



**Argyll and Bute Council**  
**Comhairle Earra-Ghàidheal Agus Bhòid**

*Customer Services*  
*Executive Director: Douglas Hendry*

*Kilmory, Lochgilphead, PA31 8RT*  
*Tel: 01546 602127 Fax: 01546 604435*  
*DX 599700 LOCHGILPHEAD*  
*21 May 2019*

**NOTICE OF MEETING**

A meeting of the **ARGYLL ISLANDS STRATEGIC GROUP** will be held in the **COUNCIL CHAMBERS, KILMORY, LOCHGILPHEAD** on **TUESDAY, 28 MAY 2019** at **10:30 AM**, which you are requested to attend.

Douglas Hendry  
Executive Director of Customer Services

**BUSINESS**

1. **WELCOME AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTE OF PREVIOUS MEETING OF THE ARGYLL ISLANDS STRATEGIC GROUP HELD ON WEDNESDAY, 27 FEBRUARY 2019** (Pages 3 - 6)
4. **SCOTTISH GOVERNMENT ISLAND LIAISON DIRECTORS UPDATE - TO FOLLOW**  
Report by Scottish Government Liaison Directors
5. **ISLANDS (SCOTLAND) ACT**  
Update on Consultation Events by National Islands Plan Team
6. **UPDATE ON ISLANDS TRANSPORT FORUM** (Pages 7 - 22)  
Report by Executive Director of Development and Infrastructure Services
7. **NATIONAL TRANSPORT STRATEGY** (Pages 23 - 34)  
Report by Executive Director of Development and Infrastructure Services
8. **FUEL POVERTY (TARGET, DEFINITION AND STRATEGY) (SCOTLAND) BILL UPDATE** (Pages 35 - 44)  
Report by Executive Director of Development and Infrastructure Services

**9. UPDATE ON ARGYLL AIR SERVICES (Pages 45 - 50)**

Report by Executive Director of Development and Infrastructure Services

**10. DATE OF NEXT MEETING**

The date of the next meeting will be confirmed in due course following confirmation of a date which allows the Scottish Minister for Energy, Connectivity and the Islands to be in attendance.

**Argyll Islands Strategic Group**

Councillor Robin Currie (Chair)  
Councillor Anne Horn  
Councillor Jean Moffat  
Councillor Elaine Robertson  
Councillor Jim Lynch

Councillor Mary-Jean Devon  
Councillor Sir Jamie McGrigor  
Councillor Aileen Morton  
Councillor Len Scoullar (Vice-Chair)  
Councillor Alastair Redman

Shona Barton, Area Committee Manager

Contact: Lynsey Innis, Senior Committee Assistant; Tel: 01546 604338

**MINUTES of MEETING of ARGYLL ISLANDS STRATEGIC GROUP held in the COUNCIL CHAMBERS, KILMORY, LOCHGILPHEAD on WEDNESDAY, 27 FEBRUARY 2019**

**Present:** Councillor Robin Currie (Chair)

Councillor Mary-Jean Devon (by Councillor Jean Moffat  
VC) Councillor Len Scoullar  
Councillor Anne Horn Councillor Alastair Redman  
Councillor Sir Jamie McGrigor

**Attending:** Cleland Sneddon, Chief Executive  
Pippa Milne, Executive Director of Development and Infrastructure Services  
Fergus Murray, Head of Economic Development and Strategic Transformation  
Shirley MacLeod, Area Governance Manager  
Stuart Green, Corporate Support Manager  
Bill Halliday, Team Leader – West  
Dannie Onn, Island Liaison Partner, Scottish Government  
Iain MacAllister, Island Liaison Partner, Scottish Government  
Jon Rathjen, Island Liaison Partner, Scottish Government

**1. WELCOME AND APOLOGIES**

The Chair welcomed everyone to the meeting and general introductions were made.

Apologies for absence were intimated on behalf of:-

Councillor Jim Lynch  
Councillor Aileen Morton  
Councillor Elaine Robertson  
Ralph Throp, Island Liaison Partner, Scottish Government  
Gavin Sellar, Island Liaison Partner, Scottish Government

**2. DECLARATIONS OF INTEREST**

There were no declarations of interest intimated.

**3. MINUTE OF PREVIOUS MEETING OF THE ARGYLL ISLANDS STRATEGIC GROUP HELD ON FRIDAY, 30 NOVEMBER 2018**

The Minute of the previous meeting of the Argyll Islands Strategic Group held on 30 November 2018, was approved as a true record.

**4. SCOTTISH GOVERNMENT ISLAND LIAISON DIRECTORS UPDATE**

The group heard from the Island Liaison Partners in relation to the progress made in meeting with local communities on their designated islands and ongoing discussions with Erica Clarkson, Islands Implementation Lead at the Scottish Government who had also been visiting islands in an effort to build relationships. Discussion took place in respect of the role of the Partners and the need to establish a relationship with island communities to allow a flow of information from these communities to the Scottish Government. The

Corporate Support Manager agreed to circulate the draft description and objectives of the Islands Liaison Partner's to the group by email.

**Decision:**

The Argyll Islands Strategic Group agreed to note the information provided.

**5. REVIEW OF KEY PRIORITIES OF ARGYLL ISLANDS STRATEGIC GROUP**

The group gave consideration to a report updating on the key actions identified as being critical to island communities and their opportunities for growth and development. Discussion took place in respect of the roads infrastructure; the advantages and disadvantages of RET; the ports and vessel infrastructure and how the biodegradable municipal waste strategy will impact on island communities.

**Decision:**

The Argyll and the Islands Strategic Group gave consideration to the priorities as outlined in Appendix 1 of the report and requested that the Executive Director of Development and Infrastructure update the Priorities and Actions Approved List (Appendix 1) as follows:-

1. Alter priority 2 to read "To obtain Scottish Government capital investment in key island infrastructure such as ports, ferry terminals, vessels and road infrastructure in order to facilitate the needs of RET and secure the future economic prosperity of our islands";
2. Add item 2(e), "Explore RET charging mechanisms and seek amendments where this causes inconsistencies to our island communities;
3. Alter item 8(b) to read "Work with housing associations and community groups"
4. Include under priority 9 as item 9(c) "to build on the renewable energy capacity";
5. Add a further priority entitled Waste Strategy and include as subheadings (a) Landfill Ban and Disposal of Biodegradable Waste and (b) Deposit Replace Strategy; and
6. Remove all references to "isolated rural communities".

(Ref: Report by Executive Director of Development and Infrastructure Services, dated 27 February 2019, submitted.)

**6. ISLANDS (SCOTLAND) ACT**

The group gave consideration to a report providing an update on the Islands (Scotland) Act 2018 with specific focus on the National Islands Plan. Discussion took place in respect of the consultation phase of the National Islands Plan with members agreeing that discussions are required to find out what the intention of the Scottish Government is in relation to what it will consist of and what impact assessments will look like to ensure due regard is given to existing policies and procedures. Islands Liaison Partner, Iain MacAllister agreed to look into the matter and confirm what the consultation will look at. Further discussion took place in respect of the provision to review ward boundaries. The Area Governance Manager agreed to circulate a link to an interview with Ronnie Hinds,

Chair of the Local Government Boundary Commission for Scotland, about the forthcoming review of island ward boundaries in terms of the provisions of the Islands (Scotland) Act.

**Decision:**

The Argyll Islands Strategic Group agreed to note the update on the Islands (Scotland) Act 2018.

(Ref: Report by Executive Director of Development and Infrastructure Services, dated 27 February 2019, submitted.)

**7. NATIONAL TRANSPORT STRATEGY**

The Head of Economic Development and Strategic Transformation advised that there had been no update since the last meeting of the group, and therefore there was no report available for discussion. He further advised that the Scottish Government are maintaining their timeline and that officers are continuing to work with Transport Scotland on transport needs of Argyll and Bute over the next ten years. Mr Murray advised that key priorities will continue to evolve and the need for evidence and strong data as we move through the engagement and consultation phase is essential.

**Decision:**

The Argyll and the Islands Strategic Group agreed to note the information provided.

**8. FUEL POVERTY (TARGET, DEFINITION AND STRATEGY) (SCOTLAND) BILL**

The group gave consideration to a report providing an update on the progress of the Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill through Parliament, with the group noting that the Bill was debated in Parliament on 20 February and was now in Stage 2 of the Parliamentary process. The report highlighted the key issues associated with the Bill and indicated the next steps in the Parliamentary process. Discussion took place in respect of the representation of the poverty issues with members being keen to ensure that the Scottish Government's target of 5% by 2040 is not disproportionately represented across Argyll and Bute. The Council's Team Leader addressed the need to raise the issue of Home Energy Efficiency with the Scottish Government.

**Decision:**

The Argyll Islands Strategic Group agreed to note the response to the consultation submitted by officers.

(Ref: Report by Executive Director of Development and Infrastructure Services, dated 27 February 2019, submitted.)

**9. ARGYLL AIR SERVICES PSO TENDER**

The group gave consideration to a report in relation to the contract for the provision of air services between Oban and the Islands of Coll, Colonsay and Tiree.

During discussion of agenda item 9(b) Report by Executive Director of Development and Infrastructure Services, the Committee resolved in terms of Section 50A(4) of the Local Government (Scotland) Act 1973, to exclude the press and public on the grounds that it was likely to involve the disclosure of exempt information as defined in Paragraphs 8 and 9 of Part 1 of Schedule 7A to the Local Governments (Scotland) Act 1973.

In line with the protocol for Video Conferencing, specifically with regard to confidential/exempt items, measures were put in place to ensure that the venue from which Councillor Devon was participating was secure and that no member of the public had access and that no recording of proceedings was being made, by any person.

