
Craigendoran Park and Ride

1. Summary

- 1.1 This report advises of the AECOM study undertaken in 2012 to investigate the options to develop a park and ride facility. It summarises the work undertaken to develop outline design options of a park and ride facility at Craigendoran Pier. The study cost £40k and was funded by SPT.

2. Recommendations

- 2.1 That the Helensburgh and Lomond committee note the findings of the desktop feasibility study for Craigendoran park and ride and the further intrusive investigative works that would be required to progress the site. These further investigations could only proceed if the necessary approvals are given by the land owner and further funding is secured.

3. Background

- 3.1 The Craigendoran Pier site is located within the Craigendoran area to the south of Helensburgh, Argyll and Bute. The pier is accessed from Station Road, adjacent to Craigendoran Station which provides rail connection with Helensburgh and Glasgow.
- 3.2 In order to identify the constraints associated with progressing a park and ride development within the Criagendoran Pier AECOM undertook a desktop feasibility study. The main site constraints involved with the proposed park and ride relate to land ownership, public utilities and potential flood risk due to wave overtopping from the Firth of Clyde.
- 3.3 The feasibility study included land ownership research, demand forecast modelling, geo-environmental desktop study, flood study, inspection of the piers and walls and public utilities information.
- 3.4 The main land owner who owns the land associated with Craigendoran Pier has been confirmed as George Hood and Company and any further intrusive geotechnical investigations including trial pits/boreholes would need the land owner's permission.
- 3.5 Five public utility services have been identified in the vicinity of the site Scottish Power, Scotland Gas Networks, Network Rail, British Telecommunications and Scottish water. Further investigation and consultation with the appropriate parties will be required to fully understand the extent of these services and measures required to protect them.
- 3.6 The main constraints identified in the flood risk section of the desktop feasibility report involved unacceptable overtopping wave rates approaching the development site from the West and the South. This has resulted in a requirement for the development to be set back from the edge walls accordingly. The setback details are for pedestrians 12m from west and 7m from the south and for vehicles the setback is 6m from west and 3.5m from south.

4. Outline Layout Options

- 4.1 Outline layout options have been developed in terms of potential land area available for development. The options allow for different setback alternatives required for vehicles and pedestrians as a result of the wave overtopping analysis undertaken as part of the desktop feasibility study. The spaces provided range from 77 to 156.
- 4.2 Indicative high level scheme costs have been identified for the construction of each proposed outline option.

Outline Proposal	Indicative Budget
Layout option 1A	£790,000
Layout Option 1B	£980,000
Layout Option 1C	£1,200,000
Layout Option 2A	£865,000
Layout Option 2B	£1,075,000
Layout Option 2C	£1,300,000

No allowance has been provided in the indicative costs for the following:

- Any remedial or improvement works required to the existing Pier Walls
- Any additional works resulting from site investigation findings
- Land acquisition
- Utility diversions of any associated works
- Works resulting from contaminated land including any requirement for significant earthworks including both excavation and disposal costs

5. Summary and further Investigation Works Required

- 5.1 Craigendoran pier could potentially accommodate 77 to 156 new car parking spaces for a park and ride.
- 5.1 The initial pier wall inspection undertaken as part of the Desktop Feasibility Study found that the conditions of the existing wall varied significantly over the length of the pier. Some sections of the wall appeared to be in good condition whilst others were showing significant signs of distress. Defects such as spalling, cracking and impact damage were all observed at various different locations.
- 5.2 Initial inspection results concluded that some repair works will be necessary to ensure that the pier wall is appropriately safe for development however in order to make a full assessment further intrusive ground investigation works would be required including trial pits/boreholes and a divers survey to assess pier walls and foundations below the water level.
- 5.3 These further investigations could only proceed if the necessary approvals are given by the land owner and further funding is secured – indicative investigation costs are estimated to be circa £39,000.

5.4 Members should also note that during the winter of 2013 significant damage and erosion was sustained at Craigendoran Pier.

6.0 IMPLICATIONS

- **Policy** – Consistent with the Council's Local Transport Strategy in seeking to benefit the travelling public within Argyll and Bute.
- **Financial** – Awards are made through SPT's external capital programme and will be constrained by the current economic climate.
- **Personnel** – None
- **Equal Opportunities** – None
- **Legal** – Land negotiations will be required.

For further information and clarification contact Moya Ingram Strategic Transportation Manager, Manse Brae 01546 604190.