



DEBATE PACK

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Economies of UK islands

Summary

This House of Commons Library Debate Pack briefing has been prepared in advance of a debate on the Economies of UK islands, to be held in Westminster Hall on Tuesday 8th May at 9:30am. This will be led by Alan Mak MP.

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1. Background

In this section, some information on the economies of UK islands is provided. After presenting the islands and statistics included in this briefing and then a discussion on the economic issues facing islands, information is provided on: population; income; people claiming unemployment benefits; broadband connectivity; commuter flows; ferry statistics; and the Coastal Communities Fund.

The scope of this briefing encompasses islands of the UK only. It therefore does not include information on UK Crown Dependencies nor UK Overseas Territories.¹

1.1 Statistics included in this briefing

The briefing does not attempt to provide data and information on all islands in the UK. Instead, islands have been selected on the basis of population size and availability of data. More data is available for islands who are also local authorities. This explains why the Isles of Scilly have been included while some other islands with larger populations have not.

The table below shows the islands that have been included in this briefing. However, data are not available for all islands in all areas. For example, earnings data are only available for islands that are also local authorities.

UK islands included in the statistical analysis of this briefing	
England	Scotland
Canvey Island	Arran
Hayling Island	Bute
Isles of Scilly	Orkney
Isle of Sheppey	Shetland
Isle of Wight	Skye
Mersea Island	Western Isles
Walney Island	
Wales	Northern Ireland
Anglesey	<i>None</i>

1.2 General economic issues

UK sub-national islands are extremely varied in their nature and location, making any generalisations on the economic issues faced by them difficult. There are, though, some common features and challenges. These include:

¹ For a full list see this [BBC News article](#)

- Physical isolation
- High dependence on a small range of economic activities
- Marginalisation from the national economy
- Highly seasonal economies for those islands that are tourist destinations
- Small internal markets
- Fewer resources
- Expensive transport connections
- Limited employment opportunities
- Emigration of working age populations to more prosperous regions
- Limited ability to develop economies of scale
- Limited choices of suppliers when purchasing goods and services, leading to market distortions.

The extent to which these challenges affect individual islands, if at all, varies greatly and depends on a number of factors such as the degree to which it is physically isolated from the mainland and/or larger population centres, and on transport links. Generally speaking, an island that is a long distance from larger mainland population centres, and doesn't have good transport links to them, will face greater economic challenges than those that are closer.

Local government powers can also have an impact on economic issues islands face. For example, a 2006 paper on the comparative economic performance of British and Greek islands argues that economic problems for UK islands can be exacerbated as "local government policy powers are both limited and virtually identical to those of their mainland counterparts" and they lack "many of the distinctive policy powers" enjoyed by sovereign counterparts such as the Isle of Man and the Channel Islands.² On the other hand, sub-national islands in the UK have more direct access to aid from national government, as well as EU structural funds and agriculture policy subsidies.

Better transport links, in particular 'fixed links', can mitigate some of the economic challenges facing islands. For example, a 2014 study found that the benefits of fixed links are most pronounced when connecting isolated, rural areas, as in these situations the area "suddenly gains access to a large economic mass and productivity in that area should experience a positive shock."³

Below are some details of studies and analysis of the costs and benefits of fixed links connecting islands:

² Harvey Armstrong, Dimitris Ballas and Adreene Staines, [A Comparative Analysis of the Economic Performance of Greek and British Small Islands](#), 2006, pg. 29-34

³ Laird, JJ and Mackie, PJ [Wider economic benefits of transport schemes in remote rural areas](#), Research in Transportation Economics, Volume 47, 2014, pg. 92 - 102