**Decision:**

The Argyll Islands Strategic Group agreed to:-

1. note that it is proposed to retender the Argyll Air Services PSO contract applying the minimum timescale possible, within the rules under the EC which apply to PSO air services; and
2. note that it is not legally possible to extend the existing air services contract.

(Ref: Report by Executive Director of Development and Infrastructure Services, dated 27 February 2019, submitted.)

---

**ARGYLL AND BUTE COUNCIL**

**ARGYLL ISLANDS STRATEGIC  
GROUP**

**DEVELOPMENT AND  
INFRASTRUCTURE SERVICES**

**28 MAY 2019**

---

**Update on Islands Transport Forum**

---

**1.0 EXECUTIVE SUMMARY**

- 1.1 A meeting of the Islands Transport Forum took place on 9 May 2019 with the Minister of Energy, connectivity and the Islands.
- 1.2 At this meeting updates were provided on
- National Transport Strategy and Strategic Transport Projects Review 2
  - Islands Scotland Act 2018
  - Ferries
  - HIAL Strategy
- 1.3 This paper gives an update of the items above and points raised at the Islands Transport Forum.

---

ARGYLL AND BUTE COUNCIL

ARGYLL ISLANDS STRATEGIC  
GROUP

DEVELOPMENT AND  
INFRASTRUCTURE SERVICES

28 MAY 2019

---

## Update on Islands Transport Forum

---

### 2.0 INTRODUCTION

2.1 A meeting of the Islands Transport Forum took place on 9 May 2019 with the Minister of Energy, connectivity and the Islands. At this meeting updates were provided on

- **National Transport Strategy and Strategic Transport Projects Review 2**
- **Islands Scotland Act 2018**
- **Ferries**
- **HIAL Strategy**

This paper gives an update of the items above and points raised.

### 3.0 RECOMMENDATIONS

3.1 It is recommended that Members consider

- (i) The updates provided at the Islands Transport Forum and the points raised.

### 4.0 DETAIL

#### **National Transport Strategy and Strategic Transport Review 2**

4.1 In August 2016, Humza Yousaf MSP, the Minister for Transport and the Islands announced that the National Transport Strategy (NTS) and associated Strategic Transport Projects Review (STPR) will be subject to a comprehensive review to develop a successor strategy, one that sets out a compelling vision and investment programme for transport over the next 20 years. The review of the NTS and STPR will be a collaborative process involving partnership working to develop a robust evidence base. As part of this process a wide programme of engagement across Scotland will be delivered to ensure that transport users and key stakeholders have an opportunity to feed into the NTS / STPR review process.

4.2 Officers from Argyll and Bute Council are engaging with Transport Scotland and their associated consultants Jacobs, Aecom via a series of stakeholder engagement workshops and meetings. The Council are also lobbying the



Scottish Government for increased investment in transport infrastructure and services via the Rural Growth Deal which has a strong focus on connectivity and routes to market. This work will feed into the NTS / STPR process.

- 4.3 Argyll and Bute Council have prepared a list of key transport interventions required to support economic growth and social inclusion in the region and this is included as **Appendix 1** of this report. This list will form the basis of future discussions with Transport Scotland as part of the Rural Growth Deal and STPR negotiations.
- 4.4 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) which will:-
- set out an updated vision for what kind of transport system we want for the whole of Scotland over the next 20 years or so and how we plan to get there;
  - look at how we can successfully address the strategic challenges facing our transport system and how we can take advantage of any opportunities that present themselves;
  - The STPR will set out the key transport investment priorities across all modes;
  - The NTS/STPR will be aligned with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill.
- 4.5 A wide programme of engagement across Scotland will be delivered to ensure that transport users also have an opportunity to feed into the NTS review process. Stakeholder consultation workshops will take place in Argyll and Bute on the following dates:-
- Helensburgh – Helensburgh and Lomond Civic Centre, Annexe Room 1 – Friday 3rd May 2019, 1pm-4pm;
  - Tarbert – Tarbert Village Hall, Main Hall – Wednesday 8th May 2019, 1-4pm;
  - Oban – The Royal Hotel, Blasta Room – Thursday 30th May 2019, 1-4pm;
  - Dunoon – Queens Hall, Meeting Room 1 – Wednesday 15th May 2019, 1pm-4pm;
- 4.6 The initial workshops will focus on local public and private sector stakeholders with an interest in transport and as such, **will not be open to the general public**. A wider public consultation exercise will also be undertaken and this is likely to be via an on-line survey. Transport Scotland and their NTS / STPR Consultants Jacobs, Aecom will also undertake a workshop for elected members at Kilmory on the 17<sup>th</sup> June 2019. As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards transport infrastructure and

services via the STPR process. Investment priorities are also being supported via the Council's Rural Growth Deal proposition and Economic Strategy which both have a strong focus on connectivity and enhancing local routes to market.

- 4.7 The NTS Review will work towards a **formal public consultation on a draft strategy in early 2019** with a view to publishing the successor strategy in July 2019. The draft STPR is expected in 2020 although specific dates for this have yet to be finalised.

#### **Points Raised at Island Transport Forum**

- 4.8 Main concern raised at the meeting was the **lack of focus on aviation** as a mode of transport as part of the national transport strategy and strategic transport review. It was raised that there **should be a strategic review of air services** at a national level across Scotland rather than the individual pockets of Public Service Obligation air services that are subsidised at local authority level as well as through government bodies such as Transport Scotland.

#### **Islands (Scotland) Act 2018**

- 4.9 The priority is to develop the **National Islands Plan** and establish the **scheme under which the island authorities can request additional powers**, because the Act contains a statutory timescale for both of these to be produced. In the case of the National Islands Plan this must be laid in Parliament within one year of the provisions being commenced (i.e. 4 October 2019) and for the scheme relating to the powers, this must be established within a year of Royal Assent (i.e. 6 July 2019).
- 4.10 There are two key elements of the Islands (Scotland) Act 2018 that did not come into force on 4 October as guidance, regulations or other preparatory work will be required. These are:
- i. provisions relating to licensing of development activities in the seas around the islands; and
  - ii. provisions relating to Island Community Impact Assessments (ICIAs) which is one of the key policies included within the Act.

Work on **Part 6: Development of the Scottish Island Marine Area** is currently being scheduled by the relevant policy officials.

***The National Islands Plan***

- 4.11 To inform the development of the National Islands Plan, the Scottish Government's Islands Team are carrying out extensive community input (as required by the Act). This included early discussions with island authority leads, academics, policy colleagues and others to help design the consultation process. This has provided early evidence and input that will shape the final form of both the National Islands Plan and the ICIA templates and guidance.
- 4.12 The formal consultation process for the National Islands Plan and the ICIAs was launched in Canna on 6 April 2018 by the Islands Minister, Paul Wheelhouse and will close on 6 July 2018. The consultation exercise is to encourage island communities to help shape the policies that affect them and to have a meaningful role in the creating of the National Islands Plan.

***Island Communities Impact Assessments***

- 4.13 Section 8 of the Islands (Scotland) Act 2018 which refers to the Island Communities Impact Assessments (ICIAs), has not yet been commenced. Work on the guidance and templates for the ICIAs is being progressed in tandem with work on the National Islands Plan with a view to ensuring it is commenced as soon as possible. To ensure that the main ethos of the Act surrounding consultation with island communities is complied with, consultation for the development of guidance and templates will be undertaken to ensure the island communities impact assessment process is suitable.
- 4.14 In the meantime, although the requirement to carry out an ICIA has not yet been formally commenced, the expectation is that Scottish Government should be operating in the spirit of the Act and taking island issues into account when developing or reviewing policies, strategies or services. We have also been advising our agencies and partners to do likewise, and consider island issues in their work bearing in mind that the Act would allow for ICIAs to potentially be applied retrospectively, where appropriate. The Islands Team are also supporting officials in the Fuel Poverty Team to ensure that an impact assessment is carried out in relation to their work on the Fuel Poverty Bill. Any learning from this useful exercise will be used to inform the final ICIA guidance and templates.

**Points Raised at Islands Transport Forum**

- 4.15 Whilst the community engagement was welcomed concern was raised that Local Authorities had not been consulted before hand. It was noted that feedback from island communities such as integration of modes of transport (**Air and Ferry**) from and to the island on a daily basis, **high costs of housing/transport housing materials to the islands, good digital connectivity requirements** all mirrored the stakeholder and consultation feedback that had been used to form Argyll and Bute Rural Growth Deal.

### **Ferries Update**

#### ***Vessel Replacement and Deployment Plan***

- 4.16 The VRDP report for 2016 was published on 31 January 2018. This gives an overview of how existing, planned and prospective vessels could be deployed across the Clyde and Hebrides network to deliver the commitments set out in the Scottish Ferries Plan, and better address forecast demand. The next version of the VRDP is currently being drafted following receipt of updated ferry capacity forecasting on the ferry networks which were presented to Ferry Stakeholder Groups in December 2018.
- 4.17 Key stakeholders will be consulted on the draft report in the next 2 months including the next round of Ferry Stakeholder Groups that will be held in June 2019. The VRDP will also take into account findings emerging from the Outer Hebrides, Mallaig - Armadale and Craginure STAGs. The final report including conclusions and recommendations will be considered by Ministers prior to publication later this year.

