



## COUNCIL OF THE ISLES OF SCILLY

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To: Councillors C R Thomas (Chairman), S M Sims (Vice-Chairman),  
Mrs K M Bennett, C R Daly, A J G Davis, R Dorrien-Smith, J L Francis,  
Mrs A J Martin, R I McCarthy and G O'Neill

Dear Member

Committee: **Transport Committee**

Date and Time: Tuesday, 19 November 2013 at 1.30 pm

### **Amended Report – Item 5 Late Report – Item 7**

If you have any queries regarding the content please contact the administration department on [administration@scilly.gov.uk](mailto:administration@scilly.gov.uk) or phone 01720 424000.

Yours sincerely,

A handwritten signature in cursive script that reads 'Barry A. Keel'.

BARRY A KEEL  
Interim Chief Executive

- 5 St Mary's and Penzance Quay Update (Pages 1 - 2)  
Report of Strategic Investment Framework Manager
- 7 Isles of Scilly Airport Opening Hours 2014/15 (Pages 3 - 8)  
Report of Senior Airside and Fire and Rescue Officer

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COUNCIL OF THE ISLES OF SCILLY	TRANSPORT COMMITTEE	19/11/2013	PART 1 DECISION
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Title **St Mary's and Penzance Quay Update**

Author Strategic Investment Framework Manager

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## **1 Introduction**

- 1.1 This report is to bring members up to date on the Quays project.

## **2 St Mary's and Penzance Quay Project Update**

- 2.1 Since the last Transport meeting in July, the project has moved on and changed significantly.
- 2.2 There is now agreement that the Penzance project should be limited to partial rock armour, small scale highways work and dredging. This has been agreed by Penzance Town Council and is the project that has been submitted to DFT and ERDF. That said there is a good chance that the rock armour element will not go ahead.
- 2.3 The St Mary's project has stayed exactly the same but the costs have increased significantly from the Davis Langdon cost report of £7.22m to £10.833m, this is an increase in risk, preliminaries and Cornwall Council project management.
- 2.4 This increase in costs means the overall project is now over £16m with an ERDF requirement of between £4 – 7m – depending on the DFT contribution. This is challenging at the end of the programme period with a large number of competing schemes in Priority 4. The project was due to go to the ERDF CMG on the 14<sup>th</sup> November – where a large number of projects are going to be assessed to ensure balance and best value. Unfortunately this will not now happen and it is likely to be addressed with a separate special meeting.
- 2.5 The CIOS SIF Team has prepared the ERDF business case but this has been submitted and appraised with significant issues on procurement (using the Cornwall Council Construction Framework), costs and state aid.
- 2.6 The DFT funds have been secured as long as the ERDF is approved and contracted.
- 2.7 Cornwall Council have completed the procurement and are now evaluating the tenders.

## **3 Financial Implications**

- 3.1 There are no financial implications as a result of this report. All expenditure referred to in the above reports is either within existing budgetary provisions or is not a cost

to the Council of the Isles of Scilly. The role of the Council of the Isles of Scilly is as a facilitator to access the grants and provide evidence, as the St Mary's Quay is owned by the Duchy and Cornwall Council will be the applicant and Cornwall Council owns and will be the applicant for Penzance Quay

#### **4 Recommendation**

- 4.1 That members insist that there is no significant Value engineering on the St Mary's project

Implications	Environmental Impact	None as a result of this report
	Community Health Implications	None as a result of this report
	Crime and Disorder Reduction	None as a result of this report
	Best Value Implications	None as a result of this report
	Financial Implications	See section 4 of report
	Legal Implications	None as a result of this report

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COUNCIL OF THE ISLES OF SCILLY	TRANSPORT COMMITTEE	19.11.13	PART 1 DECISION
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Title **Airport Opening Hours 2014/2015**

Author Senior Airside Operations Officer

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## **1 Introduction**

- 1.1. This report sets out the proposed dates and opening hours for the Airport for Summer 2014 and Winter 2014/15 and the financial implications of those.

## **2. Information**

- 2.1. The opening hours in this report do not take into account any proposals for 7 day operation that may be agreed.
- 2.2. We have met with the one scheduled operator into our airport and they have now confirmed their flight schedule for summer 2014. The schedule is different to that operated in 2013 and will result in a reduction in the number of hours the airport will need to be open
- 2.3 The first schedule flights leaving Lands End and Newquay are at 08.30, therefore the first flight into St. Mary's will be at 08.45.
- 2.4 The airport will therefore need to open at 08.30 each day, rather than 07.30 as in 2013.
- 2.4 The last scheduled flight leaving St. Mary's will be at 18.05 and therefore the airport will be able to close at 18.30, rather than 19.00 as in 2013.
- 2.5 The net effect of the changes is that the airport will operate for 11 hours each day in 2014 as opposed to 12 hours in 2013, inclusive of the opening and closing regime of the airport. The reduction is 1 hour per day during the summer schedule.
- 2.6 This reduction in hours could potentially save the airport £13,000 in staff costs if contractual arrangements are changed. However it should be borne in mind that this credit could also contribute towards the costs of a seven day operation. (see 2.9)
- 2.6 Whilst the reduction in hours has little effect on the roster arrangement for Air Traffic Control, it does mean that the present half hour closure, required by regulation under CAP 670 Scheme for Regulation of Air Traffic Controllers' Hours (SCRATCOH), will no longer be necessary. (See Appendix B)
- 2.7 To allow for the anticipated extra demand led by travellers post Christmas and New Year, the airport is proposed to be open all day on Saturday 27<sup>th</sup> December 2014 and Saturday 3<sup>rd</sup> January 2015.