- The opening of the Skye Bridge in 1995 led to an increase in traffic of around 20%; between 1994 (the last full year of the ferry operation) and 2003, traffic increased by 56%.⁴
- The removal of tolls on Skye Bridge in December 2004 led to a 50% increase in the traffic using the bridge, with estimated user benefits of £5.9 million for a single year (2006). A study showed increased income associated with the saved toll revenue could help create 256 jobs, mostly arising from an increase in tourism and a gain in regional GDP of £4.7 million p/a.⁵
- The replacement of the Berneray ferry with the Berneray causeway (in the Outer Hebrides) in 1999 cost £6.6 million. User benefits in the opening year were estimated to be £272,000, with business surveys estimating businesses on Berneray would experience up to a 20% increase in turnover and permanent employment would increase by 38.5 full-time equivalent jobs.⁶
- A bridge between the islands of Scalpay and Harris in the Outer Hebrides opened in 1997, replacing a ferry service. A study indicated that through a combination of household savings, business cost savings, changes in business turnover-including leakage of expenditure, and public sector savings, the annual benefit to Scalpay was £200,000.⁷
- A 2012 study of the Sheppey Crossing, linking the Isle of Sheppey with mainland Kent found the economic benefits of the scheme were lower than expected, owing to journey time savings being lower than forecast and the scheme costing more than expected.⁸
- The PRO-LINK Campaign for a fixed link to the Isle of Wight have stated that the cost to build a tunnel and associated infrastructure serving the island would be £1.6 billion, with expected annual revenue of £180 million and £90 million in annual net profit, meaning a “payback period” on the construction cost of 17.8 years.⁹

⁴ Reference Economics, [The Economic Impacts Of Fixed Links And Enhanced Ferry Services In The Highlands & Islands](#), May 2007, pg. 2

⁵ Laird, JJ and Mackie, PJ, [Ibid](#), pg. 3

⁶ Laird, JJ and Mackie, PJ, [Ibid](#), pg. 16















⁷ Reference Economics, [Ibid](#), pg. 14

⁸ Highways Agency, [Post Opening Project Evaluation A249 Iwade to Queenborough Improvement Five Years After Opening Study](#), July 2012, pg. 49

⁹ Campaign for the Solent Freedom Tunnel, [Spreadsheet for estimated Tunnel income and Traffic Flow](#)

1.3 Population

The table below shows the estimated population in mid-2016 of the islands surrounding the UK that have been selected for this analysis.

ESTIMATED POPULATION OF BRITISH ISLANDS Mid-2016		
Island	Population	
Isle of Wight	140,264	
Ynys Môn	69,665	
Isle of Sheppey	43,636	
Canvey Island	38,801	
Eilean Siar	26,900	
Shetland Islands	23,200	
Orkney Islands	21,850	
Hayling Island	17,573	
Walney Island	10,471	
Skye	10,452	
Mersea Island	7,730	
Bute	6,129	
Arran	4,513	
Isles of Scilly	2,331	

Notes: Figures for Eilean Siar, Isles of Scilly, Isle of Wight, Orkney Islands, Shetland Islands, and Ynys Môn (Anglesey) are taken from estimates for local authorities. For all other islands, estimates are based on best fit LSOAs and Datazones. In some cases this means some small neighbouring areas of the mainland or other islands are included. Sources: ONS, [Annual mid-year population estimates \(Nomis\)](#); ONS, [Small area population estimates in England and Wales](#); National Records of Scotland, [Small Area Population Estimates for 2011 Data Zones](#)

Of these, the Isle of Wight was the island with the largest population in mid-2016. The population of the Isle of Wight (140,000) was twice that of Ynys Môn (70,000), the island with second largest population.

1.4 People claiming unemployment benefits

Statistics for unemployment are not available at small areas such as the individual islands you asked for. This is because unemployment statistics are collected by national surveys and there are not enough survey respondents to make accurate estimate of the number of people unemployed.

As an alternative we can use the claimant count. The claimant count is the number of people claiming an unemployment benefit (either Jobseeker's Allowance or Universal Credit where the receipt of their Universal Credit is dependent upon them seeking work). The claimant count is often used as an alternative measure to unemployment at local areas because unemployment statistics are unreliable at small areas.

The claimant count is not the same as unemployment. There will be people who are unemployed but not claiming a related benefit and there will also be some people on the claimant count but who do not fall under the statistical definition of unemployed. However, we do expect the two figures to move in the same direction.

