



**Argyll and Bute Council**  
**Comhairle Earra-Ghàidheal Agus Bhòid**

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*6 November 2020*

**NOTICE OF MEETING**

A meeting of the **COWAL TRANSPORT FORUM** will be held by **SKYPE** on **MONDAY, 16 NOVEMBER 2020** at **10:00 AM**, which you are requested to attend.

Douglas Hendry  
Executive Director

**BUSINESS**

**1. APOLOGIES FOR ABSENCE**

**2. DECLARATIONS OF INTEREST**

**3. MINUTES** (Pages 3 - 10)

Minutes of the meeting of the Cowal Transport Forum as held on Monday 24 August 2020.

**4. FERRIES UPDATE**

- (a) Caledonian MacBrayne (Pages 11 - 14)
- (b) Western Ferries
- (c) Gourock to Dunoon Ferry Service
- (d) Shore Side Infrastructure at Dunoon (Pages 15 - 22)

**5. POLICE SCOTLAND**

**6. TRANSPORT SCOTLAND**

- (a) VMS and Manual Signs
- (b) A83

**7. PUBLIC TRANSPORT**

- (a) Reduced Bus Services

- (b) Bus Stop at Rest and Be Thankful
- (c) Dial-A-Bus
- (d) Kames Bus Stop

**8. TIMBER TRANSPORT GROUP**

Update by Iain Catterwell, Project Officer – Argyll Timber Transport Group

**9. ROADS UPDATE**

- (a) Carriageway Roundels and Additional Signage at Colintraive
- (b) Speed Surveys (Pages 23 - 24)
- (c) Traffic Management in Tighnabruaich, Kames and Millhouse

**10. PROPOSED ARGYLL RALLY (Pages 25 - 36)**

**11. ANY OTHER COMPETENT BUSINESS**

**12. DATE OF FUTURE MEETINGS**

- Monday 1 February 2021;and
- Monday 24 May 2021.

## **Cowal Transport Forum**

Councillor Alan Reid (Chair)

Contact: Adele Price-Williams, Senior Committee Assistant - 01546 60440

**MINUTES of MEETING of COWAL TRANSPORT FORUM held in the SKYPE  
on MONDAY, 24 AUGUST 2020**

**Present:** Councillor Alan Reid (Chair)  
Councillor Bobby Good  
Councillor Jim Anderson  
Councillor Gordon Blair  
Councillor Audrey Forrest

**Attending:** Gordon Ross – Western Ferries  
Captain Alistair McLundie – Western Ferries  
Iain Slorach – Client Manager, Calmac  
Stewart Wohlgemuth – Port Manager, Calmac  
Demi Wylie - Transport Integration Manager, Calmac  
Iain Catterwell – Timber Transport Group  
Chief Inspector Douglas Wilson – Police Scotland  
Neil MacFarlane – Transport Scotland  
Murray Rogers – West Coast Motors  
Cathleen Russell – Colintrave & Glendaruel Community Council  
Michael Breslin – South Cowal Community Council  
Iain McInnes – Lochgoil Community Council  
Graham Revill – Kilmun Community Council  
David Sumsion - Cairndow Community Council  
Archie Reid - Strachur Community Council  
Melissa Stewart – Governance Officer  
Martin Arnold – Contract Officer  
Marta Zawadzka – Community Transport Officer  
Stuart Watson – Assistant Network & Standards Manager  
Gill Wollers – Dunoon Observer  
Ronnie McAlister – Bute Community Council

Members were asked to suspend Standing Order 5.4 – the Member who is presiding at the meeting must do so from the specified location for the meeting and cannot join by video conferencing.

The requisite two thirds of Members present agreed to suspend Standing Order 5.4 to enable discussion of reports on the Agenda.

**1. APOLOGIES FOR ABSENCE**

The Chair welcomed everyone to the meeting and introductions were made.

Apologies for absence were intimated by:

Paul Paterson - Kilfinan Community Council;  
Iain MacNaughton - Sandbank Community Council;  
Tommy Gore – Calmac; and  
Willie Lynch – Dunoon Community Council.

**2. DECLARATIONS OF INTEREST**

Councillor Bobby Good made a financial declaration of interest in item7 (d) on the basis he is a part-time employee of West Coast Motors. He remained in the call taking no part in the short discussion.

### 3. MINUTES

The minute of the meeting of the Cowal Transport Forum held on the Monday 16 March 2020 was approved as a correct record.

### 4. FERRIES UPDATE

#### (a) **Gourock to Dunoon Ferry Service**

The Forum were invited to note an update from Paul Wheelhouse MSP, Minister for Energy, Connectivity and the Islands, in response to the Chair's email of 4 May 2020 regarding free ferry travel for young people living on the Cowal Peninsula as part of the proposed free bus travel scheme in Scotland for those aged under nineteen.