The last VRDP published in 2018 focused on 4 priorities:-

- 4.18 **Oban – Craginure:** we have deployed a 2nd vessel in Summer (MV Coruisk) to ease capacity pressures. CalMac's intention is to cascade the MV Hebrides (Summer only) once 802 is in full service. Argyll & Bute Council have commissioned a Scottish Transport Appraisal Guidance (STAG) study of future redevelopment options for Craginure port. The findings have been shared with the Mull and Iona communities and a final report is close to completion.
- 4.19 **Mallaig – Armadale:** we have established the Mallaig - Armadale Infrastructure Working Group (MAIWG) to consider long term options. CalMac's intention is that the MV Coruisk will return to the route once the MV Glen Sannox is fully in service and the MV Isle of Arran cascaded. CMAL are leading a STAG study for both ports which is approaching completion.
- 4.20 **Outer Hebrides:** STAG study is concluding.
- 4.21 **Islay:** we have undertaken an assessment of vessel options and discussed this with the Islay Ferry Committee, Jury Community Council and other stakeholders. Argyll and Bute Council are completing an assessment of the engineering and cost requirements at Port Askaig to accommodate a larger vessel. CMAL have updated cost estimates for similar works at Port Ellen and Kennacraig. Design work on a new Islay vessel is underway and we intend to consult with communities again in 2019.

#### ***RET – Clyde and Hebrides***

- 4.22 RET has been hugely successful, providing a welcome boost to passenger numbers since its introduction on Clyde & Hebrides ferry services was completed in 2015. A network-wide evaluation of the impacts of RET, both positive and negative, has been commissioned by Transport Scotland, and is

due to report around the end of the year. The results of the evaluation will inform future policy around RET.

### ***Funding and Delivery of Local Authority Ferry Services***

- 4.23 The Scottish Government understands the significant financial challenges that can fall on individual local authorities in respect of internal ferry services.
- 4.24 The Ferries Plan states that the Scottish Government could assume responsibility for Local Authority ferry services, at no net detriment to the Scottish Government. It noted that ultimately a transfer may not go ahead as the Scottish Government cannot guarantee to be in a position to provide additional funding. This offer to consider a transfer remains under the same principles. Discussions are continuing with Argyll & Bute Council regarding a potential transfer of responsibility of their four internal ferry services.

### **Points Raised at Islands Transport Forum**

- 4.25 It was noted that HIE are currently undertaking a study as to the capacity of the Islay ferry in relation to increased whisky manufacturing and distribution and also the impact of the closure of the land fill site on Islay. This study is due to be completed shortly.

### **HIAL Strategy Update**

- 4.26 At the Islands Transport Forum (ITF) on 29 September 2016 the paper 'Preparations for an Intra-Scotland Air Services Review Scoping Exercise' was tabled. On 15 December 2016 the then Minister for Transport and the Islands wrote to ITF members confirming that, given their related work in this area, he had assigned HIAL the task of progressing this work. In addition, HIAL has been told that any proposals that are developed need to be legal (including State Aid compliant), affordable and deliverable. HIAL initiated a number of work streams to look at a variety of issues.

### ***1. The potential to use different aircraft types and different business models in the Highlands and Islands to provide affordable and reliable services***

- 4.27 HIAL has undertaken an extensive amount of work on this issue which is leading to a stakeholder consultation event on 9 May 2019 in Inverness. HIAL recognises that this clashes with the ITF. For those unable to attend the event, HIAL will be offering one-to-one meetings. HIAL has produced two papers which will be discussed at the event and which will be sent out in advance. The first paper 'A network business risk and resilience study for Highlands and Islands Airports Ltd' includes input by Cranfield University. The second paper is a summary document entitled 'A Vibrant Scotland is a Connected Scotland'. It poses some questions and is designed to stimulate input. Both papers will also be published on the HIAL web site.
- 4.28 The Cranfield report provides:

- an evaluation of the existing model of commercial air services in the Highlands and Islands network focussing on traffic, capacity, load factor, frequency, aircraft fleet, timetabling and air fares;
- An open and objective critique of the current PSO mechanism as a method for ensuring connectivity within and to remote regions;
- An investigation into the potential for a virtual airline to operate in circumstances where commercial lifeline links have been withdrawn with little prospect that these services would be operated by other airlines;
- A comparison of whether PSO or Virtual Airline solution will work. This section consolidates the themes from the previous two sections while considering alternatives;
- A comparison of the economics of operating the current Saab 340 with both equivalently sized (e.g. ATR42) and smaller aircraft (e.g. Twin Otter); and
- A route hierarchy analysis showing which routes are strong, which are marginal and which are at significant risk of market failure.

***2. The need to utilise new technology (e.g. satellite based navigation) to improve the resilience and efficiency of operations both from an airport and airline perspective***

- 4.29 The most visible element of this work stream has been HIAL's Air Traffic Management 2030 Strategy. Much of the focus of this has been on the Remote Tower element of the proposal but the Strategy itself is much wider and picks up on the need to embrace new technology in order to improve services, in particular from a resilience perspective. It includes proposals to introduce Surveillance at HIAL's Air Traffic Controlled Airports (currently only Inverness has this) as well as the introduction of Controlled Airspace. These initiatives have the potential to increase accessibility at some of HIAL's smaller aerodromes. A number of reports have been published by HIAL relating to this work and are available on their web site. These include 'Air Traffic Management 2030 Strategy Scoping Study' by Helios and 'ATM Strategy – Appraisal of Options for the Remote Tower Centre Location – Final Report October 2018' by ekos.
- 4.30 While not specifically mentioned in the strategy, for some of the more remote sites technological developments may involve the introduction of GNSS based technologies which have been proven to materially improve upon airfield accessibility in fog and low cloud. In essence they provide the same if not better benefit as an ILS, but at a fraction of the cost. When combined with the latest remote camera technology, surveillance, lighting technology and GNSS approaches, there is the potential to materially improve accessibility for remote airfields in adverse weather conditions, at a fraction of the cost of traditional systems, in a safe environment.
- 4.31 HIAL continues to introduce initiatives such as LED lighting at its airfields as part of its normal capital programme. LED lighting is both cheaper and easier to maintain than previous systems. In addition, by using less electricity carbon emissions are reduced.

**3. The viability of different delivery models for the provision of air services e.g. PSOs or public ownership of an airline**

- 4.32 The Cranfield Study explores different delivery models including PSOs, the establishment of a virtual airline and the establishment of an owned airline. A virtual airline is where a company essentially functions as a management entity that manages revenue, sells tickets and markets and promotes air services. This entity would have an ATOL license and would procure air services from an aircraft operator that holds an AOC. The airline owned model is where a publicly owned company would hold the AOC itself and operates the aircraft.

**4. The infrastructure requirements of existing and potential future air services**

- 4.33 HIAL's normal capital programme continues to invest in the overall airport estate in order to provide the necessary infrastructure for the continuation of air services across the Highlands and Islands. In recognition of the work required in this area, the HIAL capital budget for 2019-20 has been increased to £16.056 million. Key projects include the continuation of the Environmental Drainage Project at Inverness Airport which will reduce the impact of the airport's activities on the surrounding environment as well as rehabilitation and resurfacing of runways and aprons across the estate to support the continuation of air services to some of our remotest communities. HIAL continues to engage with the airlines which use its facilities with the aim of ensuring that any changes in airlines' fleets are taken account of in HIAL's forward capital plan.

**Points Raised at Islands Transport Forum**

- 4.34 It was raised that the ongoing HIAL review needs to include consultation and involvement with other local authorities whom have responsibility for airports and also air services.

**5.0 CONCLUSION**

- 5.1 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) and this will include a wide programme of engagement across Scotland.
- 5.2 As part of this process, Argyll and Bute Council will lobby Transport Scotland for increased investment in key local transport infrastructure and services. In support of this, this Council have developed a list of key transport priorities for the region and this is included in **Appendix 1** of this report.
- 5.3 Argyll and Bute Council will also lobby and pursue support from the Scottish Government for increased transport investment via a proposed Rural Growth Deal for the region.

- 5.4 Whilst the community engagement was welcomed for the **Islands Scotland Act (2018)** concern was raised that Local Authorities had not been consulted before hand. It was noted that feedback from island communities such as integration of modes of transport from and to the island on a daily basis, high costs of housing/transport housing materials to the islands, good digital connectivity requirements all mirrored the stakeholder and consultation feedback that had been used to form Argyll and Bute Rural Growth Deal.
- 5.5 For the ongoing **Ferries review** it was noted that HIE are currently undertaking a study as to the capacity of the Islay ferry in relation to increased whisky manufacturing and distribution and also the impact of the closure of the land fill site on Islay. This study is due to be completed shortly.
- 5.6 It was raised that the ongoing **HIAL review** needs to include consultation and Involvement with other local authorities whom have responsibility for airports and also air services.

## **6.0 IMPLICATIONS**

- 6.1 Policy - The NTS2 will give greater consideration to key policy areas including ferries and aviation which the Council has a current service delivery function and the Islands Act should identify and priorities individual island needs.
- 6.2 Financial - The NTS2 offers the opportunity to lobby for improvements to the transport network to be delivered at a national level through the Strategic Transport Project Review which will follow the NTS2 and will be delivered by Transport Scotland.
- 6.3 Legal – The roles and responsibilities work associated with the NTS will consider transport governance.
- 6.4 HR – N/A
- 6.5 Equalities/Fairer Scotland Duty – A number of equality impact assessments will be undertaken as part of the Ferries, Islands Act and NTS/STPR review.
- 6.6 Risk – Lack of investment in transport services and infrastructure will constrain economic growth in Argyll and Bute.
- 6.7 Customer Service – None.

