

Outcome 2: We have infrastructure that supports sustainable growth - Activity Tracker – Q1

Activity	Lead	Contributors	Progress	Comments	Date	Updated by
Align the scheduling of public transport towards an integrated timetable	Douglas Blades	Ferry user group HITRANS	On track	Integrated timetabling exists where possible, direct influence over services which are subsidised but otherwise can encourage. Pick up issues from transport forums - Cowal group very active and try to address these issues. Oban train service extended to 6 services per day, negotiated with operator at Glasgow end and influenced as far as possible. Good service linking with Oban High School and commuting opportunities with Dalmally. Mull ferry service has been extended over summer season and there is some influence with the bus operator on Mull in terms of school services but commercial operator is very keen to maximise commercial opportunities which is positive therefore key ferries are met. Groups from Rothesay have advised that Wemyss Bay ferry and buses to/from Mount Stuart don't always coincide so not fully integrated but looking at addressing this. There are constraints with capacity with trains at Wemyss Bay. Receives lots of feedback from local fora, bus timetables under review constantly. Communities have asked whether bus routes can be extended to new housing developments (e.g. glenshellach in Oban and Bowmore, Islay). In terms of school transport and obligations this has taken place. Operators take a commercial view unless it's subsidised but pilot services are encouraged. Moira to provide Malcolm with a list of planned developments as they are coming to completion. Barriers are around infrastructure e.g. train service or availability of vehicles/drivers.	07.09.2016	Malcolm MacFadyen

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				McCaig's Tower area would need special vehicle to negotiate roads however this is an infrequent occurrence. Ongoing issues with bus turning circle at Rest and Be Thankful, operator has agreed they will provide a service on request during the summer to the turning circle however demand is currently very low (less than 1 passenger a day).		
Develop a plan to promote our Piers and Harbours	Stewart Clark	Julie Millar	On track	Work ongoing to review fees and charges and shift patterns. Should be in a better position following this review to promote. Work happening in Oban regards to cruise market and the transit berthing marina/extension of the North Pier. Campbeltown berthing facility, success story. In discussion with CS Wind on use of harbour for turbines. Member of Cruise Scotland and keen to promote tourism there. Discussion with Waverley regarding use of our services, keen to have an agreement with them - currently don't take any charges from the Waverley - however it brings in business and tourism to the area. Looking at asset management plan to make piers/harbours more accessible for different range of vessels. Discussions with Calmac to look at their aspirations for the future too.	07.09.2016	Stewart Clark

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Deliver the roll out of high speed next generation broadband and lobby the Scottish/UK Government to ensure that Argyll and Bute has a favourable / equitable position to other areas.	Stuart Robertson	Moya Ingram Iain MacInnes	On track	Economic Growth team produce a monthly report on the rollout of superfast broadband. Scottish Government target for 2017 is on track for 95% however Argyll and Bute is likely to be at 84% as are the rest of the H&I LA's so not equitable. This is due to the very low investment from BT's Commercial program. HIE have recently signed a contract with BT to extend the reach of the current program using 'Gainshare'. Phase 2 has now been turned into reaching 100% (R100) target by 2021 this could potentially see us 4 years behind in some areas. Currently broadband coverage in Argyll and Bute is (Superfast EU > 30Mbps-56.35%, Superfast UK > 24Mbps-57.42%), Fibre <24Mbps-8.8%, leaving Non-Fibre 33.8%. It has always been indicated that Argyll and Bute along with most of H&I have always been the most technically challenging areas due to their topography and dispersed populations, SG will want to keep an eye on this in light of the R100. Questions to Stuart Robertson (HIE) Qu.- not everywhere within area covered has access to superfast broadband, and do those who get faster speeds actually get "superfast speed"? Ans.- It has always been conveyed that not everybody will get Superfast due to distances involved this will be addressed as more money becomes available and additional cabinets are installed to mitigate this. Qu. Speed seems to be reducing in some areas for those that are paying for superfast broadband? Ans. The fluctuations in speed is more than likely down to your ISP or equipment (router) also if this is tested using Wi-Fi connections then this is even more unreliable,	15.09.2016	Iain MacInnes

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				<p>speeds must be tested at the master socket using an Ethernet connection. HIE are responsible for wholesale infrastructure not connections to individual premises, this might be addressed in future schemes. Major issue for businesses is a key issue. Community Broadband Scotland provided update at last ACPG meeting, lots of confusion between what Community Broadband Scotland and national roll-out. Is there communication work required here? Ishabel's team were looking at providing a simple glossary - flag ACPG issues to this team too. No confirmation yet on which areas are definitely covered under a programme - grey area of areas where programmes are under exploration. Touring buses? Plan to get them along at an appropriate member's seminar.</p>		