Discussion focused on the timetable of 5 years being too long a length of time to wait for a passenger ferry to be available given that the procurement process had already started and especially as businesses were already struggling as a result of covid-19.

As there was no one present from the Ferries Division of Transport Scotland to speak to the issues it was felt no progress could be made on the item in the absence of the decision makers.

#### **Outcome**

The Forum noted the position and agreed to continue the item.

#### (b) **Shore Side Infrastructure at Dunoon**

The Assistant Network and Standards Manager confirmed that the moratorium on Traffic Road Orders (TROs) was expected to be lifted as soon as the relevant documentation had been approved by the Legal Department, which he anticipated would be in a matter of weeks' time.

In relation to the land based improvements clarity was sought over plans for the pier side buildings with the Forum noting that the current situation with TROs maybe the reason for the delay.

The Forum discussed that dependent on the design, there may need to be major changes made to shore side infrastructure to accommodate the vessel and questions were asked as to the feasibility of having a vessel that was interchangeable for different docks and how the shore side infrastructure at Dunoon could be developed to see how the pontoons and the pier could be integrated should the link span be removed.

#### **Outcome**

The Forum;

- 1) noted the position;
- 2) agreed that the Chair would write to CMAL to seek clarification in relation to the

design of vessels; and

- 3) asked the Assistant Network and Standards Manager to confirm to the Forum what the plans were for the pier side buildings.

(c) **Caledonian MacBrayne**

The Forum were invited to consider an update from the Ferries Policy Officer on behalf of the Chief Executive of Transport Scotland, Roy Brannen, in regards to the Claonaig – Lochranza and Tarbert – Portavadie winter services.

The Forum noted that passenger carries were down over the past four and a half months due to covid-19 restrictions, technical issues and weather but uptake was up in August due to restrictions being lifted.

In respect of the proposals to small changes in timetables on the Tarbert/Portavadie route it was confirmed that there was still work to be done in terms of ensuring any changes feed in with bus timetables.

Discussion focused on when late night sailings at weekends on the Colintrave and Dunoon/Gourock route would be reinstated noting the importance of late night timetables to businesses. The Transport Integration Manager, Calmac, stated that late night timetables had been in operation since 13 August 2020 for Colintrave and that they were reviewing the winter timetables whilst working with Transport Scotland and aim to have a normal timetable in place soon whilst being mindful of social distancing and keeping everyone safe using enhanced protocols.

### **Outcome**

The Forum noted the position.

(d) **Western Ferries**

The Forum were invited to note an update from Kirsty Flanagan, Head of Strategic Finance, in response to the Chair's email of the 4 May 2020 regarding Funding of the Strathclyde Concessionary Travel Scheme.

Discussion focused on Western Ferries remaining in operation for key workers during covid-19, which was a testament to all staff, with a continued service after lockdown as lifted restrictions which enabled them to increase the level of service and whilst the Rest and be Thankful is closed saw up to 136 sailings per day. They apologised for slight delays at the terminal.

The Chair, on behalf of the Forum thanked Western Ferries for maintaining a service for essential travel during lockdown then having to go to the other extreme with road closures requiring additional sailings.

Questions were asked if Calmac had provided any additional services and Iain Slorach, Client Manager, Calmac agreed to circulate the protocol from Transport Scotland to the Forum.

In relation to congestion issues at Hunters Quay, the Assistant Network Standards Manager stated that they were in the process of arranging temporary signage to be installed, with a review to be conducted thereafter. Police Scotland confirmed that

they would operate on case by case basis but did not intend to martial cars. In addition the Forum noted that there had been complaints raised about congestion having effects on local bus services.

### **Outcome**

The Forum noted the update.

## **5. POLICE SCOTLAND**

Chief Inspector Douglas Wilson, Police Scotland, gave an update on matters he had recently been attending which in addition to congestion issuance at the Western Ferries terminal as already discussed in this minute, included detail on specialised police in Cairndow area in marked and unmarked bikes and cars performing checks to ensure drivers understand the consequences of speeding and options available to seek a community solution with local landowners and the council for additional parking to prevent further damage to verges caused by off road parking.

Motorcycle noise was discussed at length and how the noise is not necessarily related to the speed of the bikes, but some had been adapted to be intentionally loud and if there was a way to enforce legal noise limits. Chief Inspector Wilson advised that even though some exhausts are excessive they did meet legislation noting if the CE mark was present on the exhaust then it was legal. He stated that during lockdown Traffic Police had not been conducting stop checks as much as usual but this is now to increase as well as conducting research with other forces looking for areas of good practice that could be adopted.

