

Community Planning update

Committee Strategy and Programmes

Date of meeting 18 May 2018

Date of report 24 April 2018

Report by Senior Director

1. Object of report

To provide an update on the publication by Community Planning Partnerships of Local Outcome Improvement Plans (LOIPs) and forthcoming Locality Plans.

2. Background

- 2.1 Community planning brings together the collective expertise and resources of public services and communities to drive positive change on local priorities. Under Part 2 of the Community Empowerment (Scotland) Act 2015 (CESA), CPPs are responsible for producing two types of plan to describe their local priorities. The first type of plan is the Local Outcome Improvement Plan (LOIP) which covers the whole council area. The second type is a Locality Plan covering smaller areas within the CPP, focusing on those areas which would benefit most from improvement with a particular focus on reducing inequality.
- 2.2 Each CPP has produced a LOIP (some refer to them as Community Plans) and are now preparing Locality Plans (some CPPs are producing a number of these depending on the challenges faced by local communities). The LOIPs and Locality Plans have been the subject of considerable engagement with the public and local community groups, and SPT has contributed to this process.
- 2.3 SPT is a statutory Community Planning Partner and is represented on CPPs across the areas of our twelve constituent councils. SPT produces annual Transport Outcomes Reports (TORs) for each of our CPPs which set out how we contribute to local community planning outcomes. Officers have provided updates on the 2017/18 TORs to CPP boards across Scotland.

3. Outline of proposals

- 3.1 A summary of the key transport issues and priorities identified in the LOIPs is attached as an appendix. This is not an exhaustive list and obviously there are other aspects of the LOIPs which will impact on transport, including issues around health, employment, education, social care, and economic development among others, but is intended to give a flavour of the key issues to be addressed. In addition, further more localised transport issues and challenges will emerge as CPPs take forward their respective Locality Plans.

- 3.2 Proposals emerging from Locality Plans will be considered through SPT's established processes including the new Regional Transport Strategy, updated TORs and capital programme formulation. Locality Planning remains at an early stage and SPT officers will monitor and update the Committee on emerging resource implications.
- 3.3 SPT is undertaking transport accessibility analysis as part of the development of the new Regional Transport Strategy and this work places us in a strong position to contribute to the locality planning in an evidence-based and focussed manner.

4. Conclusions

- 4.1 CPPs across Scotland have produced LOIPs and Locality Plans to help address key priorities including inequality. SPT has supported the process as a statutory CPP partner, through participating in engagement and consultation in the process and by contributing to the delivery of public services focussed on the needs of our most disadvantage communities.
- 4.2 SPT produces annual TORs setting out how we contribute to meeting local outcomes and priorities across the twelve CPP areas. Officers will continue to engage with CPP partners as Locality Plans progress and will update the TORs, including reflecting the outcome of transport accessibility analysis as appropriate and keep the Committee updated as work progresses.

5. Committee action

The Committee is recommended to note the contents of this report.

6. Consequences

Policy consequences	<i>LOIPs and Locality Plans set out the key challenges and priorities for CPPs particularly around tackling inequality. SPT will refresh TORs to reflect the new LOIPs and Locality Plans.</i>
Legal consequences	<i>As a statutory CP partner, SPT has an obligation to participate in the CPP process.</i>
Financial consequences	<i>None directly.</i>
Personnel consequences	<i>None directly.</i>
Equalities consequences	<i>Individual LOIPs have been the subject of Equality Impact Assessment.</i>
Risk consequences	<i>None directly.</i>

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Appendix 1: Local Outcome Improvement Plans & Locality Plans

Local Outcome Improvement Plan	Key Transport Issues & Priorities (text quoted from relevant LOIP or LP)	Locality Planning Areas/Locality Plans
<i>Argyll and Bute Single Outcome Agreement and Outcome Improvement Plan 2013 - 23</i> ¹	<p>A82 & A83 road improvements.</p> <p>Establish a high quality ferry service between Dunoon & Gourock with upgrade of shore side public transport and services. Timetable for the Campbeltown — Ardrossan ferry service finalised.</p> <p>Improved rail connectivity from Oban, Bute & Cowal and Helensburgh & Lomond to Glasgow with new Park & Ride opportunities in Helensburgh and Dunoon.</p>	The LOIP does not specify Locality Planning Areas but refers to the four Area Community Planning Groups which include the Helensburgh and Lomond area covered by SPT.
<i>East Ayrshire Local Outcome Improvement Plan</i> ²	<p>Improve accessibility to town centres, particularly Kilmarnock, and road and rail links between East Ayrshire communities and beyond.</p> <p>Maximise improvements to the M77 and M74 to promote the area as a viable alternative to cities. The A76 Route Action Plan offers opportunities to improve accessibility.</p>	<p>Locality plans for these areas aim to be in place by March 2018 as follows:</p> <p>Kilmarnock North, Kilmarnock South, Bellsbank/Dalmellington and Muirkirk.</p>
<i>East Dunbartonshire Draft Local Outcome Improvement Plan 2017-27</i> ³	<p>Commuting patterns places stress on key corridors east to west. Public transport links are limited. Growth in rail travel but limited capacity at stations. Transport an issue for older people including those living in rural areas or lower incomes. Need to maximise MyBus and Community Transport.</p>	<p>“Place Plans” available in 2018 as follows:</p> <p>Auchinairn; Hillhead and Harestanes; Lennoxton and Twechar,</p>
<i>Fairer East Ren</i> ⁴	<p>According to the latest Citizens Panel results, an estimated 14% of households don't have access to a car or van. These residents will rely on public transport to get around, both within and outwith the authority.</p>	<p>Two locality plans are in development in the Barrhead area</p>
<i>Glasgow Community Plan</i> ⁵	<p>Transport one of two priorities with issues including affordability; connectivity; service levels; integrated ticketing; transport infrastructure including cycling; regulation of bus services, the reliability, condition and safety of services; and the need to continue and extend concessionary travel schemes.</p>	<p>Locality Plans:</p> <p>Ruchill & Possilpark, Drumchapel Lambhill & Milton, Parkhead Dalmarnock & Camlachie, Easterhouse, Springboig Barlanark, Priesthill & Househillwood, Gorbals, Govan and Govanhill.</p>

