

## COMMUNITY PETROL STATION



### AIM

The aim of this project is the development of a community owned and managed petrol station in the Peninsula West area.

### OUTPUTS

By the end of the project the output that could be achieved is:

- The creation of a self serving petrol station, providing local residents with convenient affordable fuel

### OUTCOMES

The associated outcomes would be:

- More accessible fuel making it is easier for residents to travel
- More services making the Peninsula West a more attractive place to settle
- The Peninsula West area becomes a more attractive place to do business

### NEED FOR PROJECT

#### STATISTICAL EVIDENCE OF NEED

Each of the three data zones in the Peninsula West area are in the 6% most deprived nationally for geographic access to services, with one area (from Cove to Ardpeaton) the 158th most deprived data zone in Scotland in terms of access to services. This is partially due to the high drive times to the nearest petrol station which is calculated as just over fifteen minutes for the purposes of the SIMD. This compares to an average of just over five minutes in Argyll and Bute and less than two minutes across Scotland as a whole. 81% of households in the Rosneath, Clynder and Kilcreggan area have at least one car, while 29% contain two or more. This is much higher than 72% of households in Argyll and Bute as a whole with access to a car

with 22% contain two or more. In addition, 43% of those from the Kilcreggan area who are in employment travel to work by car or van, highlighting the high use of fuel within this area (Census, 2001).



### CURRENT PROVISION IN AREA

A Google map search found that the nearest regularly open petrol station to Kilcreggan (the Esso in Helensburgh) was located approximately 16 miles away. This would take around 30 minutes and could cost over £4 in petrol to travel to the petrol station.

## COMMUNITY DEMAND FOR PROJECT

### COMMUNITY SURVEY

Availability of petrol was selected as the top priority by 45% of respondents and as a top three priority by 66% of respondents. Comments on this topic supported any measures to increase the availability of petrol in the area.

### BUSINESS SURVEY

Competitively priced fuel sourcing was selected as a top priority transport issue affecting the day-to-day running and future development of the respondent businesses. 36% of respondents of the business survey selected this option as their top transport priority and 64% selected it as one of their top three transport priorities for the Peninsula West area.

### COMMUNITY PRIORITISATION EVENT

69% of the participants who completed the Community Petrol Station board indicated they would only be willing to pay Helensburgh prices at a petrol station on the Peninsula, while a small proportion (23%) suggested they would pay up to 5p more for petrol. 12 of the 13 participants who completed additional questions on transport indicated they would use a petrol station in the Peninsula West area as their main petrol station.

## RELEVANT POLICIES

The development of a petrol station within the Peninsula West area would contribute towards the achievement of two of the Scottish Government's National Outcomes:

- We live in well-designed, sustainable places where we are able to access the amenities and services we need.
- We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others.

The review of the Rural Petrol Stations Grant Scheme in 2004 highlighted that 'the provision of rural fuel supply is an important contributor to sustaining communities'. This report also suggested that rural petrol stations bring a number of social, economic and environmental benefits to local areas including reduced costs of travel to access fuel, greater community interaction, increased profitability of local businesses, more attractive area to do business, potentially increase tourism and reduced travel time and therefore carbon emissions in accessing fuel.

In addition, this project could contribute to the following objectives of the Argyll and Bute Local Plan:

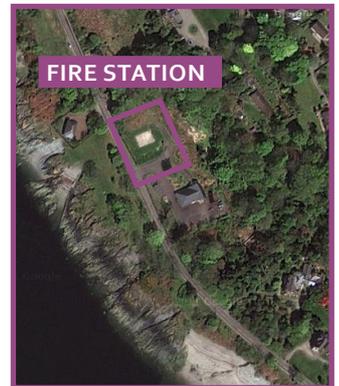
- to improve economic competitiveness and the relatively poor economic performance of Argyll and Bute as a whole
- to enhance the economic and social prospects of the geographically diverse local communities in Argyll and Bute
- to promote appropriate responses to the variety of challenging economic, transport-related and planning circumstances facing these local communities

The Argyll and Bute Local Transport Strategy 2007-2010 also highlighted the need to

- Encourage a growing and sustainable economy in Argyll and Bute
- Improve accessibility for all our communities

## POTENTIAL PROJECT

A community owned petrol station either taken forward by the Trust or through an independent community trading company to take forward community ownership of the new facility.



## POTENTIAL LOCATION

### COMMUNITY PREFERENCE

49% of participants at the community prioritisation event who completed the relevant board indicated that a petrol station should be located at the site of the old surgery on Fort Road. This, however, was closely followed by 42% of participants who selected the site next to the fire station in Cove as their preferred location.

### CURRENT OWNERSHIP OF SITE

The north half of the site at the fire station in Cove (4650 square metres) is owned by Scottish Water.

At the site of the old surgery, there are two separately owned sites, both of which are owned by the Lomond and Argyll Primary Care National Health Service Trust.

## COST OF PROJECT

**£230,000**

## POTENTIAL FUNDERS

**Big Lottery Fund Growing Community Assets** contributed over £400k to the Trossachs Petrol Station buy-out with community ownership providing both social and economic outcomes. As an innovative project, **Argyll and the Isles Leader** would be a further possibility contributing up to 50% of costs and **Scottish Enterprise** administer the **Rural Petrol Station Grant Scheme** that could contribute a small amount to this local project.

## PROJECT EXAMPLES

### TROSSACHS AREA COMMUNITY TRANSPORT

The Group recently completed a community buy-out of Aberfoyle garage site in February 2011. They received funding from the Big Lottery Fund, Forth Valley & Lomond LEADER and Scottish Enterprise under the Rural Petrol Station Grant Scheme to buy, improve and run the local garage site.

### MORVERN COMMUNITY DEVELOPMENT COMPANY

In 1999 land adjacent to Lochaline Stores was purchased and developed to construct a petrol and diesel filling station together with additional parking spaces for community use. This facility is leased to Lochaline Stores under a lease and operating agreement. There are also bottle banks and community notice boards on the edge of the petrol station site. MCDC has also been involved in landscaping of the bank below the shop and improvements to the village hall car park which are both under MCDC ownership.

### COLONSAY COMMUNITY DEVELOPMENT COMPANY

As part of a commitment to developing a sustainable approach to the regeneration of the island, the Trust run the island's coal supply and only petrol pump.

### APPLECROSS FILLING STATION

Petrol station was transferred to community ownership under the Applecross Community Company in July 2010. The stations has unmanned petrol pumps operated via card therefore is available 24 hour.

## CONTACTS

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