The rollout of Universal Credit is currently affecting the claimant count. Differences in the claimant numbers between areas **may be a result of the rollout** rather than changes in economic conditions.

The number of people claiming an unemployment benefit on the UK islands used in this analysis is presented in the table below. This also includes figures on the proportion of the working-age population (ages 16-64) who are claiming these benefits. Please note this is different from the unemployment rate as is commonly used (not available for this analysis) which only looks at people who are economically active (a smaller group of people).

Among islands analysed in this briefing, the highest proportion of 16 to 64 year-olds claiming an unemployment benefit was Bute (at 4.1%). The islands with the lowest proportion of 16-64 year-olds claiming an unemployment benefit was Shetland and Mersea Island (both at 0.9%).

People claiming unemployment benefits		
Selected UK islands, March 2018		
	Claimant count	% of population age 16-64
England	728,440	2.1%
Canvey Island	350	1.5%
Hayling Island	115	1.2%
Isle of Sheppey	240	2.6%
Isle of Wight	1,670	2.1%
Isles of Scilly	5	n/a
Mersea Island	45	0.9%
Walney Island	80	1.3%
Wales	43,020	2.2%
Anglesey	1,060	2.6%
Scotland	89,675	2.6%
Shetland	115	0.9%
Orkney	125	1.0%
Western Isles	300	1.8%
Skye	85	1.3%
Arran*	400	3.8%
Bute	140	4.1%
United Kingdom	890,525	2.1%

Source: ONS, via nomis & Library calculations for proportions
Notes:

- *Arran estimates include the mainland town of Ardrossan
- The percentage for the Isles of Scilly could not be calculated as there is not enough data
- Claimant count data is rounded to the nearest five and is not seasonally adjusted

1.5 Income

This section provides some statistics on average earnings and income per head among some of the UK islands used in this briefing. Data is not available for all islands due to their small size.

The table shows median weekly earnings for full-time employees in 2015-17 and annual “gross household disposable income “(GDHI) per head in 2015 (the latest available).¹⁰ On both bases, the Shetland Islands were above the UK average, the Orkney Islands were about the same as the UK average, and the Isle of Wight, Western Isles and Anglesey all fell below the UK average. Earnings data are not available for the Isles of Scilly but on the GDHI per head estimates it is well above the UK average.

Median weekly earnings for full-time employees and annual gross disposable household income (GDHI) per head, selected island local authorities		
	Median weekly earnings (£)	GDHI per head (£)
	<i>2015-17</i>	<i>2015</i>
Isles of Scilly	n/a	26,600
Shetland Islands	610	20,500
Orkney Islands	530	18,700
Isle of Wight	490	17,600
Western Isles	490	16,500
Anglesey	480	17,300
United Kingdom	540	19,100

Note: Median earnings figures are rounded to the nearest £10 and are three-year averages of data for 2015 to 2017. Earnings data refer to where employees live, not where they work. GDHI per head figures are rounded to the nearest £100.

Source: ONS *Annual Survey of Hours and Earnings*; ONS, *Regional gross disposable household income (GDHI), 1997-2015*, Table 2

Some important notes about this data:

- The earnings data are survey based and small numbers of respondents in these areas mean estimates are very approximate: some of the differences between areas (or lack thereof) may simply be down to survey error rather than genuine differences. To try and smooth out some of the volatility in the figures, a three-year average for 2015 to 2017 has been used. Data are based on where people live, rather than where they work. Estimates are for employees only, so exclude income from self-employment as well as other sources of income (benefits, tax credits, private pensions etc). The median is the point at which half of people earn more and half earn less.

¹⁰ ONS, [Annual Survey of Hours and Earnings: 2017 provisional and 2016 revised results](#), Oct 2017 via nomisweb and ONS, [Regional gross disposable household income \(GDHI\): 1997 to 2015](#), May 2017

- The GDHI per head figures do not actually attempt to measure the average income of households; rather they calculate the amount of money in the economy accruing to the household sector (i.e. to people, rather than the public sector or businesses) in different areas, divided by the resident population to get a per head figure. This per head figure may be loosely understood as the average amount of money that individuals have to save or spend. However, since they are based on where economic activity takes place, they may be distorted by commuting patterns. Figures count income received by households as well as non-profit institutions serving households (for example, charities and most universities).

