

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 fit for purpose and be used as back up to the island airports when routine/or unplanned maintenance to the island fire appliances takes place.
- 1.2 Anticipated estimate cost for the new vehicle is approximately £60k, with an option to lease for £1,500 pcm.

RECOMMENDATIONS

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.

REDIRECTION OF CROWN ESTATES FUNDING

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). **£100k** – 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). **£120k** – 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 crews would be familiar with it and all the equipment would be transferable.
- 4.2.6 The existing fifth fire appliance vehicle has now met its life expectancy, (to put into context this vehicle was first registered in 1999) and is no longer fit for purpose, with the Councils workshop advising it can no longer get parts to keep the vehicle operational.
- 4.2.7 It is therefore considered prudent to redirect the remaining CEF allocation of £46,300 (from original £100k allocation) towards the purchase of a new back up fire appliance vehicle. Anticipated estimates for the new vehicle are approximately £60k, with an option to rent for £1500 pcm. Any additional costs above the £46,300 would be met by the revenue airport maintenance budget.
- 4.2.8 Having a spare vehicle for the islands would provide back up in the event of a breakdown, allowing the Public Service Obligation (PSO) air services to continue operating from Oban to the islands of Coll, Colonsay and Tiree. A suitable fire appliance vehicle is required, under Civil Aviation Authority

Regulations, to meet the necessary fire cover provision at each of the licensed airports, for the landing and take-off, of the scheduled air services.

- 4.2.9 It is considered that the need for a replacement backup fire engine is now a priority, and that solar powered CCTV can be pursued through available funding streams at a later date. In particular, once there is further clarity on national guidance as to appropriate products available on the market.

5.0 CONCLUSION

- 5.1 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 for back up to the island airports, for routine maintenance to the island fire appliances and also as back up for any unplanned vehicle repairs.
- 5.2 Anticipated estimates for the new vehicle are approximately £60k, with an option to rent for £1,500 pcm.
- 5.3 It is therefore recommended to redirect the CEF, previously awarded for the provision of solar powered CCTV at the island airports of Coll and Colonsay towards the provision of a back-up fire appliance vehicle to meet Civil Aviation Regulations in the provision of fire cover at island airports. This is now considered a higher priority than the provision of solar lighting.

6.0 IMPLICATIONS

- 6.1 Policy – Argyll and Bute Council provide PSO air services to the fragile Island communities of Coll, Colonsay and Tiree.
- 6.2 Financial – Anticipated estimates for the new fire appliance vehicle are approximately £60k, with an option to rent for £1,500 pcm. The report recommends a redirection of Crown Estates Funding and use of existing budget to meet the costs of the new appliance.
- 6.3 Legal – Tenders for any new fire appliance vehicles will require to be compliant with Procurement Scotland legislation.
- 6.4 HR – None.
- 6.5 Fairer Scotland Duty:
6.5.1 Equalities - Air services provide connections to rural island communities primarily for scholars but are also used by public and private sector services e.g. NHS, ABC, and Housing Associations

- 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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