### **Outcome**

The Forum;

- 1) noted the update; and
- 2) noted that Police Scotland will feedback results of their research in relation to motorbike noise to Cairndow Community Council and the Forum.

## **6. TRANSPORT SCOTLAND**

### **(a) VMS and Manual Signs**

Neil MacFarlane, Transport Scotland updated the Forum in relation to VMS and manual signs which included that permanent signage was now in place on diversion routes and that semi-permanent solutions were being explored for the B828/B839 junction.

Discussion focussed on the options available for repairing or replacing the VMS in Strachur and Kilmun as they are at their end of life whilst having regard for the contractual issues with suppliers. It was noted that a report was with Transport Scotland and a decision was awaited.

### **Outcome**

The Forum noted the update.

(b) **A83**

Neil MacFarlane, Transport Scotland circulated a list of the schemes proposed to be carried out on the A83 in the next 3 months that are subject to review owing to the ongoing situation at the Rest and Be Thankful. The Forum noted the top two listed below are currently postponed and that Transport Scotland are also consulting on an overnight closure of the A82 subject to review for the same reason;

A83 Oyster Bar Resurfacing  
A83 South of Succoth Resurfacing  
A83 Clachan Farm Dunderave Drainage  
A83 Inveraray Footway Improvements Footway  
A83 Tarbet to Arrochar Ph3 Drainage Improvements Drainage  
A83 Castleton to Limory (HD28\_2017) Resurfacing  
A83 Drishaig to Strone Resurfacing  
A83 Lochgilphead Footway  
A83 North of Strone Point Resurfacing  
A83 Goldberry Cottage NWDS\_065 Drainage  
A83 Butterbridge to Dunoon Jct Resurfacing  
A83 Route Priority Signing Improvements Route Signing  
A83 Cairndow North Junction Resurfacing

The Forum discussed that there was ongoing issues with hanging branches effecting LGVs and exact details of the issues were to be sent to Neil MacFarlane or BEAR directly.

**Outcome**

The Forum noted the update.

**7. PUBLIC TRANSPORT**

(a) **Bus Stop at Rest and Be Thankful**

Following on from the site visit in March, the Forum noted the need to look for a desktop solution prior to exploring funding options and the Assistant Network Manager agreed to look into this, as well as implications for the existing TRO, and report back to the Forum.

**Outcome**

The Forum noted the position.

(b) **Dial-A-Bus**

The Forum discussed the submitted update in regard to the Cowal booklet aimed at promoting the Dial-a-bus service. The Contract Officer confirmed that there would be no intention to print booklets in order to reduce risks posed by covid-19 but they were looking into options for displaying information on screens in waiting rooms in care homes and doctors surgeries. Discussion focused on those who do not have access to internet and/or do not attend doctors surgeries etc. It was confirmed that this service was based on doctor referrals and individuals can contact West Coast Motors direct to request the service.

**Outcome**

The Forum;

- 1) noted the position;
- 2) agreed that the Contract Officer would email the booklet to the Forum to be cascaded to community councils; and
- 3) agreed that the Contract Officer would inform the Forum on the locations of the information boards and would accept suggestions based on local knowledge.

(c) **Kames Bus Stop**

As there was no one present from Kilfinan Community Council to give an update there was no discussion on the item.

**Outcome**

The Forum noted the position and agreed to continue the item.

(d) **479 Dunoon to Rothesay West Coast Motors Service**

The Forum discussed the submitted update in relation to bus service contracts for the 479 Dunoon to Rothesay West Coast Motors Service.

Murray Rodgers, West Coast Motors, advised the Forum that when the vehicle ferry is off and the bus cannot get over to Bute, they were required to put on an additional bus to pick-up foot passengers. The Forum noted that the new timetables for the 479 and 428 service were now in place and the issue was resolved.

The Forum wished to thank West Coast Motors for the help given to the community during covid-19, particularly in delivering goods from Dunoon to rural locations.

**Outcome**

The Forum noted the position.

(e) **Integrated Transport**

The Forum discussed the submitted update in relation to a request that future service level agreements include a provision requiring the contractor to respond to queries from the council within a set period. The Chair noted that the issue had appeared to be resolved but as point of principle asked that a provision be included in future contracts.

**Outcome**

The Forum noted the update.

**8. TIMBER TRANSPORT GROUP**

Iain Catterwell, Timber Transport Group updated the Forum with the detail on the works of the Group which included that additional passing places had been completed with surfacing works to follow along the B800; the back road had been completed for timber



movements from the Auchenlochan community forest to avoid lorries going through the village; and the barge ramp at West Loch Striven had been completed.

**Outcome**

The Forum noted the update provided.