1.6 Broadband connectivity

The table below shows how broadband connectivity on islands in England and Wales differs from the national average.

The Isle of Anglesey and Mersea Island both have superfast availability below the UK average. This measures the percentage of premises able to receive download speeds above 30 Mbps. The other islands listed here all have superfast availability in line with or above the UK average.

Note that these islands are of very different size. The Isles of Scilly has 1,300 premises and Mersea Island has 3,800, while Anglesey has 36,000 and the Isle of Wight has 73,000.

ISLANDS IN ENGLAND AND WALES: BROADBAND CONNECTIVITY, JAN 2018				
Island	Superfast availability	Unable to receive 2 Mbps	Unable to receive 10 Mbps	Below Universal Service Obligation standards
Canvey Island	99.4%	0.0%	0.1%	0.4%
Walney Island	98.9%	0.2%	0.2%	0.2%
Hayling Island	96.9%	0.0%	1.4%	2.5%
Isle of Sheppey	95.3%	0.1%	0.7%	1.4%
Isles of Scilly	94.1%	0.0%	0.8%	1.4%
Isle of Wight	93.7%	0.3%	1.2%	2.9%
Isle of Anglesey	88.5%	1.1%	4.9%	5.2%
Mersea Island	85.4%	1.7%	3.8%	4.0%
UK	93.5%	0.5%	2.4%	3.2%

Source: Ofcom Connected Nations Interim Update

The table below shows broadband connectivity in Scottish constituencies that cover the main Scottish Islands.

All of these constituencies have lower superfast availability than the UK average. Orkney & Shetland and Ross, Skye & Lochaber have the 2nd and 4th lowest availability in the UK respectively. Na h-Eileanan Iar, Orkney & Shetland and Ross, Skye & Lochaber have the three highest proportions of premises whose connections fall below [Universal Service Obligation standards](#) in the UK.

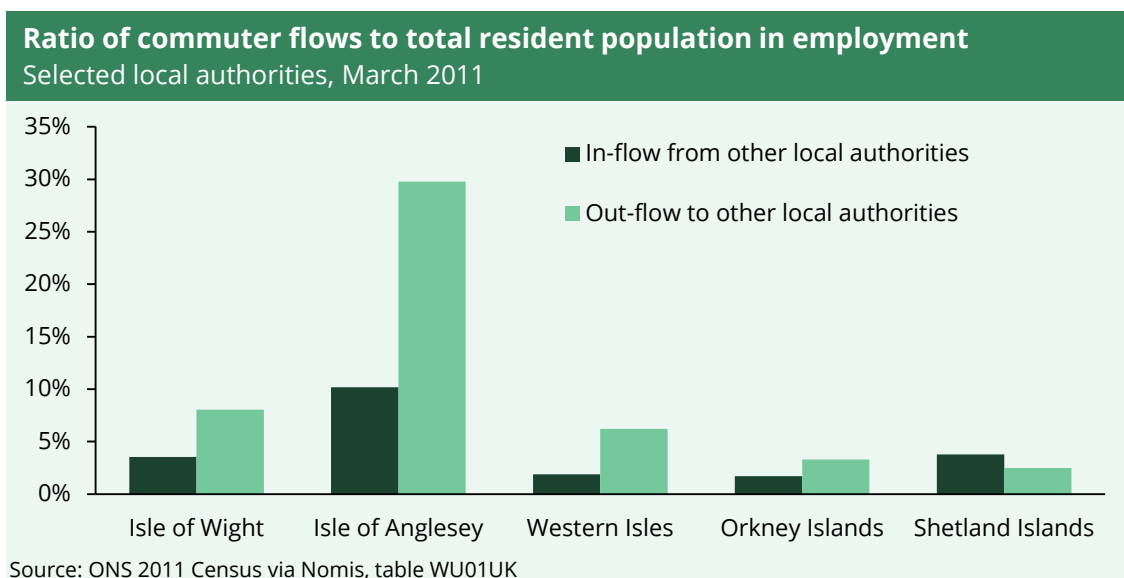
SCOTTISH ISLAND CONSTITUENCIES: BROADBAND CONNECTIVITY, JAN 2018				
Constituency	Superfast availability	Unable to receive 2 Mbps	Unable to receive 10 Mbps	Below Universal Service Obligation standards
North Ayrshire and Arran	90.6%	0.6%	2.9%	3.0%
Argyll and Bute	76.2%	3.9%	15.9%	17.9%
Na h-Eileanan an Iar	70.7%	5.0%	14.3%	25.8%
Ross, Skye and Lochaber	65.9%	6.8%	24.9%	27.9%
Orkney and Shetland	64.9%	5.2%	26.0%	28.5%
UK	93.5%	0.5%	2.4%	3.2%

