

REDIRECTION OF CROWN ESTATES FUNDING

1.0 EXECUTIVE SUMMARY

- 1.1 The main purpose of this report is to gain approval to redirect Crown Estates Funding (CEF), previously approved for solar powered CCTV on the island airports of Coll and Colonsay, towards the purchase of a new fire appliance vehicle. This vehicle will replace a current vehicle considered to be no longer

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2.0 INTRODUCTION

2.1 Crown Estates Funding – Redirection of Funding

Previous agreed awards to the Airports, from the Crown Estates Funding (CEF), for new infrastructure are as follows: -

- i). – This was for fire training simulator rigs on each of the islands of Coll and Colonsay. A contract has been awarded to Minerva, at a cost of £53,700. The rest of the original allocation was to implement solar powered CCTV on each of the islands. A tender was put out for this, however had to be abandoned due to security concerns.
- ii). – Latest allocation from CEF, for connection by Scottish and Southern Electricity Networks (SSEN), to connect Colonsay airport to the power grid. This is in hand, with Property Services pursuing SSEN on delivery. (Colonsay airport is currently powered by a generator).

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Policy and Resources Committee agree to redirect the Crown Estates Funding (CEF), previously awarded for the provision of solar powered CCTV at the island airports of Coll and Colonsay, towards the provision of a backup fire appliance vehicle, to meet Civil Aviation Regulations in the provision of fire cover at island licensed airports.

4.0 DETAIL

4.1 Abandonment of solar powered CCTV tender

- 4.1.1 The Council abandoned the tender for the above, due to current conflict with some of the products currently marketed, and national guidance in their use at sensitive sites.

4.2 Fire Appliance Vehicles

4.2.1 Argyll and Bute Council currently have two fire appliance vehicles located at Oban airport. The Oban vehicles are equipped to provide a higher level of fire cover due to the equipment and media it carries, allowing Oban to handle larger aircraft due to longer runway (1200m), which the island vehicles cannot. (Island runways of Coll and Colonsay airports are 500m in length, by comparison).

4.2.2 The second vehicle at Oban serves purely as a spare vehicle in case the main vehicle requires maintenance or develops a fault. The second vehicle at Oban, also enables the airport to conduct fire training during operational hours.

4.2.3 There is also one fire vehicle on each of the islands, to provide fire cover at Coll and Colonsay airport. These vehicles are required to meet Civil Aviation Authority regulations regarding provision of fire cover, at each of the Council's licensed airports.

4.2.4 Argyll and Bute Council did have a fifth fire appliance vehicle, which was an original fire appliance vehicle that was retained from the islands, when the Council replaced the vehicles on each island with newer models. The requirement for this fifth appliance is twofold: -

- It provides replacement fire cover for routine maintenance of the islands vehicles when they have to come back to the workshop on the mainland.
- It provides replacement fire cover for all airports should any of the fire appliance vehicles have an unanticipated break down.

4.2.5 Ideally, the fifth appliance would be the same type of vehicle the island airport staff already have, as this would mean the

- 6.5.2 Socio-economic Duty - The air service supports an equitable standard of living for island residents.
- 6.5.3 Islands - The air service supports vulnerable island populations and is a lifeline service. There is a chance that if this service isn't provided, people won't want to live or work there as much, which could affect the SOA's goal of population growth.
- 6.6 Climate Change – Multiple passengers on a one-hour flight may have less of an environmental impact than those travelling by vehicle and ferry for six hours.
- 6.7 Risk – Risk of break in air services as a result of not meeting Civil Aviation Authority legislation in relation to fire cover at licensed airports.
- 6.8 Customer Service – None.
- 6.9 The Rights of the Child (UNCRC) – None.

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