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

² <http://www.eastayrshirecommunityplan.org/resources/files/DRAFT-Local-Outcomes-Improvement-Plan.pdf>

³ [file:///draco/JB\\$/Downloads/LOIP%202017-27%20-%20consultative%20draft%20\(1\).pdf](file:///draco/JB$/Downloads/LOIP%202017-27%20-%20consultative%20draft%20(1).pdf)

⁴ <http://www.eastayrshirecommunityplan.org/Performance/Local-Outcomes-Improvement-Plan.aspx>

⁵ <https://www.glasgowcpp.org.uk/CHttpHandler.ashx?id=39367&p=0>

<i>Inverclyde Local Outcomes Improvement Plan</i> ⁶	Public transport highlighted as an issue for many residents. Bus services considered too expensive with poor provision in evenings and weekends. Need to have excellent infrastructure and transport links if Inverclyde is to be successful. Important role for transport in reducing social isolation with affordability flagged as an issue.	Locality Plans: Port Glasgow, Greenock East and Central, Greenock South and South West.
<i>North Ayrshire 2017 – 2022</i> ⁷	The North Ayrshire CPP has identified the importance of connectivity – both physical and digital – with particular emphasis on rural connectivity to more remote communities (specifically, but not limited to, Arran).	Locality Partnerships: Arran, Garnock Valley, Irvine, Kilwinning, North Coast and Three Towns.
<i>North Lanarkshire Draft Local Outcome Improvement Plan</i> ⁸	Transport links, particularly public transport links, can help directly with some of these priorities specifically community resilience, and poverty, in offering links and connections to health, education and jobs and thereby reducing both social isolation and inequality.	By using information from a range of Local Area Partnerships will analyse data locally and identify partnership priorities for locality planning.
<i>South Ayrshire Local Outcome Improvement Plan</i> ⁹	Community Transport identified as an opportunity to improve connectivity and reduce social isolation. The Place Standard Tool was used to assess community perception of services and public transport was ranked as good, but with room for improvement. Rural accessibility is an issue with scope to increase the use of community transport.	Identifies Ayr North and Girvan Glendoune as areas where poorer outcomes are experienced. In addition to these core outcome improvements, the locality planning groups in Ayr North and Girvan have identified priorities for their communities.
<i>South Lanarkshire Local Outcome Improvement Plan 2017-20</i> ¹⁰	The South Lanarkshire LOIP has identified transport, and its affordability, as important for the wider environment as well as improving physical connectivity whilst also playing an important role in tackling poverty and inequality.	Locality Plans under development
<i>Our Renfrewshire, Renfrewshire's Community Plan 2017-2027</i> ¹¹	Identifies transport infrastructure as a way to support economic growth in the local economy. Improving transport connections is noted including the need to grow the working age population as a key driver to improving the local economy. Highlights difficulties in accessing key local amenities and services through public transport and accessibility between communities as key priorities.	Yet to be determined but likely to be located within larger communities in Paisley, Johnstone and Linwood

⁶ [file:///draco/JB\\$/Downloads/LOIP%20September%202017.pdf](file:///draco/JB$/Downloads/LOIP%20September%202017.pdf)

⁷ <http://northayrshire-community.wordpress.nexuswebdesign.co.uk/wp-content/uploads/sites/60/2017/09/170929-LOIP-MR-changes.pdf>

⁸ <http://www.nhslanarkshire.org.uk/boards/2017-board-papers/Documents/August/North-Lanarkshire-Partnership-Local-Outcome-Improvement-Plan--August-2017-Board.pdf>

⁹ <https://www.south-ayrshire.gov.uk/cpp/documents/south%20ayrshire%20cpp%20-%20local%20outcome%20improvement%20plan%20and%20local%20place%20plans.pdf>

¹⁰ [file:///draco/JB\\$/Downloads/South_Lanarkshire_Local_Outcomes_Improvement_Plan.pdf](file:///draco/JB$/Downloads/South_Lanarkshire_Local_Outcomes_Improvement_Plan.pdf)

¹¹ http://www.renfrewshire.gov.uk/media/4598/Our-Renfrewshire---Renfrewshires-Community-Plan-2017-2027/pdf/Community_Plan.pdf

<i>West Dunbartonshire 2017-2017</i> ¹²	The West Dunbartonshire LOIP is committed to ensuring local communities are sustainable and attractive; adults and older people are able to live independently in the community; and the quality of life is improved for older residents.	Locality plans are being developed to target inequality of outcome at a local level, providing the context for transformation at a neighbourhood level.
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¹² <http://www.west-dunbarton.gov.uk/media/4313518/west-dunbartonshire-plan-for-place.pdf>