[Source: Ofcom Connected Nations Interim Update](#)

1.7 Commuting flows

The chart below shows the ratio between the number of workers travelling to or from selected island local authorities and the total resident population in employment at the 2011 Census. It has not been possible to provide analysis for all the UK islands. This section contains data for the islands with larger populations.

Relative to the total population in employment, commuter flows to and from Anglesey were much larger than for the other local authorities shown here. This likely reflects the fact there is a road link between Anglesey and the rest of Wales, but there are no similar road links between the other island local authorities and mainland England or Scotland.



The Shetland Islands was the only local authority out of these five for which the in-flow of workers from other local authorities was higher than the out-flow. However, given the numbers of commuters were so small I would not attach too much importance to this.

More detailed figures for the number of people living and working in each of these areas are provided in the table below.

Number of people living and working in selected island local authorities, March 2011					
All people aged 16 and over who are in employment					
	Isle of Wight	Isle of Anglesey	Western Isles	Orkney Islands	Shetland Islands
Number of people living on island who are in work	59,735	30,726	13,427	11,415	13,036
Lives and works on island ¹	49,596	19,102	11,071	9,958	11,446
as % of resident population in employment	83%	62%	82%	87%	88%
Lives on island but no fixed place of work	5,337	2,474	1,521	1,080	1,266
Commuting in-flow ²	2,109	3,127	252	195	494
ratio of in-flow to resident population in employment	4%	10%	2%	2%	4%
Commuting out-flow	4,802	9,150	835	377	324
<i>to other local authorities</i>	4,568	8,888	418	225	175
<i>to offshore installations</i>	142	176	358	106	107
<i>to outside UK</i>	92	86	59	46	42
ratio of out-flow to resident population in employment	8%	30%	6%	3%	2%
Net commuting off-flow	2,693	6,023	583	182	-170
Notes:					
1. Including people who mainly work at or from home.					
2. Does not include people travelling to local authority who commute from outside the UK.					
Source: 2011 Census via ONS Nomis, table WU01UK					

You may also be interested in [visualisations of this data](#) produced by the Office for National Statistics (ONS), which allow you to see how many people commute between different areas to work. Also, the Office for National Statistics has also produced a [series of maps](#) to show 'travel to work areas' (self-contained areas in which most people both live and work).

1.8 Ferry statistics

The table below sets out the number of passengers on the main domestic ferry crossings in the UK.

In 2016, there were around 9 million passenger trips between Hampshire and the Isle of Wight and 8 million between Scotland and Scottish Islands.

