

The Highland Council

Agenda Item	8
Report No	SR/4/26

Committee: Isle of Skye and Raasay

Date: 16 February 2026

Report Title: Area Parking Income - Match Funding

Report By: Assistant Chief Executive - Place

1 Purpose/Executive Summary

- 1.1 To request a £100,000 allocation from the Isle of Skye and Raasay Area parking income, to provide match funding for an application to the Isle of Skye and Raasay Community Regeneration Fund (CRF).

2 Recommendations

- 2.1 Members are asked to **agree** £100,000 of the Area share of car parking income as match funding for a future CRF application towards a road infrastructure improvement project as per the detail in 6.2 below.

3 Implications

- 3.1 **Resource** – Isle of Skye and Raasay area has available funding of £244,635 from the current Area allocation. The request under consideration is below this total therefore there are no resource implications in approving the Area parking income funding award as requested.
- 3.2 **Legal** - No risks arising directly from this report.
- 3.3 **Risk** - No risks arising directly from this report.
- 3.4 **Health and Safety (risks arising from changes to plant, equipment, process, or people)** - No risks arising directly from this report.
- 3.5 **Gaelic** - No risks arising directly from this report.

4 Impacts

4.1 In Highland, all policies, strategies or service changes are subject to an integrated screening for impact for Equalities, Poverty and Human Rights, Children's Rights and Wellbeing, Climate Change, Islands and Mainland Rural Communities, and Data Protection. Where identified as required, a full impact assessment will be undertaken.

4.2 Considering impacts is a core part of the decision-making process and needs to inform the decision-making process. When taking any decision, Members must give due regard to the findings of any assessment.

4.3 Integrated Impact Assessment – Summary

4.3.1 An Integrated Impact Assessment screening was undertaken on 11 February 2026 as detailed in **Appendix 1**. The conclusions have been subject to the relevant Manager Review and Approval.

4.3.2 The Screening process has concluded that there is a negative impact within climate change, however due to the explanation provided in the summary no impact assessment was required.

4.3.3	Impact Assessment Area	Conclusion of Screening Assessment
	Equality	<i>No impact</i>
	Poverty and Socio-economic	<i>No impact</i>
	Human Rights	<i>No impact</i>
	Children's Rights and Well-being	<i>No impact</i>
	Island and Mainland Rural	<i>No impact</i>
	Climate Change	<i>Negative impact</i>
	Data Rights	<i>No impact</i>

5 Background

5.1 Area parking income is devolved to Area Committees according to the approved formula through the current Parking Policy. Decision making on which projects should receive funding sits with elected Members.

6 Contribution to road infrastructure improvement project

6.1 Isle of Skye and Raasay Members have identified an urgent need for a road improvement project in Portree. The road has experienced accelerated deterioration due to an unprecedented rise in tourism, resulting in difficulties for local communities accessing essential services and for visitors reaching popular tourist destinations.

6.2 The proposed project aims to maximise the use of the existing Roads Capital budget while also exploring the potential allocation of £100,000 local parking income to support delivery.

6.3 In addition, the project will be seeking approval for £100,000 from the Skye and Raasay CRF allocation, through an application to be presented at the June Area Committee. By coordinating these funding streams and targeting investment where the impact is greatest, the project seeks to strengthen community connectivity and support the sustainable management of visitor numbers.

Designation: Assistant Chief Executive - Place

Date: 10 February 2026

Author: Debbie Sutton, Chief Officer Operations & Maintenance
MacKenzie Sutherland, Roads Operations Manager - Skye

Background Papers: None

Appendices: Appendix 1 – Integrated Impact Assessment

Appendix 1 – Integrated Impact Assessment Screening Summary

Proposal name: Area Parking Income – Match Funding

High level summary of the proposal: The proposal relates to the delivery of infrastructure works by the Roads Service, funded through annual revenue and capital expenditure already approved by the Council as part of its agreed budget strategy. The proposal may affect road users, local residents, businesses and communities in areas where works are undertaken. It may also impact contractors, suppliers and Council staff involved in planning and delivery. Emergency services and public transport operators could be indirectly affected by any temporary changes to road access or traffic management. There is no specific group of people, such as those with disabilities or children, who are expected to be disproportionately affected by the proposal.

Equalities, poverty and human rights; The proposal involves delivering infrastructure works funded through previously approved budgets. It does not introduce any changes to service provision, access to services or policies that would affect individuals or groups differently. There are no elements that would disadvantage people based on protected characteristics, socio-economic status or human rights considerations. Therefore, no negative impact is anticipated in relation to equalities, poverty or human rights.

Children's rights and wellbeing; The proposal is focused on delivering infrastructure works and does not directly target services for children or young people. Any impact is expected to be indirect and generally positive, such as improved road safety and travel routes. No negative impacts are anticipated.

Data protection Full IIA required; No impact

Island and mainland rural communities; No impact

Climate change; Negative impact; as with all construction and maintenance activities, the extent of carbon and environmental impacts will vary depending on the nature and scale of the works. Construction and maintenance activities: Use of plant, machinery and site compounds generates direct fuel related emissions. Materials and embodied carbon: Procurement of aggregates, asphalt, concrete, steel and other products carries embodied emissions; haulage also contributes. Traffic management and diversions: temporary road closures, diversions and stop-go controls can increase vehicle idling and journey lengths during works. Energy use: Temporary site power, lighting and welfare units add to operational energy demand.

While the proposal will have some environmental implications, including potential impacts on greenhouse gas emissions, wildlife, biodiversity and resilience to extreme weather or a changing climate, these impacts are not quantifiable. The works are part of routine infrastructure delivery funded through existing budgets and no significant policy or operational changes are being introduced. As a result, a full Climate Change Impact Assessment is not considered proportionate, practical or necessary. Instead, impacts will be managed through compliance with relevant environmental legislation, best practice standards and mitigation measures during project delivery.