**9. ROADS UPDATE**

**(a) Carriageway Roundels and Additional Signage at Colintrave**

The Forum discussed the submitted response in relation to carriageway roundels and additional signage at Colintrave.

Discussion focused on the reasons why white lining was taking a long time to be completed which included that white liners are not all based in Argyll and the changeable weather effect this weather based operation. The options available around training up local council workers to use machines in the area was also discussed.

The Forum noted that in Colintrave almost all works were complete other than the sharks teeth traffic calming measure but advised that works remained outstanding at both Glendaruel and Cairndow.

**Outcome**

The Forum;

- 1) noted the position; and
- 2) agreed that an update would be brought back to the Forum in relation to local options to have council staff trained in using a white lining trailer.

**(b) Dunoon Pier**

The Forum noted that TROs had already been discussed at item 4b) on the agenda.

**(c) Speed Surveys**

The Forum discussed the submitted update in relation to data from traffic speed surveys and noted that the project in placing data on the council website was underway and should be live soon with a basic format to then be developed further.

**Outcome**

The Forum noted the position.

**(d) Traffic Management in Tighnabruaich, Kames and Millhouse**

As there was no one present from Kilfinan Community Council to give an update there was no discussion on the item.

**Outcome**

The Forum noted the position and agreed to continue the item.

**10. ANY OTHER COMPETENT BUSINESS**

Reduced bus services, particularly the absence of late evening services affecting people returning from work was discussed with the option of dropping a service during the day in order to reinstate the evening services to be explored by West Coast Motors as the situation was under review.

**Outcome**

The Forum noted the position.

**(a) Update on Parking Policy Framework**

The Forum discussed the submitted update in relation to the Parking Policy Framework.

**Outcome**

The Forum noted the information.

**11. DATE OF FUTURE MEETINGS**

It was agreed that the future meetings of the Cowal Transport Forum would be held;

- Monday 16 November 2020; and
- Monday 1 February 2021

**From:** Demi Wylie  
**Sent:** 09 September 2020 16:12  
**To:** Reid, Alan <Alan.Reid@argyll-bute.gov.uk>  
**Subject:** RE: Update

Hi Alan

As the timetables are going online today I just wanted to confirm the changes to you.

As mentioned yesterday the late sailings will go back in as normal. You will also notice there are additional dates added in for overhaul. You had submitted a request to have MV Argyll Flyer's dry dock within the winter timetable and we have managed to accommodate this. Both vessels will undergo extensive upgrades this year and this has resulted in additional time in dock. MV Ali Cat will go in for her normal docking period end of October-November and then for a further four weeks January-March. MV Argyll Flyer will then dock February-March and February will be her docking slot for the foreseeable future. As per previous years, MV Coruisk will also be operating on the route from late December-mid March.

If you have any questions please don't hesitate to get in touch.

Demi Wylie  
**Transport Planning Manager**

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Hi Alan

Thanks for the response, much appreciated. Obviously we will keep reviewing this dependent on the latest government guidelines, and if they change we would look to reintroduce the sailings.

Kind regards

Tommy Gore  
**Area Operations Manager (Clyde)**  
**CalMac Ferries Limited**

**From:** Reid, Alan  
**Sent:** 13 October 2020 20:25  
**To:** Tommy Gore  
**Cc:**; Good, Bobby  
**Subject:** RE: Friday/Saturday late night sailings

Thanks, Tommy, We consulted other Councillors and all responses agreed that this makes sense.  
Regards, Alan

Alan Reid  
Councillor for Cowal ward  
136 Fairhaven, Dunoon PA23 8NS  
Tel. 01369 705729

**From:** Tommy Gore  
**Sent:** 09 October 2020 08:19  
**To:**; Good, Bobby Reid, Alan  
**Subject:** Re: Friday/Saturday late night sailings

Good morning all

With the ongoing reintroduction of restrictions across Scotland for licensed premises, with a two week closure now proposed from today for premises in Inverclyde and a curfew of 22:00 for premises in Argyll & Bute, we would like to propose that the Friday and Saturday night late sailings do not begin running with the start of the Winter timetable as previously proposed. We feel it would be inappropriate for us to be operating these sailings at this time as it could be seen to be encouraging non compliance with the new guidelines, and with last sailings at 22:40 from Gourock and 23:10 from Dunoon it would still allow people to travel to Dunoon or Gourock and return from a night out in line with the new curfew. Of course, if these guidelines were to change to remove this curfew then we would look to reinstate these services.

Please let me know your views on this proposed change.

