

Kerrera Stag/Roads Update

1.0 EXECUTIVE SUMMARY

- 1.1 A Scottish Transport Appraisal Guidance (STAG) report by Transport Scotland was published in June 2013 which identified long term options for ferry service provision to the island of Kerrera. The STAG report recommended that the existing vehicle ferry route is retained with a north-south link road constructed on the island to negate the requirement for 3 separate ferry services.
- 1.2 A Stage 1 application was submitted to the Coastal Community Fund for £700k for construction of a new forestry type road linking the north to the south was successful and progress was made to Stage 2.
- 1.3 Argyll and Bute Council officers have assisted IKDT in the preparation of the Stage 2 application in relation to supporting economic development on the island. However in relation to the technical and engineering information required to be input Roads and Amenity Services highlighted gaps in information required. IKDT also found it problematic to provide details in relation to job creation on the island which is a main focus of the Coastal Community Fund.
- 1.4 In light of the above it was agreed with the IKDT that they would thank the Coastal Community Fund for their consideration of the bid submission to date but that they were not in a position to provide the necessary level of detail to progress with the bidding process. It is anticipated that the above approach would allow a positive relationship with the Coastal Community Bid organisation for any future re-applications.

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2.0 SUMMARY

- 2.1 A Scottish Transport Appraisal Guidance (STAG) report by Transport Scotland was published in June 2013 which identified long term options for ferry service provision to the island of Kerrera. The STAG report recommended that the existing vehicle ferry route is retained with a north-south link road constructed on the island to negate the requirement for 3 separate ferry services. Transport Scotland would be responsible for upgrading the shore infrastructure to enable a non-tidal operation of the ferry service however costs associated with the road infrastructure will be the Councils responsibility.
- 2.2 There are potential borrowing opportunities through revenue savings to Argyll and Bute Council through the construction of a north to south link road. The savings of £13,000 from the dedicated ferry service for school children and £6,500 from the refuse collection to the island would be in line with the funding associated with prudential borrowing of approximately £300,000 over 30 years.
- 2.2 A Stage 1 application was submitted to the Coastal Community Fund for £700k for construction of a new forestry type road linking the north to the south was successful and progress was made to Stage 2. The bid was submitted by the Isle of Kerrera Development Trust (IKDT) as lead applicant as only one bid can be received by each individual organisation and Argyll and Bute Council submitted a bid to the Coastal Community Fund for Rothesay Pavillion which also was successful in progressing to Stage 2.
- 2.3 Argyll and Bute Council officers have assisted IKDT in the preparation of the Stage 2 application in relation to supporting economic development on the island. However in relation to the technical and engineering information required to be input Roads and Amenity Services highlighted gaps in information required. IKDT also found it problematic to provide details in relation to job creation on the island which is a main focus of the Coastal Community Fund.
- 2.4 In light of the above it was agreed with the IKDT that they would thank the Coastal Community Fund for their consideration of the bid submission to date but that they were not in a position to provide the necessary level of detail to progress with the bidding process. It is anticipated that the above approach would allow a positive relationship with the Coastal Community Bid organisation for any future re-applications.
- 2.5 Roads and Amenity Services will assist IKDT to progress with the proposed forestry road project by undertaking a topographical survey to add to the information already collated and the progress with the project made to date.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Councillor's note that IKDT will no longer be progressing with a Stage 2 application to the Coastal Community Fund and support Roads and Amenity Services in assisting with a topographical survey to progress the design of the road.

4.0 DETAILS

- 4.1 There are 33 residents on Kerrera and approximately half of the population are located north of the vehicle ferry slipway with the other half to the south if it. There is currently no vehicle road link between the north and middle of Kerrera and in effect this results in two separate communities, divided between the north and south of the island. Residents of Kerrera consider the island to be physically divided between the north and the south end because of the lack of proper and reliable access between the two areas.
- 4.2 The existing roads in the south of the island are of a basic standard, akin to forest tracks. It can take around half an hour to travel from the south end of Kerrera to the vehicle ferry in the middle of the island. The two roads on the west of the island are both adopted by Argyll and Bute Council however, they are in very poor condition, being of a basic granular construction with no sealed surface or formal drainage.
- 4.3 A Stage 1 application was submitted to the Coastal Community Fund for £700k for construction of a new forestry type road linking the north to the south was successful and progress was made to Stage 2. The bid was submitted by the Isle of Kerrera Development Trust (IKDT) as lead applicant as only one bid can be received by each individual organisation and Argyll and Bute Council submitted a bid to the Coastal Community Fund for Rothesay Pavillion which also was successful in progressing to Stage 2.
- 4.4 Argyll and Bute Council officers have assisted IKDT in the preparation of the Stage 2 application in relation to supporting economic development on the island. However in relation to the technical and engineering information required to be input Roads and Amenity Services highlighted gaps in information required.
- 4.5 Although there is planning approval for an east road alignment there is a section between Ardentrive Farm and the ferry slip which is still to be agreed. This section of the route will need consultation with Crown Estates.
- 4.6 To date there has been no detailed topographical survey undertaken and although this may not be required for a typical forestry type road on the mainland it is considered required for the more challenging construction environment of Kerrera Island.
- 4.7 IKDT also found it problematic to provide details in relation to job creation on the island which is a main focus of the Coastal Community Fund. IKDT felt that there would potentially be jobs created when the road was being constructed and that when built the road would have a positive impact on the island and will help to support existing businesses by improving access and increasing tourism. However IKDT did not feel in the position to provide detailed information on job creation and increased income when the prime reasons

IKDT needed the road link were in relation to linking the community and creating better access to services.

5.0 CONCLUSION

5.1 In light of the above it was agreed with the IKDT that they would thank the Coastal Community Fund for their consideration of the bid submission to date but that they were not in a position to provide the necessary level of detail to progress with the bidding process. It is anticipated that the above approach would allow a positive relationship with the Coastal Community Bid organisation for any future re-applications.

5.2 Roads and Amenity Services will assist IKDT to progress with the proposed forestry road project by undertaking a topographical survey to add to the information already collated and the progress with the project made to date.

6.0 IMPLICATIONS

6.1	Policy	In line with Economic Development Action Plan
6.2	Financial	Potential borrowing opportunities through revenue savings to Argyll and Bute Council noted under 2.2.
6.3	Legal	Potential land agreements require to be formalised.
6.4	HR	None.
6.5	Equalities	Improve accessibility on Kerrera Island.
6.6	Risk	Funding cannot be secured.
6.7	Customer Services	Potential savings to school transport noted under 2.2.

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