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



08/05/2019

**For further information contact:** Moya Ingram Strategic Transportation Manager  
01546604190 [moya.ingram@argyll-bute.gov.uk](mailto:moya.ingram@argyll-bute.gov.uk)

## Appendix 1 – Top Transport Priorities for Argyll and Bute

### Appendix 1 – Top Transport Priorities for Argyll and Bute

(Approved by the Environment, Development and Infrastructure Committee 7/6/18)

<b>Top Transport Priorities Argyll and Bute to support economic growth and social inclusion</b>	<b>Issue</b>	<b>Action</b>
<b>ROADS</b>		
A 82 Trunk Road - Road Upgrade	The A82 is a key economic driver for the West Highlands. There is a need to upgrade the Loch Lomond section of road Tarbet to Inverarnan section.	Ensure that the programme of works identified by the Scottish Government is implemented asap.
A 83 Trunk Road – Road Upgrade	The A83 is the primary transport corridor into much of Argyll from the central belt. There is a need for a comprehensive programme of investment to improve road resilience, safety and journey times.	Produce a clear timetable of actions to deliver identified problem areas including. <ul style="list-style-type: none"> <li>• Strone point (Underway)</li> <li>• Erines</li> <li>• Dunderave</li> <li>• Balmore Rd. Tarbert</li> </ul> <p>Need for enhanced capital/maintenance programme to tackle roads vulnerability to flood and frost damage.</p>
A 83 Trunk Road Upgrade – Rest and Be Thankful	Need for permanent solution for R&BT	Action to determine the best “once and for all solution” to address landslip risk public perceptions.
A85 Trunk Road Upgrade - Oban to Tyndrum/Oban	Relatively slow and busy road seen as a high priority	To identify the range of improvements to reduce

Development Road	for businesses and other stakeholders to improve with additional problems relating to congestion and lack of capacity to grow in Oban.	journey times and build road resilience by tackling pinch points.  To re-examine the need for the Oban Development Road to address congestion issue and capacity to grow as a town.
Pennygael Bridge Mull - structural repair/replacement required A848	Essential bridge serving the Iona community requiring significant investment.	Need to identify funding to repair/replace the bridge.
A816 Oban to Lochgilphead Road Upgrade	Key link between Oban and Lochgilphead that suffers from a long journey time due to poor quality road with poor carriageway width and alignment.	Identify key aspects of the road that need action to remove pinch points, improve road alignment and excessive bends.
Dunoon – Colintrave – Portavadie Road Upgrade (B836/A8003/B8000)	Key route linking communities across Cowal, Bute and Kintyre (Mid Argyll) with Dunoon also a key timber haulage route.	To look at the feasibility of upgraded road to A road status incorporating physical upgrades to modern carriageway standards i.e. min. 6m wide carriageway with improved alignment to make it a safer and more reliable route.
A848 Salen –Tobermory Upgrade	Key route connecting main settlement on Mull with ferry terminal in need of widening to enable removal of passing places. Added pressure in summer from the success of RET.	Identify funding to enable works to proceed to final design and implementation stage.
Local road network	GAE levels are insufficient to meet expanding road maintenance needs.	To lobby for a revision of the GAE distribution criteria to ensure that areas of sparse population are better financed to maintain their high mileages of rural road networks.
<b>RAIL</b>		
West Highland Line between Oban and Glasgow	Excessive journey time in excess of three hours.	Need to lobby the rail investment programme for Control periods 6-7 (2019-2029). Need for a more detailed study to identify scope for journey time reduction. Refurbished 158s due on line in 2019.
Creation of new station at Shandon to service HMNB Clyde – or enhanced public bus	Reduce reliance on the car and ease movement of personnel to the base that is	Need to lobby the Scottish Government and Scotrail on the need for this new facility or

service	currently expanding.	enhanced public bus service.
Oban Integrated Transport Hub	Combination of bus/rail and ferry terminals to ease transport transfer. An added benefit would be to create additional space for vehicle marshalling.	Need to work with Hi Trans and other transport partners to design scheme and attract necessary funding from a range of partners.
<b>FERRIES and PORTS</b>		
Dunoon Town Centre to Gourock Town Centre Ferry Link	Need to improve ferry reliability from town centre to town centre and re-introduce vehicular option.	Continue to lobby Transport Scotland for a successful conclusion of the contract award.
Replacement of Council Ferries/takeover by Scottish Government	Ageing ferries on the Islay Jura route and Appin to Lismore. Loss making service serving four island communities.	Continue to work with and lobby Transport Scotland on the need to ensure the reliability/affordability of our internal ferries.
Extension of Ferry services	Need to make greater use of ferry services at key crossing points. For example, Tarbert -Portavadie ferry.	
Argyll and Bute Council Pier upgrades Fionaphort/Iona, Gigha/Tayinloan and Craignure Pier	Need to upgrade pier to take account of climate change/weather and capacity issues. Creation of berthing facility at Fionnphort.	Undertake STAG for Craignure Pier to assess future operations. Determine affordability of business cases through feasibility studies and attract external funding as necessary.
Improve capacity and resilience of ferry services across the network	Given the impact of RET and the expansion of the whisky and tourism industries there is growing demands on ferry services across Argyll.	Continue to lobby CMAL and Transport Scotland for suitable investment in the ferry network to ensure greater capacity at peak periods and reliability.
<b>ACTIVE TRAVEL</b>		
Helensburgh to Cardross/W. Dunbartonshire cycleway (Regional Route 42)	Need to complete this important route linking Helensburgh, Cardross and Dumbarton allowing active travel opportunities to connect to the main town and link into established routes to Loch Lomond (John Muir Way) and the Three Lochs Way and routes to Glasgow.	Continue to work with landowners to acquire land, design works and implement sections of the route as funding is secured.
Provision of an off-road route for entire length of NCN78, The Caledonia Way, linking Campbeltown to Lochgilphead, Oban and Fort William.	This is a key 'spine' route for the Council area and wider West of Scotland. In addition to the NCN longer distance route, shorter	Continue to work with Transport Scotland (for sections alongside A83/A85/A828 trunk roads & sections on old Connel to Ballachulish Rail Line),

	sections of the route are heavily used for more local journeys, for example Ardrishaig to Lochgilphead, as well as part of other routes, for example the section from Kennacraig to Tarbert forms part of the popular 5 ferries route.	SUSTRANS (as NCN route), local communities, landowners and other stakeholders.
<p>Pilgrims Way: Iona – Mull – Oban – Tyndrum – St Andrews</p> <p>Entire route should be constructed to a suitable standard for walking and cycling.</p>	<p>This national walking and cycling route linking the international destinations of Iona and St Andrews, while also providing active travel links between local communities, requires significant focus to deliver, particularly given the distance and therefore cost and number of authorities and landowners involved. A&amp;B Council is currently working with local communities in the Fionnphort area of Mull on the development and delivery of a cyclepath route which would provide approximately 1.9km of the route.</p> <p>Within Argyll &amp; Bute the Pilgrims Way would also provide important links within Mull and between Oban and Tyndrum.</p>	<p>Continue to work with local communities, landowners, active travel bodies (e.g. SUSTRANS), Transport Scotland (for trunk roads, e.g. A85 Oban to Tyndrum) and the Scottish Government to develop and deliver sections of this nationally important route.</p>
Active Travel Islay	<p>Following the successful delivery and positive reaction by local residents, businesses and visitors to the 3 distilleries path on Islay there is a strong desire to build upon this success by the construction of active travel routes linking other key settlements, employers and tourist destinations on Islay.</p>	<p>Work with Islay Community Access Group, local communities, local businesses, active travel groups (e.g. SUSTRANS, walking groups), landowners and the Scottish Government to develop and implement a network of high-quality walking and cycling routes on Islay. These routes will provide an alternative to the private car for local residents and visitors.</p>
Develop Cycle Tour routes, e.g. 5 Ferries route (Arran / Kintyre Peninsula (Clanaig – Kennacraig	<p>There are a number of popular cycle tour routes within Argyll &amp; Bute, most</p>	<p>Work with local communities, businesses, landowners, active travel bodies (e.g. SUSTRANS),</p>

<p>– Tarbert) / Cowal Peninsula (Portavadie – Colintraive) / Bute (Rhubodoch – Rothesay), to provide attractive, high-quality cycle route suitable for families/tourists.</p>	<p>notably the 5 ferries route with dedicated ferry tickets available from CALMAC for the route. At present these routes are primarily promoted to keen sportive cyclists as a single day activity, however with each of the routes having a total distance of under 55 miles if correctly developed these would offer an attractive weekend/multi-day activity for families/less dedicated cyclists thereby bringing significant economic benefit to these areas. To be attractive to these groups the route would require to be entirely on high-quality segregated infrastructure or on [perceived as] safe, quiet and low speed minor roads.</p>	<p>Transport Scotland (for trunk roads, e.g. A83 Kennacraig to Tarbert), CALMAC and the Scottish Government to develop and deliver attractive, high-quality walking and cycling touring routes.</p>
<p><b>AIR LINKS</b></p>		
<p>Central Belt to Oban Air Service with potential link to Barra.</p>	<p>Need to establish a scheduled flight connection to the central belt to provide a faster transport alternative for local people and businesses together with visitors. Assist the delivery of economic growth in Oban, Lorn, Barra and Lochaber.</p>	<p>Continue to undertake feasibility work on viability of bid, speak to air operators and lobby for subsidy to enable this connection to be established</p>

This page is intentionally left blank

---

**ARGYLL AND BUTE COUNCIL****Argyll Islands Strategic Group****DEVELOPMENT AND  
INFRASTRUCTURE SERVICES****28 May 2019**

---

---

**National Transport Strategy**

---

**1.0 EXECUTIVE SUMMARY**

1.1 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) which will:-

- set out an updated vision for what kind of transport system we want for the whole of Scotland over the next 20 years or so and how we plan to get there;
- look at how we can successfully address the strategic challenges facing our transport system and how we can take advantage of any opportunities that present themselves;
- The STPR will set out the key transport investment priorities across all modes;
- The NTS/STPR will be aligned with the emerging policy and legislative landscape in Scotland including the outcomes from the independent planning review, Climate Change Plan, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill.