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Create positive messaging on travel time and access to Argyll and Bute for visitors.	Julie Millar	Peter Cullen's replacement in Transport Scotland Traffic Scotland Jim Smith Neil McRae	On track	Looked into costs of Taxi advertising, Glasgow Underground and Buchanan Bus station. Two week campaign £1400 or 2500 for 2 posters at each station and underground, would still need to get posters. Could do this before a season, decision on timing would be required potentially November/Easter? STEAM data shows an increase in day trips towards October/November. Would we do just Glasgow for campaign or Edinburgh too? Portavadie using travel times as part of their marketing campaign, West Coast Motors too. Is there a sub-group looking at strategic transport marketing? Mark Beaumont, Explore Argyll and Adventure Tourism links into how far you can cycle in one day (did fortnight's cycling/activities around Argyll to promote tourism here) will be making promotional video through AITC. Considering basing a major charity event in the future here too. Challenge is getting into radio messaging/websites that we are open for business. Need to be much more joined-up and proactive communication regarding road closures, diversions etc. Need to make sure road closed is not dominant message. Need positive element to message - how often this part of the road has been closed. Need for greater integration. Julie will link with Jim Smith to get road closure statistics.	07.09.2016	Julie Millar
Develop an intervention programme to enable the necessary infrastructure be fit for purpose to deliver sites within the Local Development Plan.	Matt Mulderigg		On track	Matt looking for clarity on what the activity is requiring. Interventions would be financial and where would we get this finance from? Key sites action plan which identifies priority sites and ways to overcome barriers e.g. Dunbeg. Ensuring sites are deliverable but also encompassing issues	07.09.2016	Matt Mulderigg

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				<p>such as Scottish Water and ensuring their actions are delivered. Review of key sites action plan scheduled for June 2017. Need to get Scottish Water to invest where they have agreed/committeedd however although they have them in their programmes they won't invest until planning permission is granted. This doesn't work for the likes of Dunbeg where investment needs to happen first. Likely to be able to do intervention work at a smaller-scale but would need to spend money. Scottish Water was offered place at original Strategic Housing Forum - they don't currently attend but they sign off programme agreements with the housing associations and Scottish Water provide detailed feedback on strategic plans. Government has set aside funding for infrastructure where it is a barrier to housing however they've not set criteria. Moira has provided details to Scottish Government on suggestions (Tighnabruaich, Dunbeg) but no decisions on how to use this funding. Used to be able to provide serviced plots which might be worth exploring again as part of plan in certain areas. Resource to take this forward is an issue. People are attracted to self-build in remote, rural areas and serviced plots (small numbers), significantly lowering the risk and it would be helpful for us to cherry-pick suitable sites - important intervention and would make a difference but would cost money to do this. Is there potential for us to lend to assist in self-builds? Oban is an area where key agencies need to come together and invest/prioritise.</p>		

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Create a singular partnership voice to Rural Regeneration through the creation of improved ways of working and service delivery; transformational change that benefits the community.	Malcolm MacFadyen		On track	Not sure who is appropriate to be Lead Officer. Links to Smarterplaces work, PID approved by Council SMT. Local Senior Officers from Police/Fire have agreed to this but needs to be approved at a national level. SFT have held two development days on this which have been positively received. PID to receive final sign off at CPP COG. Channel shift and service delivery not asset management approach. Pilot area is Dunoon and then look to roll-out across other areas. Economic benefit to community will also be considered in terms of assets. Stuart Green leading on Smarterplaces and Fergus Murray leading on Rural Regeneration work and should link into this group moving forward	07.09.2016	Malcolm MacFadyen
Housing Plan implementation	Moir MacVicar		On track	Strategic Housing Investment Plan but this needs to be explicit rather than Local Housing Strategy. Total of £11 million resource planning assumptions from Government. Target of 50,000 completions within life of parliament which puts pressure on us to deliver. Aim is 110 completions a year for the next 5 years. SHIP is going to Committee tomorrow and submitted to Government in November. Bid to put in for infrastructure funding should be recognised within this activity (mentioned in activity on Local Development Plan). Scottish Government have announced funding for infrastructure but not a lot of funding likely to come to Argyll and Bute when broken down into constituent parts.	07.09.2016	Moir MacVicar