UK domestic sea passenger movements by type of route: 2003-2016

	<i>Thousands</i>										
	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015 ^r	2016
Domestic Sea Crossings											
GB to Northern Ireland											
Cairnryan - Belfast	z	z	z	z	z	96	1,116	1,150	1,124	1,126	1,217
Cairnryan - Larne	595	646	628	602	611	631	524	501	492	472	536
Fleetwood - Larne	59	61	58	54	51	z	z	z	z	z	z
Liverpool - Belfast	171	187	190	187	221	235	207	241	267	262	268
Stranraer - Belfast	1,212	1,217	1,104	1,101	1,084	922	z	z	z	z	z
Troon - Belfast	z	z	z	z	z	z	z	z	z	z	z
Troon - Larne ⁴	208	231	206	213	225	208	169	180	178	131	0
Other routes	12	9	9	11	16	20	17	15	14	13	15
All Northern Ireland	2,257	2,351	2,194	2,167	2,207	2,113	2,033	2,086	2,075	2,004	2,035
GB to Isle of Man											
Heysham - Douglas	269	299	290	284	258	279	257	256	258	259	268
Liverpool - Douglas	265	290	279	276	278	263	270	268	265	241	254
Other routes	0	2	4	4	1	z	z	z	z	z	14
All Isle of Man	534	591	573	564	538	543	527	523	523	517	536
GB to Channel Islands											
Poole - Jersey/Guernsey ¹	115	122	104	112	114	91	283	204	116	237	202
Portsmouth - Jersey/Guernsey	41	43	44	47	47	50	57	61	41	48	53
Weymouth - Jersey/Guernsey ¹	174	179	169	177	190	228	6	95	191	17	0
All Channel Islands	330	344	317	335	351	370	346	360	348	302	255
GB to Orkney and Shetland	354	354	344	395	403	412	408	421	416	460	444
All Other Sea Crossings	322	331	251	275	280	265	237	251	195	200	192
All Domestic Sea Crossings	3,798	3,971	3,679	3,737	3,780	3,702	3,551	3,641	3,558	3,483	3,463
All Inter Island	19,440	19,369	18,266	18,628	18,842	18,603	18,413	18,494	18,569	18,422	18,742
<i>of which:</i>											
Hampshire - Isle of Wight	9,279	9,184	8,594	8,660	9,105	9,112	8,828	8,570	8,588	8,721	8,798
All Scottish Routes ²	7,929	7,964	7,522	7,804	7,677	7,440	7,555	8,050	8,106	7,853	8,121
Other	2,232	2,221	2,150	2,164	2,060	2,050	2,029	1,875	1,875	1,847	1,823
All River Ferries³	18,093	18,202	19,072	19,659	19,582	19,806	20,146	21,123	20,571	19,813	20,025
All Domestic Sea Passengers	41,331	41,542	41,017	42,024	42,204	42,111	42,110	43,259	42,698	41,718	42,231

1. Prior to 2016 some passengers changing vessels in the Channel Islands before traveling on between Great Britain and France were excluded from these domestic figures and attributed to the direct international route.

2. In 2013, data on selected routes which was previously uncollected became available. See technical note for further detail.

3. Some fluctuation in passenger numbers for River ferries is due to changes and improvements in operator reporting methods.

4. Troon-Larne service terminated early 2016

"z" is not applicable, "-" is not available for publication, "0" is null and "0-" is less than half the smallest unit displayed.

^r Domestic sea crossings to the Isle of Man for 2015 have been revised.

Source: [DfT Sea Passenger Statistics](#)

1.9 Coastal Communities Fund

A number of funding initiatives aimed at the regeneration of coastal communities have been established since 2011, some of which have benefitted islands.

The creation of the Coastal Communities Fund (CCF) was announced by the Treasury in July 2011, in doing so, coastal communities were defined as:

Any coastal settlement within a local authority whose boundaries include UK foreshore, including local authorities whose boundaries only include estuarine foreshore.¹¹

¹¹ HM Treasury, [Coastal communities to receive a multi-million pound boost](#), 22 July 2011

The fund is made up of 50% of the gross revenue from the Crown Estate's marine activities, with the amount of funding available in England, Scotland, Wales and Northern Ireland linked to the revenue raised in each country.

Four funding rounds have been completed to date, awarding £173 million to 300 projects; funding awarded by UK country and region are shown in the table below. By value, 75% of funding awarded has been to projects in England, 14% to projects in Scotland, 8% to projects in Wales and 2% to projects in Northern Ireland.