1.2 A wide programme of engagement across Scotland will be delivered to ensure that transport users also have an opportunity to feed into the NTS review process. Stakeholder consultation workshops will take place in Argyll and Bute on the following dates:-

- Helensburgh – Helensburgh and Lomond Civic Centre, Annexe Room 1 – Friday 3rd May 2019, 1pm-4pm;
- Tarbert – Tarbert Village Hall, Main Hall – Wednesday 8th May 2019, 1-4pm;
- Oban – The Royal Hotel, Blasta Room – Thursday 30th May 2019, 1-4pm;
- Dunoon – Queens Hall, Meeting Room 1 – Wednesday 15th May 2019, 1pm-4pm;

1.3 The initial workshops will focus on local public and private sector stakeholders with an interest in transport and as such, will not be open to the general public. A wider public consultation exercise will also be undertaken and this is likely to be via an on-line survey. Transport Scotland and their NTS / STPR Consultants Jacobs, Aecom will also undertake a workshop for elected members at Kilmory on the 17<sup>th</sup> June 2019.

- 1.4 As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards transport infrastructure and services via the STPR process. Investment priorities are also being supported via the Council's Rural Growth Deal proposition and Economic Strategy which both have a strong focus on connectivity and enhancing local routes to market.
- 1.5 The NTS Review will work towards a formal public consultation on a draft strategy in early 2019 with a view to publishing the successor strategy in July 2019. The draft STPR is expected in 2020 although specific dates for this have yet to be finalised.



**National Transport Strategy**

---

**2.0 INTRODUCTION**

- 2.1 In August 2016, Humza Yousaf MSP, the Minister for Transport and the Islands announced that the National Transport Strategy (NTS) and associated Strategic Transport Projects Review (STPR) will be subject to a comprehensive review to develop a successor strategy, one that sets out a compelling vision and investment programme for transport over the next 20 years.
- 2.2 The review of the NTS and STPR will be a collaborative process involving partnership working to develop a robust evidence base. As part of this process a wide programme of engagement across Scotland will be delivered to ensure that transport users and key stakeholders have an opportunity to feed into the NTS / STPR review process.
- 2.3 Officers from Argyll and Bute Council are engaging with Transport Scotland and their associated consultants Jacobs, Aecom via a series of stakeholder engagement workshops and meetings. The Council are also lobbying the Scottish Government for increased investment in transport infrastructure and services via the Rural Growth Deal which has a strong focus on connectivity and routes to market. This work will feed into the NTS / STPR process.
- 2.4 Argyll and Bute Council have prepared a list of key transport interventions required to support economic growth and social inclusion in the region and this is included as **Appendix 1** of this report. This list will form the basis of future discussions with Transport Scotland as part of the Rural Growth Deal and STPR negotiations.

**3.0 RECOMMENDATIONS**

3.1 It is recommended that Members consider

- (i) Appendix 1 as Top Transport Priorities for Argyll and Bute to support economic growth and social inclusion.
- (ii) Appendix 1 to be used and referred to in pursuing support from Minister of Transport and feed into response to consultation on NTS2/STPR.

**4.0 DETAIL**

- 4.1 The main aim of the NTS Review will be to build upon the original National Transport Strategy (NTS 2006) and the refreshed NTS 2016 to produce and publish 'NTS2', setting the strategic direction for transport in Scotland over the next twenty years.
- 4.2 The scope of the review will include transport connectivity within Scotland, with the UK and internationally. It is recognised that transport links within Scotland play a key part in attracting inward investment to Scotland.
- 4.3 The review will set out the evidence base for future transport needs including identifying consistent or different needs between rural, coastal, islands, city and urban areas.
- 4.4 It will make recommendations on transport governance, delivering on the recommendations in the NTS Refresh that a full review should set out roles and responsibilities and propose modification if appropriate.
- 4.5 To support the overarching Scottish Government requirement for sustainable, inclusive economic growth, the review will also be aligned with concurrent cross cutting Scottish Government policies. The scope of the review will also address specific issues and opportunities in the context of NTS including:-
  - Climate change
  - Integrations
  - Air quality
  - Resilience
  - Congestion
  - Reducing inequality and increasing accessibility
  - Sustainable and inclusive economic growth
  - Innovation
  - Public Health and wellbeing
  - Behavioural Change
  - Identifying 'game-changing' events or technologies
- 4.6 The Scottish Government is committed to aligning NTS2 with the emerging policy and legislative landscape in Scotland, including the outcomes from the independent planning review, Climate Change Plan, local government review, Enterprise and Skills review, City and Region Growth Deals and the Transport Bill.
- 4.7 In addition to the NTS2, there will also be a review of the associated STPR which will set out the Scottish Governments key transport investment priorities over the next 20 years. This will include a review of the investment projects included in the existing STPR which have not yet been delivered.

- 4.8 Argyll and Bute Council will lobby Transport Scotland for increased investment in local transport infrastructure and services via the NTS/STPR process. The Council are also in the process of negotiating a Rural Growth Deal for the region with the UK and Scottish Governments and this includes a strong focus on connectivity and safeguarding / improving key routes to market.
- 4.9 Appendix 1 includes a list of the top transport priorities for Argyll and Bute, approved at the Environment, Development and Infrastructure Committee on 7<sup>th</sup> June 2018, to support economic development and social inclusion. It is intended to use this to lobby and pursue support from the Minister of Transport and also feed these priorities into the National Transport Strategy consultation and subsequent STPR Review.
- 4.10 As part of the review of the NTS / STPR, Transport Scotland supported by their consultants will deliver a wide programme of engagement across Scotland to ensure that transport users have an opportunity to feed into the process. Initially, stakeholder consultation workshops will take place in Argyll and Bute on the following dates:-
- Helensburgh – Helensburgh and Lomond Civic Centre, Annexe Room 1 – Friday 3<sup>rd</sup> May 2019, 1pm-4pm;
  - Tarbert – Tarbert Village Hall, Main Hall – Wednesday 8<sup>th</sup> May 2019, 1-4pm;
  - Oban – The Royal Hotel, Blasta Room – Thursday 30<sup>th</sup> May 2019, 1-4pm;
  - Dunoon – Queens Hall, Meeting Room 1 – Wednesday 15<sup>th</sup> May 2019, 1pm-4pm;
- 4.11 The initial workshops will focus on local public and private sector stakeholders with an interest in transport and as such, will not be open to the general public. A wider public consultation exercise will also be undertaken and this is likely to be via an on-line survey.
- 4.12 Transport Scotland will also undertake a workshop for elected members at Kilmory on the 17<sup>th</sup> June 2019.
- 4.13 As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards critical transport infrastructure and services via the STPR process.
- 4.14 A draft of the NTS2 is anticipated later in 2019 with the revised STPR to follow in 2020.

## **5.0 CONCLUSION**

- 5.1 Transport Scotland are undertaking a review of the National Transport Strategy and associated Strategic Transport Projects Review (STPR) and

this will include a wide programme of engagement across Scotland.

- 5.2 As part of this process, Argyll and Bute Council will lobby Transport Scotland for increased investment in key local transport infrastructure and services. In support of this, this Council have developed a list of key transport priorities for the region and this is included in **Appendix 1** of this report.
- 5.3 Argyll and Bute Council will also lobby and pursue support from the Scottish Government for increased transport investment via a proposed Rural Growth Deal for the region.
- 5.4 As part of this process Transport Scotland supported by their consultants will deliver a wide programme of engagement across Scotland to ensure that transport users have an opportunity to feed into the process. In Argyll and Bute this will include targeted stakeholder workshops and a member's seminar. There will also be a wider public consultation undertaken on behalf of Transport Scotland.
- 5.5 As part of the evidence based approach adopted by Transport Scotland, officers from Argyll and Bute Council have been working with Transport Scotland and their consultants to compile a portfolio of evidence in support of additional funding being directed towards critical transport infrastructure and services via the STPR process.

## **6.0 IMPLICATIONS**

- 6.1 Policy - The NTS2 will give greater consideration to key policy areas including ferries and aviation which the Council has a current service delivery function.
- 6.2 Financial - The NTS2 offers the opportunity to lobby for improvements to the transport network to be delivered at a national level through the Strategic Transport Project Review which will follow the NTS2 and will be delivered by Transport Scotland.
- 6.3 Legal – The roles and responsibilities work associated with the NTS will consider transport governance.
- 6.4 HR – N/A
- 6.5 Equalities/Fairer Scotland Duty – A number of equality impact assessments will be undertaken as part of the NTS/STPR review.
- 6.6 Risk – Lack of investment in transport services and infrastructure will constrain economic growth in Argyll and Bute.