Kind regards

Tommy Gore  
**Area Operations Manager (Clyde)**  
**CalMac Ferries Limited**

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# Gourock Dunoon Project - Update

# Back ground

Minister's announcement 12 Dec 2018:

- Dunoon - Gourock to become part of CHFS 21 Jan 2019
- Commitment to new passenger Vessels

CMAL's commitment to maintaining and upgrading facilities

- Gourock Masterplan project

Argyll and Bute Council's commitment to maintaining and upgrading facilities

- Dunoon and Kilcreggan



# Project Parties



Dunoon Port Infrastructure  
Kilcreggan Port Infrastructure



TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA

Project Strategy  
Vessels Sponsor

Reference Group  
Elected members  
and Community  
Councils

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CMAL  
Caledonian Maritime Assets Ltd  
Stòras Mara Cailleannach Eòra

Gourock Port Infrastructure  
New Vessels



**Caledonian MacBrayne**<sup>®</sup>

Hebridean & Clyde Ferries

Ferry and Port Operator

# Project Scope

## Gourock Port Masterplan

- Phased construction to keep current services operational
- Retain Alternative Mainland Port capability for vehicles
- Resilient passenger vessel infrastructure

## Dunoon and Kilcreggan Infrastructure for new vessels

- Resilient passenger vessel infrastructure

## New Passenger Vessels

- Resilient vessels designed specifically for these routes

# Project progress

## Steering Group

- Meetings held in June19, October19, December19, March20, May20 and August20

## Reference Group

- Initial meeting held February20 next due Autumn20
- Q&A from this meeting was published on project website March20

## Integration Workshops

- Meetings held in: April20 and August20

## User Survey

- Completed in March20 and results published April20 – 625 respondents

## Business Cases

- Strategic Business Case – submitted to Transport Scotland IDM Board June20

## Appointments

- Gourock Masterplan Consultant August 20
- Vessels Naval Architect target October 20

# Project Target Milestones

(Subject to SG Funding and TS Approval)

- May 20 - Strategic Business Case
- Spring 21 – Outline Business Case (Vessels)
- Winter 21 – Outline Business Case (Infrastructure)
- Spring 22 – Tender (Vessels 1&2)
- Autumn 22 – Final Business Case (Vessel 1&2)
- Spring 24 – Vessel 1 Delivery
- Summer 24 – Vessel 2 Delivery
- Autumn 24 – Vessel 3 Delivery
- Winter 23 – Tender (Infrastructure)
- Spring 23 – Final Business case (Infrastructure)
- Spring 23 – Start Construction (Infrastructure)
- Autumn 25 – Complete Construction (Infrastructure)



- Questions?

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Date	U74	Site	AADF	Mean Speed (mph)	Existing Speed Limit (mph)
Oct-19	A815	Bullwood Road at Laudervale	3165	34.9	40
Nov-19	A815	Bullwood Road north of south-west layby	3063	31.7	30
Jul-19	A815	Marine Parade, Kirn	2253	23	30
May-19	A815	North-west of Strachur Filling Station	1830	38.8	40
Jul-19	A815	Shore Road, Sandbank at Oakbank	5107	28.2	30
Sep-19	A815	Strachur - north of C57 Glenbranter Back Road	1411	35-37	40
Apr-19	A815	Strachur	877	36	40
Apr-19	A815	Tom A Moid Road, Dunoon	3346	26.3	30
Sep-19	A815	Toward, mid way between Church and Mundells farm access	421	34.3	40
Nov-18	A885	Sandbank High Road	3815	32.3	30
Nov-18	A886	Colintraive 30mph limit	342	33.6	30
Mar-19	A886	Ettrickdale, Bute	614	32.3	40
Nov-19	A8003	Nr jnt School Rd Tighnabraich	503	21.2	30
Feb-19	B839	South of Inveronich Bridge	603	23.8	30
May-19	B8000	Millhouse outside Roads depot	774	29.5	60
Oct-19	C9	North end of Ardentiny opp 5 Swedish Houses	226	20.4	30
Nov-19	C9	North end of Ardentiny nr Hall	210	24.7	60
Sep-18	U001	Ardenlate Road at Hafton Court, Dunoon	1227	25.5	20
Jul-19	U04	Ardmory Road, Rothesay	233	18.8	30
Jun-19	U029	Cairndow at Hydro Cottages 30mph	225	19.99	30
Jan-20	U74	Hall Road, Lochgoilhead	216	21.5	30 ("20s Plenty")

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## **Mull Car Club - Dunoon Presents Argyll Rally 2021**

### **Frequently Asked Questions**

It is natural to feel that the rally threatens various aspects of rural life, and we hope that this document brings across our sense of responsibility to the local area.

Of course, we want to provide an exciting event for participants and onlookers, but not at the expense of safety nor good relations with the community. The Mull Car Club and partners have held the Mull Rally on a “Closed Public Road” basis safely and successfully since 1990, and that has brought enormous benefits to the Island, socially and economically.