Coastal Communities Fund, rounds 1-4, funding awarded		
	£ millions*	No. of awards
North East	19.6	16
North West	15.6	18
Yorkshire and Humber	16.4	18
East of England	12.4	16
South East	25.6	24
South West	39.9	39
England	129.5	131
Scottish Highlands and Islands	13.3	46
Rest of Scotland	11.5	42
Scotland	24.8	88
Northern Ireland	3.3	19
Wales	13.2	62
Total, UK	173.0	300
Source: BIG Lottery Fund		
* Figures may not sum due to rounding		

To date, £15 million of funding awarded by the CCF has been awarded to projects based on islands – this is around 9% of all CCF funding awarded to date.

70% of CCF funding awarded to islands has been to Scottish Islands. Five awards have been made to English islands – these were for projects on the Isles of Scilly, Walney Island in Cumbria, the Isle of Sheppey in Kent, the Isle of Portland in Dorset and Denton in East Sussex.

All funding awarded to Wales has been for projects in Anglesey, all funding awarded to Northern Ireland has been for projects on Rathlin Island.

Coastal Community Fund awards to islands		
	£ millions	No. of awards
Scotland	10.5	33
England	3.2	5
Northern Ireland	0.8	2
Wales	0.5	2
Total	15.0	42
Total, UK	173.0	300
Source: BIG Lottery Fund		

Coastal Communities Fund awards to islands				
Organisation	Island(s)	Island group (if applicable)	Country	Funding awarded (£ millions)
Lewes District Council	Denton	n/a	England	1.9
Islands Partnership	Various	Isles of Scilly	England	0.2
Barrow & Furness CCT	Walney Island	n/a	England	0.4
Queenborough Harbour Trust CIC	Isle of Sheppey	n/a	England	0.5
Dorset Trust for Nature Conservation Limited	Isle of Portland	n/a	England	0.2
Rathlin Island Development and Community Association	Rathlin	n/a	Northern Ireland	0.7
Ocean Veg Ireland Ltd	Rathlin	n/a	Northern Ireland	0.1
Bute Forest Ltd	Bute	Firth of Clyde	Scotland	0.1
Comhairle nan Eilean Siar	Barra	Outer Hebrides	Scotland	0.4
Isle of Gigha Heritage Trust	Gigha	Inner Hebrides	Scotland	0.4
Skye Sailing Club	Skye	Inner Hebrides	Scotland	0.5
Stronsay Community Council	Stronsay	Orkney	Scotland	0.1
North Ayrshire Council	Cumbrae and Arran	Firth of Clyde	Scotland	0.1
Mull and Iona Community Trust	Mull and Iona	Inner Hebrides	Scotland	0.5
Port Ellen Harbour Association	Islay	Inner Hebrides	Scotland	0.4
Shetland Fisheries Training Centre Trust	Mainland	Shetland	Scotland	0.3
West Harris Trust	Harris	Outer Hebrides	Scotland	0.5
Leverburgh Moorings Association	Harris	Outer Hebrides	Scotland	0.1
Hebridean Whale And Dolphin Trust Ltd	Mull	Inner Hebrides	Scotland	0.2
The Arran Access Trust	Arran	Firth of Clyde	Scotland	0.3
Caledonian Maritime Assets	Arran	Firth of Clyde	Scotland	0.4
Field Studies Council	Cumbrae	Firth of Clyde	Scotland	0.3
Argyll and Bute Council	Bute	Firth of Clyde	Scotland	0.6
Barra & Vatersay Community Ltd	Barra	Outer Hebrides	Scotland	0.9
Camuscross and Duisdale Initiative	Skye	Inner Hebrides	Scotland	0.9
Carbost Pier	Skye	Inner Hebrides	Scotland	0.3
GlobalYell Limited	Yell	Shetland	Scotland	0.1
Lochboisdale Development Limited	South Uist	Outer Hebrides	Scotland	0.3
Papay Development Trust	Papa Westray	Orkney	Scotland	0.3
Shetland Amenity Trust	Mainland	Shetland	Scotland	0.1
The Unst Partnership	Unst	Shetland	Scotland	0.1
Tighean Innse Gall	Western Isles	Western Isles	Scotland	0.5
Tobermory Harbour Association	Mull	Inner Hebrides	Scotland	0.3
Uist Wool Limited	Uist	Outer Hebrides	Scotland	0.2
Vatersay Community Association	Vatersay	Outer Hebrides	Scotland	0.4
Staffin Community Trust Ltd	Skye	Inner Hebrides	Scotland	0.1
RSPB Scotland	Egilsay	Orkney	Scotland	0.2
Harris Development Limited	Harris and Scalpay	Outer Hebrides	Scotland	0.3
Arran Access Trust	Arran	Firth of Clyde	Scotland	0.3
Hebridean Whale and Dolphin Trust	Various	Inner and Outer Hebrides	Scotland	0.2
The Anglesey Sea Salt Company	Anglesey	n/a	Wales	0.2
RSPB Cymru	Anglesey	n/a	Wales	0.3
Total				15.0