6.7 Customer Service – None.

**Executive Director of Development and Infrastructure, Pippa Milne**  
**Policy Lead Councillor Aileen Morton**  
 08/05/2019

**For further information contact:** Moya Ingram Strategic Transportation Manager  
 01546604190 [moya.ingram@argyll-bute.gov.uk](mailto:moya.ingram@argyll-bute.gov.uk)

Appendix 1 – Top Transport Priorities for Argyll and Bute

**Appendix 1 – Top Transport Priorities for Argyll and Bute**

(Approved by the Environment, Development and Infrastructure Committee 7/6/18)

<b>Top Transport Priorities Argyll and Bute to support economic growth and social inclusion</b>	<b>Issue</b>	<b>Action</b>
<b>ROADS</b>		
A 82 Trunk Road - Road Upgrade	The A82 is a key economic driver for the West Highlands. There is a need to upgrade the Loch Lomond section of road Tarbet to Inverarnan section.	Ensure that the programme of works identified by the Scottish Government is implemented asap.
A 83 Trunk Road – Road Upgrade	The A83 is the primary transport corridor into much of Argyll from the central belt. There is a need for a comprehensive programme of investment to improve road resilience, safety and journey times.	Produce a clear timetable of actions to deliver identified problem areas including. <ul style="list-style-type: none"> <li>• Strone point (Underway)</li> <li>• Erines</li> <li>• Dunderave</li> <li>• Balmore Rd. Tarbert</li> </ul> Need for enhanced capital/maintenance programme to tackle roads vulnerability to flood and frost damage.
A 83 Trunk Road Upgrade – Rest and Be Thankful	Need for permanent solution for R&BT	Action to determine the best “once and for all solution” to address landslip risk public perceptions.
A85 Trunk Road Upgrade - Oban to Tyndrum/Oban Development Road	Relatively slow and busy road seen as a high priority for businesses and other	To identify the range of improvements to reduce journey times and build road

	stakeholders to improve with additional problems relating to congestion and lack of capacity to grow in Oban.	resilience by tackling pinch points.  To re-examine the need for the Oban Development Road to address congestion issue and capacity to grow as a town.
Pennygael Bridge Mull - structural repair/replacement required A848	Essential bridge serving the Iona community requiring significant investment.	Need to identify funding to repair/replace the bridge.
A816 Oban to Lochgilphead Road Upgrade	Key link between Oban and Lochgilphead that suffers from a long journey time due to poor quality road with poor carriageway width and alignment.	Identify key aspects of the road that need action to remove pinch points, improve road alignment and excessive bends.
Dunoon – Colintrave – Portavadie Road Upgrade (B836/A8003/B8000)	Key route linking communities across Cowal, Bute and Kintyre (Mid Argyll) with Dunoon also a key timber haulage route.	To look at the feasibility of upgraded road to A road status incorporating physical upgrades to modern carriageway standards i.e. min. 6m wide carriageway with improved alignment to make it a safer and more reliable route.
A848 Salen –Tobermory Upgrade	Key route connecting main settlement on Mull with ferry terminal in need of widening to enable removal of passing places. Added pressure in summer from the success of RET.	Identify funding to enable works to proceed to final design and implementation stage.
Local road network	GAE levels are insufficient to meet expanding road maintenance needs.	To lobby for a revision of the GAE distribution criteria to ensure that areas of sparse population are better financed to maintain their high mileages of rural road networks.
<b>RAIL</b>		
West Highland Line between Oban and Glasgow	Excessive journey time in excess of three hours.	Need to lobby the rail investment programme for Control periods 6-7 (2019-2029). Need for a more detailed study to identify scope for journey time reduction. Refurbished 158s due on line in 2019.
Creation of new station at Shandon to service HMNB Clyde – or enhanced public bus service	Reduce reliance on the car and ease movement of personnel to the base that is currently expanding.	Need to lobby the Scottish Government and Scotrail on the need for this new facility or enhanced public bus service.

Oban Integrated Transport Hub	Combination of bus/rail and ferry terminals to ease transport transfer. An added benefit would be to create additional space for vehicle marshalling.	Need to work with Hi Trans and other transport partners to design scheme and attract necessary funding from a range of partners.
<b>FERRIES and PORTS</b>		
Dunoon Town Centre to Gourock Town Centre Ferry Link	Need to improve ferry reliability from town centre to town centre and re-introduce vehicular option.	Continue to lobby Transport Scotland for a successful conclusion of the contract award.
Replacement of Council Ferries/takeover by Scottish Government	Ageing ferries on the Islay Jura route and Appin to Lismore. Loss making service serving four island communities.	Continue to work with and lobby Transport Scotland on the need to ensure the reliability/affordability of our internal ferries.
Extension of Ferry services	Need to make greater use of ferry services at key crossing points. For example, Tarbert -Portavadie ferry.	
Argyll and Bute Council Pier upgrades Fionaphort/Iona, Gigha/Tayinloan and Craignure Pier	Need to upgrade pier to take account of climate change/weather and capacity issues. Creation of berthing facility at Fionnphort.	Undertake STAG for Craignure Pier to assess future operations. Determine affordability of business cases through feasibility studies and attract external funding as necessary.
Improve capacity and resilience of ferry services across the network	Given the impact of RET and the expansion of the whisky and tourism industries there is growing demands on ferry services across Argyll.	Continue to lobby CMAL and Transport Scotland for suitable investment in the ferry network to ensure greater capacity at peak periods and reliability.
<b>ACTIVE TRAVEL</b>		
Helensburgh to Cardross/W. Dunbartonshire cycleway (Regional Route 42)	Need to complete this important route linking Helensburgh, Cardross and Dumbarton allowing active travel opportunities to connect to the main town and link into established routes to Loch Lomond (John Muir Way) and the Three Lochs Way and routes to Glasgow.	Continue to work with landowners to acquire land, design works and implement sections of the route as funding is secured.
Provision of an off-road route for entire length of NCN78, The Caledonia Way, linking Campbeltown to Lochgilphead, Oban and Fort William.	This is a key 'spine' route for the Council area and wider West of Scotland. In addition to the NCN longer distance route, shorter sections of the route are	Continue to work with Transport Scotland (for sections alongside A83/A85/A828 trunk roads & sections on old Connel to Ballachulish Rail Line), Sustrans (as NCN route), local

	heavily used for more local journeys, for example Ardrishaig to Lochgilphead, as well as part of other routes, for example the section from Kennacraig to Tarbert forms part of the popular 5 ferries route.	communities, landowners and other stakeholders.
<p>Pilgrims Way: Iona – Mull – Oban – Tyndrum – St Andrews</p> <p>Entire route should be constructed to a suitable standard for walking and cycling.</p>	<p>This national walking and cycling route linking the international destinations of Iona and St Andrews, while also providing active travel links between local communities, requires significant focus to deliver, particularly given the distance and therefore cost and number of authorities and landowners involved. A&amp;B Council is currently working with local communities in the Fionnphort area of Mull on the development and delivery of a cyclepath route which would provide approximately 1.9km of the route.</p> <p>Within Argyll &amp; Bute the Pilgrims Way would also provide important links within Mull and between Oban and Tyndrum.</p>	<p>Continue to work with local communities, landowners, active travel bodies (e.g. Sustrans), Transport Scotland (for trunk roads, e.g. A85 Oban to Tyndrum) and the Scottish Government to develop and deliver sections of this nationally important route.</p>
Active Travel Islay	<p>Following the successful delivery and positive reaction by local residents, businesses and visitors to the 3 distilleries path on Islay there is a strong desire to build upon this success by the construction of active travel routes linking other key settlements, employers and tourist destinations on Islay.</p>	<p>Work with Islay Community Access Group, local communities, local businesses, active travel groups (e.g. Sustrans, walking groups), landowners and the Scottish Government to develop and implement a network of high-quality walking and cycling routes on Islay. These routes will provide an alternative to the private car for local residents and visitors.</p>
Develop Cycle Tour routes, e.g. 5 Ferries route (Arran / Kintyre Peninsula (Clanaig – Kennacraig – Tarbert) / Cowal Peninsula	<p>There are a number of popular cycle tour routes within Argyll &amp; Bute, most notably the 5 ferries route</p>	<p>Work with local communities, businesses, landowners, active travel bodies (e.g. Sustrans), Transport Scotland (for trunk</p>



<p>(Portavadie – Colintraive) / Bute (Rhubodoch – Rothesay), to provide attractive, high-quality cycle route suitable for families/tourists.</p>	<p>with dedicated ferry tickets available from CALMAC for the route. At present these routes are primarily promoted to keen sportive cyclists as a single day activity, however with each of the routes having a total distance of under 55 miles if correctly developed these would offer an attractive weekend/multi-day activity for families/less dedicated cyclists thereby bringing significant economic benefit to these areas. To be attractive to these groups the route would require to be entirely on high-quality segregated infrastructure or on [perceived as] safe, quiet and low speed minor roads.</p>	<p>roads, e.g. A83 Kennacraig to Tarbert), CALMAC and the Scottish Government to develop and deliver attractive, high-quality walking and cycling touring routes.</p>
--	--	---

**AIR LINKS**

<p>Central Belt to Oban Air Service with potential link to Barra.</p>	<p>Need to establish a scheduled flight connection to the central belt to provide a faster transport alternative for local people and businesses together with visitors. Assist the delivery of economic growth in Oban, Lorn, Barra and Lochaber.</p>	<p>Continue to undertake feasibility work on viability of bid, speak to air operators and lobby for subsidy to enable this connection to be established</p>
---	--	---

This page is intentionally left blank

---

**ARGYLL & BUTE COUNCIL****ARGYLL STRATEGIC ISLAND  
GROUP****DEVELOPMENT AND INFRASTRUCTURE  
SERVICES****28 MAY 2019**

---

**FUEL POVERTY (TARGET, DEFINITION AND STRATEGY) (SCOTLAND) BILL  
UPDATE**

---

**1. EXECUTIVE SUMMARY**

- 1.1 The Warm Homes Bill has been a long standing commitment of the Scottish Government– however at this point in time the Scottish Government have committed only to a Fuel Poverty Bill as opposed to a holistic Warm Homes Bill. The Scottish Government are currently in the process of putting forward to Scottish Parliament the Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill which will outline a target of 5% fuel poverty across Scotland by 2040. This report will provide an update on the Island Communities Impact Assessment (ICIA) undertaken for the Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill.