In addition, the organising team members for the 2021 Argyll Rally have many decades of experience in organising rallies, including closed-road rallies, in Scotland, England and the Isle of Man. Safeguarding participants and onlookers and ensuring a welcome for subsequent years are top priorities for us.

### **How is a rally organised?**

Organising a car rally is a substantial undertaking for the core team of 9 volunteers, who work year-round to deliver the weekend’s event. The overall responsible party in the Mull Car Club Ltd, who act as promoters (take financial risk), event organisers (secure required permits) and control the technical aspects. Typical activities include:

- Design route & general planning
- Community, Council & Police consultation
- Motorsport UK permit
- Council Motor Race Order application
- Direct meetings with roadside properties
- Detailed planning and documentation
- Invitation of entries
- Final Safety Planning with Emergency Services

In the lead up to Rally Week the extended organising team of 30 volunteers undertakes the following:

- Detailed documentation
- Finalise Insurance
- Recruitment of Marshals
- Planning & commitment to suppliers / venues
- Mobilise equipment

Then during the rally week, the event delivery team of 100+ volunteers make the event happen on the ground:

- Final Briefing Meetings
- Stage & Safety Equipment Set Up
- Radio Communications Set Up
- Marshalling – running the rally
- Publish Results

After the rally, the post-event activities include:

- Collection of equipment
- Tidy up litter etc
- Survey route for property damage
- Seek feedback from competitors and community
- Pay the bills

## **What are the relevant management documents?**

- Supplementary Regulations
- Operation Manual
- Safety Plan
- Incident Management Procedure
- Stage Safety Manual
- Stage Set Up Instructions
- Marshal Instructions
- Competitor Final Instructions
- Competitor Road Book
- Communications Manual
- Results Procedure
- Entry List
- Spectator Guide

## **What is the governing legal structure?**

Enabling Legislation:

- The Motor Sport on Public Roads (Scotland) Regulations 2019 - Allows various parts of the Road Traffic Act to be suspended

Sporting Regulations

- The General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) – technical and organisational aspects.
- Event-specific Supplementary Regulations

Permissions

- Permit issued by Motorsport UK (includes £100m liability insurance)
- Motor Race Order issued by Argyll & Bute Council
- Police Authorisation Letter
- Route Liaison Officer Authorisation Letter
- Supplemental details – e.g. Parade Licence, spectator area etc

## **Why Closed Road Rallying?**

Closed Public Road rallies are popular in many areas of the UK: in Northern Ireland and the Isle of Man for many years, the Isle of Mull and Berwickshire since the 1990s and more recently on the wider mainland.

Leveraging this popularity into providing local economic benefits was recognised by the central and devolved governments and legislation was introduced to make such rallies easier to organise.

Since the passing of new legislation in 2017, new events have become established in Essex, Herefordshire, Ceredigion, Lancashire, Hertfordshire, Coventry, Cornwall and Dumfries & Galloway and more are in the pipeline. In each case, good communications between the organisers and the community has helped each party understand the other's viewpoint and reach agreements. Without exception, the post-event feedback has been positive, and the events have developed in subsequent years.

### **How does the community benefit?**

The primary benefit to the local area is the increase of visitor footfall and direct spend in the hospitality sector. Initially this affects the week leading up to the rally and the rally weekend. As the event becomes more established over time, there is a strong potential for visitors to return to Cowal outside the rally week, as a result of initially attending the rally.

On Mull, we have determined that the annual economic benefit is around £1.7million. There are other indirect benefits, such as business and personal relationship building between the community and the rally visitors.

### **Will the drivers practice?**

No, but the crews are permitted to undertake low-speed reconnaissance in the period leading up to the rally. The crews need to register, so they can be identified, and the organisers perform spot checks to ensure compliance. Any crews transgressing the rules will be excluded. Our experience is that crews will visit the local cafes and restaurants during the recce period which enhances the local benefit.

### **What does "Closing the Road" mean?**

"Closed Public Roads" in the motor sport context is quite detailed, so here is a more comprehensive explanation.

During the road closure period, the road and the verges are legally closed and any person who is present on the road or permits the presence of a vehicle, animal or obstruction on the road or verge is committing an offence.

Practically, the combined team of Police Scotland, Argyll & Bute Council and the Rally organisers implement a series of measures to ensure that the closure is widely known by residents and road users in good time, enacted within the correct timeframe, and enforced. We will undertake consultation with each service provider and business using the route – e.g. home carers, transport providers, haulage firms, tour firms, accommodation, eateries etc. This will ensure that their duties can be carried out, and the schedules potentially adjusted to suit.

