

Campbeltown Ferry Sub-Group

1.0 EXECUTIVE SUMMARY

This report provides Members with information on the Campbeltown Ferry Sub-Group and asks for agreement in relation to the way forward for the Group. It outlines the discussions which have taken place at recent meetings of the Group, provides information on the consultation process in place with relation to ferry timetabling and asks Members to:-

- (1) Note the work of the Campbeltown Ferry Sub-Group and their success in helping to secure the permanent operation of the Campbeltown to Ardrossan Ferry Service;
- (2) Note the consultation arrangements in place for “Ferry Committees” as per the guidance from Transport Scotland;
- (3) Note that the Campbeltown Ferry Sub-Group will be renamed the Campbeltown Ferry Committee;
- (4) Agree that the Campbeltown Ferry Committee will be an independent group and will not report to the Area Committee;
- (5) Agree that governance support will be provided to the Ferry Committee in the initial stages, but that the group should be encouraged to take on the administration function as is the arrangement in other areas of the Council.

Campbeltown Ferry Sub-Group

2.0 INTRODUCTION

- 2.1 This report provides Members with information on the working of the Campbeltown Ferry Sub Group and asks for agreement in relation to the way forward for the Group.

3.0 RECOMMENDATIONS

- 3.1 The Area Committee is asked to:-

- (1) Note the work of the Campbeltown Ferry Sub-Group and their success in helping to secure the permanent operation of the Campbeltown to Ardrossan Ferry Service;
- (2) Note the consultation arrangements in place for "Ferry Committees" as per the guidance from Transport Scotland;
- (3) Note that the Campbeltown Ferry Sub-Group will be renamed the Campbeltown Ferry Committee;
- (4) Agree that the Campbeltown Ferry Committee will be an independent group and will not report to the Area Committee;
- (5) Agree that governance support will be provided to the Ferry Committee in the initial stages, but that the group should be encouraged to take on the administration function as is the arrangement in other areas of the Council.

4.0 DETAIL

- 4.1 The Campbeltown Ferry Sub Group was formed in June 2013 as a sub-group of the Kintyre Initiative Working Group (KIWG) which later became the Kintyre Initiative Partnership (KIP) with the purpose of being a mechanism for the local community to work together with the aim of securing the permanent ferry service from Ardrossan to Campbeltown which is operated by CalMac. The Group encompassed members from a variety of different organisations, including Argyll and Bute Council, local tourist businesses, Campbeltown Community Council

and had input from partners including CalMac. They worked in partnership to lobby the Scottish Government in relation to the service, including meeting with the Transport Minister to put forward the case for making the service permanent.

- 4.2 In December 2015, the decision was made by the Scottish Government that the Campbeltown to Ardrossan service would be made permanent and would operate a summer service during the months from April to September.
- 4.3 Members will be aware that the KIP is no longer in operation, but that the Ferry Sub-Group has continued to operate. The Group met recently in January and February of 2016, and discussions have taken place in regard to the future operation of the Group. From these discussions, it has become clear that the Group see their focus changing to being concerned with becoming involved in the consultation process in regards to timetabling of the service. At the last meeting of the Group, Simon Richmond from CalMac provided them with information on the formal consultation process which is undertaken by CalMac and by Transport Scotland in relation to ferry timetabling.
- 4.4 In terms of the formal process, there are 2 tiers of consultation. The Group would fall into the Tier 0 category as the first point of consultation. Mr Richmond provided the Group with information on how the process works in other areas, and it was noted that the majority of the other consultation groups are called "Ferry Committees". The suggested membership of such Committees is set out in guidance provided by Transport Scotland – a copy of this guidance is attached as Appendix 1. The Ferry User Group for the Clyde Area is seen as a Tier 1 consultee and has membership from a variety of partners, information on this is also provided in Appendix 1.
- 4.5 The Ferry Sub-Group agreed at their meeting on 3 February 2016, that they would like to become the Campbeltown Ferry Committee and asked the Area Committee Manager to carry out the necessary steps to allow this to happen. It is suggested, in line with other Ferry Committees that the Campbeltown Ferry Committee should be an independent group and as such will no longer be answerable to the Area Committee. It would continue to have representation from local Elected Members, but given that KIP is no longer in operation then it would be appropriate for this group to be set up on the stand-alone basis.
- 4.6 In terms of support for the new Campbeltown Ferry Committee, it should be noted that the other "Committees" which operate as Tier 0 consultees in Argyll and Bute are not provided with governance support by the Council. It is suggested that support is provided to the group on an initial basis and that following a couple of meetings that the group take on the administration themselves, this is in line with the arrangements across the Council area. The Area Governance Manager will assist the Committee in the initial stages and will assist in drafting a Terms of Reference for agreement at their next meeting in May 2016.

5.0 CONCLUSION

5.1 The Campbeltown Ferry Sub-Group has been successful in helping to ensure that the seasonal service from Campbeltown to Ardrossan has now become a permanent service. The Sub-Group are now looking to the future and want to become involved in the consultations which will take place in relation to timetabling of the service in future years. The formation of a Campbeltown Ferry Committee will enable them to become a Tier 0 consultee in terms of the process set out by Transport Scotland.

6.0 IMPLICATIONS

6.1 Policy	None
6.2 Financial	None
6.3 Legal	None
6.4 HR	None
6.5 Equalities	None
6.6 Risk	None
6.7 Customer Service	None

Executive Director of Customer Services
Policy Lead Councillor Alistair MacDougall
10 March 2016

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APPENDICES

Appendix 1