**2.0 RECOMMENDATION**

- 2.1 It is recommended that the Argyll Strategic Islands Group:
- consider the report as an update on the ICIA response and consider what further policy steps they may wish to take.

---

ARGYLL & BUTE COUNCIL

ARGYLL ISLAND STRATEGIC  
GROUP

DEVELOPMENT AND INFRASTRUCTURE  
SERVICES

28 MAY 2019

---

**FUEL POVERTY (TARGET, DEFINITION AND STRATEGY) (SCOTLAND) BILL  
UPDATE**

---

**3. INTRODUCTION**

3.1 The Warm Homes Bill has been a long standing commitment of the Scottish Government— however at this point in time the Scottish Government have committed only to a Fuel Poverty Bill as opposed to a holistic Warm Homes Bill. The Scottish Government are currently in the process of putting forward to Scottish Parliament the Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill which will outline a target of 5% fuel poverty across Scotland by 2040. This report will provide an update on the Island Communities Impact Assessment (ICIA) undertaken for the Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill.

**4. RECOMMENDATION**

4.1 It is recommended that the Argyll Strategic Islands Group:

- consider the report as an update on the ICIA response and consider what further policy steps they may wish to take.

**5. DETAIL**

5.1 Background

The Fuel Poverty (Target, Definition and Strategy) Bill was announced on 26th June 2018; and is currently undergoing Stage 1 of the Parliamentary process and scrutiny. The Scottish Government have proposed the following definition for a household being in fuel poverty:

*“a household is in fuel poverty if—*

*(a) the fuel costs necessary for the home in which members of the household live to meet the conditions set out in subsection (2) are more than 10% of the household’s adjusted net income, and*

*(b) After deducting such fuel costs and the household’s childcare costs (if any), the household’s remaining adjusted net income is insufficient to maintain an acceptable standard of living for members of the household.”*

In addition, the Government have proposed a target of no more than 5% fuel poor households in Scotland by 2040.

5.2 Island Communities Impact Assessment

As part of the Fuel Poverty Bill, one of the first Island Community Impact Assessments (ICIA) was carried out on Islay (one of five areas across Scotland) on

the 19<sup>th</sup> of March 2019. The Scottish Government officials had hoped to attend however were unable to due to the weather conditions interfering with travelling to Islay.

5.3 A range of stakeholders were invited to highlight the particular issues faced across island areas; with a particular focus on the additional uplift and costs associated with living on islands. The stakeholders included:

- RSL partners
- Argyll and Bute Care and Repair
- Third Sector Interface
- Home Energy Scotland
- Development Trusts
- Energy Trusts
- Community Housing Scotland
- Our Island Home

5.4 There were several key themes which were identified throughout the assessment, including a variety of different access issues (from access to goods to limited transport options); concerns over the disproportionate representation of fuel poverty on island communities; and additional concerns over the use of the Minimum Income Standard (MIS) for defining Fuel Poverty on islands and remote rural areas – with the group agreeing that an uplift of between 120-140% would compensate for this. In addition, there was an agreement that construction work usually had additional costs associated with island areas – as well as overall difficulties with engaging contractors to work on islands. This is further highlighted where a householder living on a remote island was quoted over £23,000 to install an Air Source Heat Pump – which usually cost anywhere between £6,000-£12,000.

5.5 The notes and response submitted to Scottish Government for the ICIA are outlined in Annex 1. It is anticipated that an additional meeting will take place in the Summer/Autumn 2019 to further discuss the impacts of the Fuel Poverty Strategy on island communities.

## **6.0 CONCLUSION**

6.1 This report has highlighted response to the ICIA for the Fuel Poverty (Target, Definition and Strategy) (Scotland) Bill - and provided a response which indicates the additional uplift and concerns over the revised fuel poverty definition.

## **7.0 IMPLICATIONS**

7.1 Legal: A new statutory fuel poverty target for 2040 is being proposed.

7.2 Financial: None.

7.3 HR: None

7.4 Policy: The proposal identifies a new fuel poverty target of 5% of homes across Scotland not being in fuel poverty by 2040. The proposals contribute towards the

Scottish Governments target of reducing fuel poverty and reducing greenhouse gas emissions by 80% by 2050. It assists in achieving the Local Housing Strategy's aim to improve the quality and condition of housing.

- 7.5 Equalities / Fairer Scotland Duty: The fuel poverty rate in Argyll and Bute should fall due to the proposed new definition; however there are questions over the approach to tackle remote and island areas.
- 7.6 Risk: None.
- 7.7 Customer Service: Increased opportunities for householders to access funding for energy efficiency improvements.

**Executive Director of Development and Infrastructure:** Pippa Milne

**Policy Lead for Communities, Housing, Islands and Gaelic:** Cllr Robin Currie

9<sup>th</sup> May 2019

**For more information, please contact:**

Bill Halliday, Housing Operations Team Lead, Tel: 01546 604425  
Email: [bill.halliday@argyll-bute.gov.uk](mailto:bill.halliday@argyll-bute.gov.uk)

Or

Alasdair Calder, Housing Officer: Energy Efficiency, Tel: 01631 567880  
Email: [alasdairangus.calder@argyll-bute.gov.uk](mailto:alasdairangus.calder@argyll-bute.gov.uk)

## ANNEX 1

### Island Community Impact Assessment: Argyll and Bute

#### 1. What makes tackling fuel poverty within island communities unique?

##### Advantages

- Innovative and resilient communities but there can't be a reliance on exhausted volunteers who take projects forward; therefore additional resources need to be provided to these island communities
- There is a level of innovation within heating systems that can be brought forward by island communities due to the off gas grid nature of the area. This can lead to lower fuel bills and in some cases an income for the community.
- Community benefit funds are a useful add on to assist with energy efficiency and fuel poverty issues – however this should not be viewed as an additional resource and shouldn't be relied on in terms of fuel poverty work.

##### Challenges

- There are a variety of different access issues which were discussed for island areas which include the following (NB this is not an exhaustive list):
  - Access to goods
  - Access to fuel
  - Limited transport options leads to a high level of car ownership
  - Access to employment opportunities
  - Access to housing options
  - Access to training opportunities
  - Access to effective broadband – which has a knock on effect for switching energy supplier; leading to additional issues over the time and effort that's required in order to get a “service” on islands.
  - Access to advice services such as income maximisation; there isn't the same level of support available as oppose to mainland areas
- There's a general theme of a short term approach to any advice and support projects which are constrained by grant funding and are time limited “pilot projects”. The lack of continuous funding leads these projects to come to an end too soon.
- There are supply chain issues on islands – for which there's even a struggle for companies to quote for works. This becomes even more difficult if you have to co-ordinate trades for a particular piece of work. This leads to a high level of energy and time required to make any sort of building/improvement works happen in these areas – for which vulnerable households may lack the energy and fight to progress this. In addition, any works which are carried out (including maintenance) will likely include increased costs through ferry fares and travel time.
- There is a feeling that in general there is disengagement from national promotions on island areas; with a tendency to “wash over” communities.

## 2. Discussion on Targets

- 5% target seemed to be suitable for stakeholders – however concerns that this will be disproportionately represented in rural and island communities. This was highlighted in both the Argyll and Bute Council written and oral evidence to the Local Government and Communities Committee; and identified in the written call for evidence from Kirsten Gow/Amy Dunnachie/Deborah Bryce/Sarah Compton-Bishop and Andrew McCallum.
- The consideration of regional targets was discussed, with the nine Housing Market Areas within the Council areas being discussed. However, there was an appreciation that different islands face different issues; and therefore moving towards an island by island focus was proposed.
- There was a general agreement that extreme fuel poverty should be included within the bill with both a target and new definition.
- There were concerns regarding the use of the Scottish Housing Condition Survey (SHCS); with the sample size for the Argyll and Bute statistics being 232 households (out of over 41,000 households).
  - This led to rural and island areas potentially being under-represented in the study
  - This led to a request for a more robust measurement tool and a larger emphasis/sample size for rural and island areas.
  - The group were generally concerned that the SHCS is the main reporting mechanism for fuel poverty.
- It was suggested that categorising islands with a ranking system to allow progress to be assessed for islands of varying sizes / with differing opportunities and challenges could help ensure that progress on islands is proportionately even.



### 3. Discussion on Definition

- Deduction of 10% should include maintenance of heating systems which are higher due to lack of contractors – fabric of property required

#### **General issues with the MIS for rural and island areas**

- It was noted that childcare costs are included in the MIS; however care costs are not included which is equally as big a cost.
- There are additional costs in terms of
  - Transport – through ferries and car ownership
  - Delivery – additional charges included through island delivery
  - Energy – higher costs for restricted tariffs such as Total Heat Total Control
  - Food costs – this is due to limited and more expensive choices for island shops; as well as additional charges for “click and collect” shopping
  - Housing options leading to higher living costs
- The attached spreadsheet provides a rough indication of the additional costs and uplift required for island areas.
- Jura provides a good example of the additional costs for an island off an island.
  - One village store; limited stock; access to a small supermarket includes a ferry return and car journey to neighbouring island where costs are still high.
  - Access to leisure and shop facilities are all on mainland requiring time and costs for accessing
  - Secondary schooling is off island
  - No childcare on Jura – leads to one parent staying behind; and leads to restricted options for work due to the primary concern being to provide childcare.
  - Regular access to Jura is two ferries
- There is the likelihood for double purchasing fuel; for example wood/coal and electricity due to reliability issues. In addition, additional costs for goods and services are compounded by a lack of competition in the market – making it harder to “shop around” for a good deal.
- The group were generally in agreement that if a Scottish/Rural MIS is not used, then an increased MIS of 120%-140% should be considered.