- 2.8 The proposed opening dates and times are set out in Appendix A.

#### Potential Seven Day Operation

- 2.9 There is, as a result of the change of hours, potential in the longer term to make savings in operational costs during the summer months. Typically, during the summer period, the surplus hours of staff time where staff no longer are required will accumulate to provide a 36% contribution to the cost of staffing for the full seven day working for eleven hours during the summer for fire fighters, and air traffic control assistants based upon the Council's current pay and remuneration policy. However, until we are approached by an operator to open on a Sunday with the detail of the period they wish to operate over and the programme of flights for the extra day, we cannot be more specific.

### **3. Financial Implications**

- 3.1. The reduction of the opening hours has the potential to reduce operating costs in the region of £15,000 per annum through either:
- a. Reduction in staff time (subject to contractual arrangements); or,
  - b. Reduction in the cost of implementation of a seven day operation. The example being a 36% contribution to seven day working during the 31 summer weeks.
- 3.2 Discussions and negotiations regarding a seven day operation are expected to take place soon. It is proposed to defer any final decision until more is known and to review again ready for the February 2014 meeting.

### **4. Recommendation**

- 4.1. Members agree the proposed opening hours Monday – Saturday for summer 2014 and Winter 2014/15 designed to meet the operator's schedule.
- 4.2 Members note the potential savings the change in hours could make or the contribution this change can make to the costs associated with proposals for seven day operation.

Implications	Environmental Impact	None as a result of this report
	Community Health Implications	None as a result of this report
	Crime and Disorder Reduction	None as a result of this report
	Best Value Implications	None as a result of this report
	Financial Implications	See Paragraph 3
	Legal opinion Required/ Date	Yes/No: Date

**Summer Hours 2014**

10<sup>th</sup> March 2014 – 1<sup>st</sup> November 2014

Monday – Saturday 08.30 – 18.30

**Winter Hours 2014/2015**

3<sup>rd</sup> November 2014 – 7<sup>th</sup> February 2015

Monday – Friday 08.30 – 12.30 & 13.30 – 17.00

Saturday 08.30 – 12.30 & pm closed

Closed pm 24<sup>th</sup>, 25<sup>th</sup> & 26<sup>th</sup> December 2014 and 1<sup>st</sup> January 2015

Open Saturday 27<sup>th</sup> December 2014 08.30 – 17.00

Open Saturday 3<sup>rd</sup> January 2015 08.30 – 17.00

9<sup>th</sup> February – 7<sup>th</sup> March 2015

Monday – Saturday 08.30 – 12.30 & 13.30 – 17.00

**1. Scheme for the Regulation of Air Traffic Control Officers Hours**

The Scheme for the Regulation of Air Traffic Control Officers Hours is a complex set of regulations contained within the CAA Publication 670. These regulations are in place to ensure that as far as is reasonably possible controller fatigue does not endanger aircraft and thereby to assist controllers to provide a safe and effective service. The regulations are used to calculate the number of Air Traffic Controllers required to cover an Airports opening hours, and restricts the length of period of duty (shift) that can be undertaken, dependent upon the duty start time. The regulations also restrict the length of period within these duty hours that a controller is authorised to provide an Air Traffic Control service before having to take a break. It also outlines minimum rest periods that must be provided after a duty period, consecutive duty periods and any standby duties, prior to commencement of the next duty period.

**3. ATC summer break 17.00-17.30**

Within the regulations a duty start time of before 0800 hours results in a maximum of an 8.5 hour shift and a later start a maximum of a 10 hour shift. Within this shift period the Air Traffic Control Officer may provide the Air Traffic Control service for a maximum period of 2 hours, but must then take a minimum of a 30 minute break prior to recommencing service delivery for another 2 hours. The 2013 Summer shift start time of 0700 hours for the early shift Air Traffic Control Officer results in shift end time of 1530 hrs, leaving the late shift controller on their own between 1530 and 1900 hours. This is obviously a 3.5 hour period, but the controller is only authorised to provide the service for a maximum of 2 hours before taking a break. Hence the requirement for the 30 minute break to be started before 1730 hours.

A start time after 08.00 hours will result in a maximum of a 10 hour shift for the morning Air Traffic Control Officer and therefore this Controller can continue through to a latest time of 18.00, whilst still taking the regulation breaks. The second Controller is able to start at 10.00 in the morning and therefore able to work through to 19.00. At no time during the day is a Controller having to work beyond the 2 hour maximum duty period. This arrangement negates the need for the 17.00-17.30 break.



## APPENDIX B

Controller 1	7.00	-----	8 ½ hrs	-----	1530	1700	1730
2013						Closure	
Controller 2	9.00	-----	10 hrs	-----			
					-----	2 hrs	-----
						-----	2 hrs

Controller 1	0800	-----	10 hrs	-----	1800	1900
2014						
Controller 2	1000	-----	9 hrs	-----		

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