Source: BIG Lottery Fund

Coastal Communities Teams

In March 2015, the Department for Communities and Local Government invited local authorities and stakeholders in coastal communities to establish Coastal Community Teams, with the aim of “[driving] forward sustainable economic development and regeneration in coastal towns.”¹²

Each team is awarded £10,000 and is required to publish an economic plan, setting out the needs of the area and challenges it faces. Details of teams and their economic plans are published on [the Coastal Communities Alliance website](#).

To date three island based Coastal Community Teams have been established - South Hayling Island, Isle of Sheppey and Ryde (Isle of Wight).

146 teams have been established overall; the scheme covers England only.

Coastal Revival Fund

The Coastal Revival Fund was established in 2015 with the aim of funding the restoration of heritage assets in coastal communities.

To date, £3.7 million in funding has been awarded to 92 projects, including three projects on the Isle of Wight.

The scheme covers England only.

¹² Department for Communities and Local Government, [Coastal Areas: Regeneration: Written question – 56482](#), 16 December 2016

2. Press Articles

[Island Games 'could boost Anglesey economy by £4.5m'](#)

BBC, 16 March 2018

[Canvey Island pushes ahead with Catalonia-style bid for independence: 'We need our own voice to determine our own future even if that means we have to break away'](#)

Benjamin Kentish

The Independent, 16 October 2017

[Archaeology worth £4m to Western Isles' economy](#)

BBC, 4 October 2017

[This island is not for sale: how Eigg fought back](#)

Patrick Barkham

The Guardian, 26 September 2017

[Scotland enjoys the rebirth of its idyllic island life: For years they were places that people left, never to return. Now, thanks to the internet, small businesses are thriving and populations are rising](#)

Kevin McKenna

The Observer, 28 August 2016

[How much does it cost to live on a Scottish island?](#)

Alison Campsie

Scotsman, 24 May 2016

3. Parliamentary material

3.1 Debates

Transport: Remote Island Communities in England

[HL Deb 20 July 2017, c 1750-1773](#)

Constituency Boundaries (Islands)

[HC Deb 15 June 2010, c 130WH-132WH](#)

3.2 Written questions

[HM Treasury: Public Expenditure: Written question - 112815](#)

Asked by Mr Bob Seely

Asked on 14 November 2017

To ask Mr Chancellor of the Exchequer, what the per head spending from the public purse was in 2016-17 on islands around (a) Scotland and (b) the rest of the UK.

Answered by Elizabeth Truss

Answered on 22 November 2017

The UK government does not have a breakdown of spending per head for islands around Scotland and the rest of the UK. However, the latest figures for 2016-17 public expenditure per capita in Scotland and the rest of the UK were published in the government's Country and Regional Analysis in November 2017, and can be found at the link below:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/630570/60243_PESA_Accessible.pdf

3.3 Briefings

[Transport and Island Communities in England](#)

House of Lords Library, July 2017

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