#### **Specific Additions for Islay/Jura**

- With vehicle costs there isn't the opportunity to shop around as much. It is possible to get a cheaper MOT on the mainland (but incur ferry fees). A family member of an attendee got an MOT two weeks ago and paid the maximum £54.85 you are allowed to charge for a test from one of only 2 garages on Islay which offer MOTs. This was on top of the £12.60 return ferry fare for the car from Jura (using a discounted book of tickets).
- Several folk on Jura who commute to Islay own two vehicles as, if it is an inexpensive vehicle, it is cheaper to have a car on both sides of the ferry than it is to pay the return fare every day. This may reduce transport costs in one area (meaning you don't have to pay £12.60/day ferry fare) but it doubles vehicle costs like insurance and tax.
- There was general confusion as to why there is no change in social and cultural participation costs for a single person. Not even the addition of the internet which is included in the couple's adjustment.

- A discussion took place where it was agreed that the cost of social and cultural participation for rural and island communities should be increased. If folk on Islay want to see a concert in Glasgow/Edinburgh (or even the mainland Argyll and Bute) then there are extra travel costs. If individuals and families on Jura want to access the swimming pool, jazz festival, sports clubs or even see their child's school play on Islay, there are extra travel costs (again you can currently get a discounted book of ferry tickets which mean adding a £12.60 return ferry fare on top of mileage costs for each trip between Jura and Islay).
- Accessing standard services such as dental treatment and hospital appointments on the islands requires additional time and effort – a min 1 day required to attend a mainland hospital appointment from Islay / Jura, or ½ day for a dental appointment from Jura. In terms of income, this has a particular impact on those paid by the hour.

### **Age and Vulnerability**

- Energy vulnerability for Total Heat Total Control tariffs on island and rural areas due to a lack of switching options. Whilst the meter is changed for free, the householder has to employ an electrician to complete the works in the house. There is no help available to deal with these extra works (either financial or service provision). A comparison made on the day indicated that a normal dual rate tariff was approx. 30% cheaper than THTC. This coupled with the limited availability of trades leads to this being a serious issue.
- The health vulnerability aspect of the bill (i.e. health conditions) seemed to be varied which the group viewed as a positive.
- There were concerns over self-identifying for physical and mental health
  - Mental health issues may not be self-identified which will likely mean householders will be reluctant to divulge this information
  - Additional resources on islands would assist with this issue.

#### 4. Discussion on Strategy

- There were mixed views on the frequency of reporting for the Fuel Poverty Bill. This was varied between five years; three years and annual reporting.
  - The group felt there needed to be a balance between realistic reporting timescales and the ability for reporting to inform the general strategy of fuel poverty.
- Flexibility for islands regarding grant funding was a key concern; with there being evidence from tender returns to outline the increased costs for island areas.
  - The energy efficiency of properties is linked to housing condition – with mixed tenure tenement blocks with common disrepair being difficult to negotiate in general. It was agreed that a holistic approach to homes will be required in terms of grant funding – with the building fabric still being a key concern.
- Island uplifts should continue to be considered in terms of grants; and should be extended.
- The strategy should take into account the different transport issues which affect contractor delivery (e.g. cancelled ferries/flights/access to accommodation if required).
- Argyll and Bute Council and ACHA recognised that construction work usually had an uplift if the works are carried out in island areas.
- Engagement issues were mentioned with national advertising; with some communities having a general expectation that “you won’t get anyone out here”; highlighting a change in attitude and different approach being required.

This page is intentionally left blank

---

**ARGYLL AND BUTE COUNCIL****Argyll Islands Strategic Group****DEVELOPMENT AND  
INFRASTRUCTURE SERVICES****28 May 2019**

---

**Update on Argyll Air Services**

---

**1.0 EXECUTIVE SUMMARY**

- 1.1 The current contract for the provision of Air Services between Oban and the Islands of Coll, Colonsay and Tiree is operated by Hebridean Air Services Ltd (HASL) on behalf of the Council at a cost of £720,756 per annum. This contract will expire on 15 May 2019.
- 1.2 Following a non-compliant tender submission for the next Argyll Air Services Public Service Obligation (PSO) contract, the procurement had to be abandoned. Given the delay in securing a new operator there was a risk of a break in service from one contract finishing to the next starting.
- 1.3 Following the Council's budget decision of 18/19 the funding available for the new PSO contract is £512,207 per annum.
- 1.4 An interim contract has been awarded to Hebridean Air Services Ltd for the provision of scheduled air services between Oban and the islands of Coll, Colonsay and Tiree covering the period of 16 May 2019-15 September 2019.
- 1.5 The interim timetable includes commercial flights between Islay and Colonsay/Oban and scholar flights at the weekend term time.
- 1.6 This funding is awarded under the Commission Regulation (EU) No 1407/2013 on the application of Articles 107 and 108 of the Treaty on the Functioning of the European Union to de minimis aid. Full details of the Regulation can be found at:

[http://ec.europa.eu/competition/state\\_aid/legislation/de\\_minimis\\_regulation\\_en.pdf](http://ec.europa.eu/competition/state_aid/legislation/de_minimis_regulation_en.pdf)

---

ARGYLL AND BUTE COUNCIL

Argyll Islands Strategic Group

DEVELOPMENT AND  
INFRASTRUCTURE SERVICES

28 May 2018

---

## Update on Argyll Air Services

---

### 2.0 INTRODUCTION

- 2.1 The current contract for the provision of Air Services between Oban and the Islands of Coll, Colonsay and Tiree is operated by Hebridean Air Services Ltd (HASL) on behalf of the Council at a cost of £720,756 per annum. This contract will expire on 15 May 2019.
- 2.2 Following a non-compliant tender submission for the next Argyll Air Services Public Service Obligation (PSO) contract, the procurement had to be abandoned. Given the delay in securing a new operator there was a risk of a break in service from one contract finishing to the next starting.
- 2.3 An interim contract has been awarded to Hebridean Air Services Ltd for the provision of scheduled air services between Oban and the islands of Coll, Colonsay and Tiree covering the period of 16 May 2019-15 September 2019. The details of the amended timetable is enclosed in **Appendix 1**.

### 3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members consider
- (i) The details of this paper and the award of an interim contract to Hebridean Air Services Ltd covering the period 16 May 2019 until 15 September 2019.

### 4.0 DETAIL

- 4.1 Following a non-compliant tender submission for the next four year Argyll Air Services Public Service Obligation (PSO) contract further engagement with market operators has taken place. This was to ensure that the second tender round included a contract and specification that was as attractive as possible to market operators.
- 4.2 The deadline for submissions to the second tender was the 2 May 2019 and the procurement process for the four year PSO contract is now at the evaluation stage.

- 4.3 Given the delay in securing a new operator there was a risk of a break in service from one PSO contract finishing to the next PSO starting.
- 4.4 An interim contract has been awarded to Hebridean Air Services Ltd for the provision of scheduled air services between Oban and the islands of Coll, Colonsay and Tiree covering the period of 16 May 2019-15 September 2019. The details of the amended timetable is enclosed in **Appendix 1**.

## **5.0 CONCLUSION**

- 5.1 The deadline for submissions to the second tender round was the 2 May 2019 and the procurement process for the four year PSO contract is now at the evaluation stage. An interim contract has been awarded to Hebridean Air Services Ltd for the provision of scheduled air services between Oban and the islands of Coll, Colonsay and Tiree covering the period of 16 May 2019-15 September 2019.

## **6.0 IMPLICATIONS**

- 6.1 Policy – Argyll and Bute Council provide PSO air services to some of our fragile island communities.
- 6.2 Financial – Argyll and Bute Council has a budget of £512,207 available per annum (2019-2023) for the provisions of the air services.
- 6.3 Legal – Tenders for PSO air services must be compliant with EC regulations
- 6.4 HR – None directly from this report.
- 6.5 Equalities/Fairer Scotland Duty – Air services provide connections to rural island communities primarily for scholars but are also used by public and private sector services e.g. NHS, Housing Associations
- 6.6 Risk – Risk of break in air service – PSO tender currently under evaluation stage of procurement process
- 6.7 Customer Service –.None.

**Executive Director of Development and Infrastructure, Pippa Milne**  
**Policy Lead Councillor Aileen Morton/Policy Lead Councillor Robin Currie**

**For further information contact:** Moya Ingram Strategic Transportation Manager  
01546604190 [moya.ingram@argyll-bute.gov.uk](mailto:moya.ingram@argyll-bute.gov.uk)

**Appendix 1 Argyll Air Services Interim Contract Timetable**



## Appendix 1 - Interim Timetable

Wednesday					Thursday					Friday					SUNDAY				
FLT	STD	FROM	TO	STA	FLT	STD	FROM	TO	STA	FLT	STD	FROM	TO	STA	FLT	STD	FROM	TO	STA
201	08:40	OBN	COL	09:10	301	08:25	OBN	CSA	08:50										
201	09:25	COL	TRE	09:40	301	09:05	CSA	ILY	09:20										
201	09:55	TRE	OBN	10:30	301	09:35	ILY	OBN	10:10										
207	14:50	OBN	TRE	15:25	307	15:00	OBN	ILY	15:40										
207	15:40	TRE	COL	15:55	307	15:55	ILY	CSA	16:10	211	16:30	OBN	COL	17:10	211	16:30	OBN	COL	17:10
207	16:10	COL	OBN	16:40	307	16:25	CSA	OBN	16:50	212	17:10	COL	OBN	17:40	212	17:10	COL	OBN	17:40

This page is intentionally left blank