies</p>

¹ https://www.argyll-bute.gov.uk/sites/default/files/aboip_v1_2017.pdf

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Argyll and Bute Community Planning Partnership

Helensburgh and Lomond
Area Community Planning Group

1st November 2018



Appointment of Vice Chair

Summary

The following report provides information relating to the appointment of a Vice-Chair for the Helensburgh and Lomond Area Community Planning Group. It outlines the expected time commitment and also gives information on the role. The Area Community Planning Group is asked to consider making an appointment to the position of Vice-Chair.

1. Purpose

1.1 This report asks the Area Community Planning Group to consider the appointment of a Vice-Chair.

2. Recommendations

2.1 The Area Community Planning Group is asked to consider the appointment of a Vice-Chair.

3. Background

3.1 The vacancy for Vice-Chair has arisen as the current Vice-Chair has taken redundancy from the Argyll and Bute Third Sector Interface. This report requests members to consider the appointment of a new Vice-Chair.

4. Detail

4.1 According to the Terms of Reference the Vice-Chair, if elected, would serve for a term of 2 years with an option to be re-elected at the end of this time. However, no one person can serve for more than 2 consecutive terms.

4.2 In order to be considered as a candidate for the position of Vice-Chair the person must be a member of the Helensburgh and Lomond ACPG.

4.3 Some further information on the commitment required:-

- Attend meetings of the Helensburgh and Lomond ACPG and deputise for the Chair in his
- absence
- Deputise for the Chair at meetings of the Community Planning Partnership Management Committee or the Full Partnership

- Time commitment of at least 4 CPG meetings per year in February, May, August and November and 4 pre-agenda meetings per year in January, April, July and October
- To participate in any Short-Term Working Groups as required
- To engage with officers of the Council in terms of setting the Agenda for the CPG in consultation with the Chair

5. Conclusions

5.1 The CPG is asked to consider the appointment of a Vice-Chair.

6. Argyll and Bute Outcome Improvement Plan Outcomes

6.1 This report does not link to any specific Outcome as it relates to the administrative arrangements.

For further information please contact:

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