In addition, a comprehensive assessment of safety for competitors, residents and onlookers is undertaken, yard-by-yard, for all the competitive sections. This would involve direct discussions with each roadside property covering safe viewing points, exclusion areas, physical barriers, emergency service provisions, livestock fencing, shepherding etc. The safety plans are rigorously checked by the governing body (Motorsport UK), the Police, other Emergency Services and A&B Council via the Safety Advisory Group.

The implementation of the safety measures is checked first-hand (and adjusted if necessary) by the Police, the organiser's Marshals, Stage Commander and Safety Officer and the governing body's Safety Delegate immediately prior to the competition starting. This is achieved by a convoy of course cars, each with a defined duty. At least one of those course cars is a Police vehicle. The course cars are in

communication with Rally Control HQ. At Rally Control HQ are the Clerk of the Course, the Motorsport UK Steward, the Police Commanding Officer, a representative from the council and a Chief Medical Officer, who is in contact with the local Hospital and Emergency Services. All of these parties need to be satisfied that the Special Stage is ready to start from a safety perspective, before the go-ahead is given.

The rally provides an ambulance and doctor at the start each stage, who are primarily there to react quickly to rally incidents, but can be deployed to assist non-rally related incidents on the route, for example if a resident fell ill.

**What about the roads? The roads are mainly single track and on some of your proposed routes the roads are in very poor condition with pot holes, loose gravel and very poor lines of sight.**

Perhaps surprisingly, narrow and bumpy roads are more suitable for rallying than smooth fast roads. The challenging nature brings the speed down, which helps with safety. Smooth fast roads, such as A-roads, lead to potentially high-consequence accidents.

In addition, the road use and closure is undertaken in full collaboration with the roads authority, who may decide that remediation works are required before or after the event. The roads authority is responsible for undertaking that works, which may be beneficial to the residents long term.

**What about livestock? The route goes through and past several farms and at that time of year there are a lot of young farm animals, many of which wander onto the roads.**

As mentioned above, the organisers work in collaboration with roadside properties, including farms, prior to the event. This includes such details as ensuring fencing and gates are suitable to prevent stray livestock on the road. Where necessary, a specific shepherd is employed to ensure hill sheep do not pose a hazard. This method has been successfully employed on the Mull Rally for many years.

**What about wildlife? There are a lot of wildlife, especially deer, which wander across the roads. This is no longer confined to the winter months or dawn and dusk.**

Our experience with the Mull Rally, which takes place during deer rutting season, is that the passage of the course car convoy alerts the animals to the road being busier than normal and they head higher into the hills. There are approx. 6000 deer on Mull. The Argyll Rally is proposed to take place entirely in daylight, we've never had a deer issue on Mull in daylight. Very occasionally we see a deer in the night-time sections, but we don't plan any night-time sections on the Argyll Rally.

**Noise and proximity to houses - at many points the route passes close to people's properties and the noise levels and inherent dangers from fast moving vehicles passing these properties gives cause for concern. There are several young children who could potentially put themselves at risk.**

Regarding the dangers of fast-moving vehicles, the safety provisions described above are fundamentally implemented to mitigate this risk. There's no getting away from the fact that the competing cars are noisier than normal road cars. Some folk will find this part of the attraction and some will find this annoying. The cars are regulated to 100db noise level. While the noise

level can be irritating and inconvenient, we have never seen any permanent hearing damage to onlookers nor property damage from noise.

### **What about access for and to residents? E.G. Home Care Visits, Hospital appointments, Service Buses etc.**

As mentioned above, we work in collaboration with the essential services to ensure their duties can be carried out, sometimes with adjustments by both parties. The rally timetable of Friday evening and Saturday daytime should minimise the likelihood of issues. Where the rally visits a road twice, there should be a planned period of ½ hour for residents' access/egress, between each run. Saying that, every resident on route and the essential services will have contact details of the Rally Control HQ and can request access at short notice for emergencies. This will be enacted in full collaboration with the police and the rally management team. For those without phones, there will be marshals positioned along the route who are in radio contact with HQ, via the stage commander.

### **What about cyclists? The routes are very popular with cyclists who may be in danger.**

As mentioned above, the road will be legally closed and that closure also includes cyclists. The closure will be publicised in advance, to minimise the number of cyclists arriving uninformed of the closure.

### **What about The Cowal Way? This covers a significant part of the route.**

As mentioned above, the road will be legally closed and that closure also includes walkers. The closure will be publicised in advance, to minimise the number of walkers arriving uninformed of the closure. The intention would be to re-direct The Cowal Way temporarily along an alternative, safe route, in collaboration with the Police, Council and C&GDT.

### **What about Business Interruption?**

Regarding business interruption - we have not reached the point where we planned to engage each of them directly, our feeling is that it is manageable. We will of course approach each one soon. Considering the timings (Friday evening and Saturday daytime) we think we are principally concerned with hospitality businesses. We've addressed some below. We have found on Mull that we can work with farms, fish farms, haulage, forestry, sewage works etc to arrange our joint schedules to suit.

- Glendaurel Caravan Park - access from the A886 is not impinged, it is indeed a good potential spectator point where they could gain business from catering.
- Oystercatcher Inn, Otter Ferry - the route proposals will cut off the Inn for short periods, our intention would be to set up a safe spectator area there and assist them with advertising the hours of operation and spectator access times. Our experience on other events is that pubs and restaurants welcome the additional business provided by the rally spectators.
- Largiemore Holiday Estate and other self-catering, and indeed residents - the route proposals will cut off the property for short periods, we will assist each in setting up safe viewing points and spectator access times. Our experience on other events is that self-catering establishments welcome the additional business provided by the rally competitors and spectators.
- Inver Restaurant and Castle Lachlan - the current route proposals will cut both off for short periods. We will of course discuss directly with each, but it could be that we alter the Loch Fyne stage by bringing the finish line further south.

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# Argyll Rally 2021

## 25<sup>th</sup> and 26<sup>th</sup> June 2021



Dear Community Council,

Further to previous communications regarding the "Dunoon Presents Argyll Rally", and the Consultation Meeting on 28<sup>th</sup> October 2020, the organising team are very pleased to present you with revised plans for the 2021 event which is due to take place on 25<sup>th</sup> and 26<sup>th</sup> June.

As highlighted before, the "Dunoon Presents Argyll Rally" will take place on public roads, some of which will be legally closed to allow the competition to occur.

The main changes to the plans, in response to your feedback, are as follows:

- The Loch Fyne stage has been modified and split into 2 stages (Bealach Maim and Loch Fyne), there is now full access at all times on the B8000 from the South as far as Largiemore, and from the North as far as Inver Restaurant.
- The mid-Saturday residents' access windows have been increased to 1 hour.
- The Friday evening stages have been deferred to allow full access to:
  - West Glendaruel until 19h25
  - Bealach Maim until 19h45
  - B8000 Loch Fyne until 20h04
- Clarity has been added to present the logistics for residents' and businesses wishing to travel in and out of their properties on Saturday.

We shall be in touch separately regarding other points raised at the meeting.

Best Wishes,

Duncan Brown

Mull Car Club Ltd

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E: [duncan@mullrally.org](mailto:duncan@mullrally.org)



# Argyll Rally 2021

## 25<sup>th</sup> and 26<sup>th</sup> June 2021



### Overview of the Rally:

The rally comprises three types of route section:

#### Special Stages (SS)

Competitors set off at one-minute intervals, they aim to complete the Special Stage in the quickest possible time. They are guided by Route Notes, which they have either received from the organisers or written themselves during a low-speed supervised reconnaissance. The winning crew is that with the lowest aggregate time from all the Special Stages.

The roads used for Special Stages will be legally closed, allowing the organisers to implement comprehensive safety measures. We aim to minimise the disruption to those living on the rally route and locally. We will be working to keep you informed before and during the event. We are also working closely with the Emergency Services and if you live along the rally route, the emergency services will still be able to access property at all times if necessary.

During the event, should there be a need to access your property urgently, but not under the auspices of the emergency services, there will a number to call to contact the organisers. Public safety and environmental considerations are of course paramount and safety marshals will be on hand throughout the operational phases of the rally to ensure that spectators can gather at safe viewpoints to enjoy watching the rally crews and their cars as they tackle the challenging stages.

The maps and road closure schedules for the proposed SS routes are contained later in the document.

#### Road / Liaison Sections (RS)

The crews also have to navigate between stages by using linking open road sections. These sections have relaxed timings and are strictly limited to normal road traffic laws and the crew must arrive at each stage at a set time to not incur penalties. The link stages allow plenty of time for the crews to get from the finish of one stage to the start of the next.

#### Service Areas (SVC)

Each crew has a back-up team of mechanics, based at a confined service area, where any adjustments and repairs to the cars take place, but crews must deal with any breakdowns themselves whilst they are actually on a stage or a road section.

#### Who is Organising the Rally?

The "Dunoon Presents Argyll Rally" is organised and promoted by the Mull Car Club Ltd, assisted by members of other motor clubs and Dunoon Presents – PA23 Bid. Mull Car Club have extensive experience of organising rallies since 1988 and are responsible for the annual Mull Rally.

The organisation is carried out by volunteers, approx. 100 volunteer marshals are required for the safe running of the event. The volunteer team is led by the Clerk of the Course, the Rally Safety Officer and a Stage Commander for each Special Stage. These experienced officials and many others are licenced and trained by Motorsport UK – the national governing body.



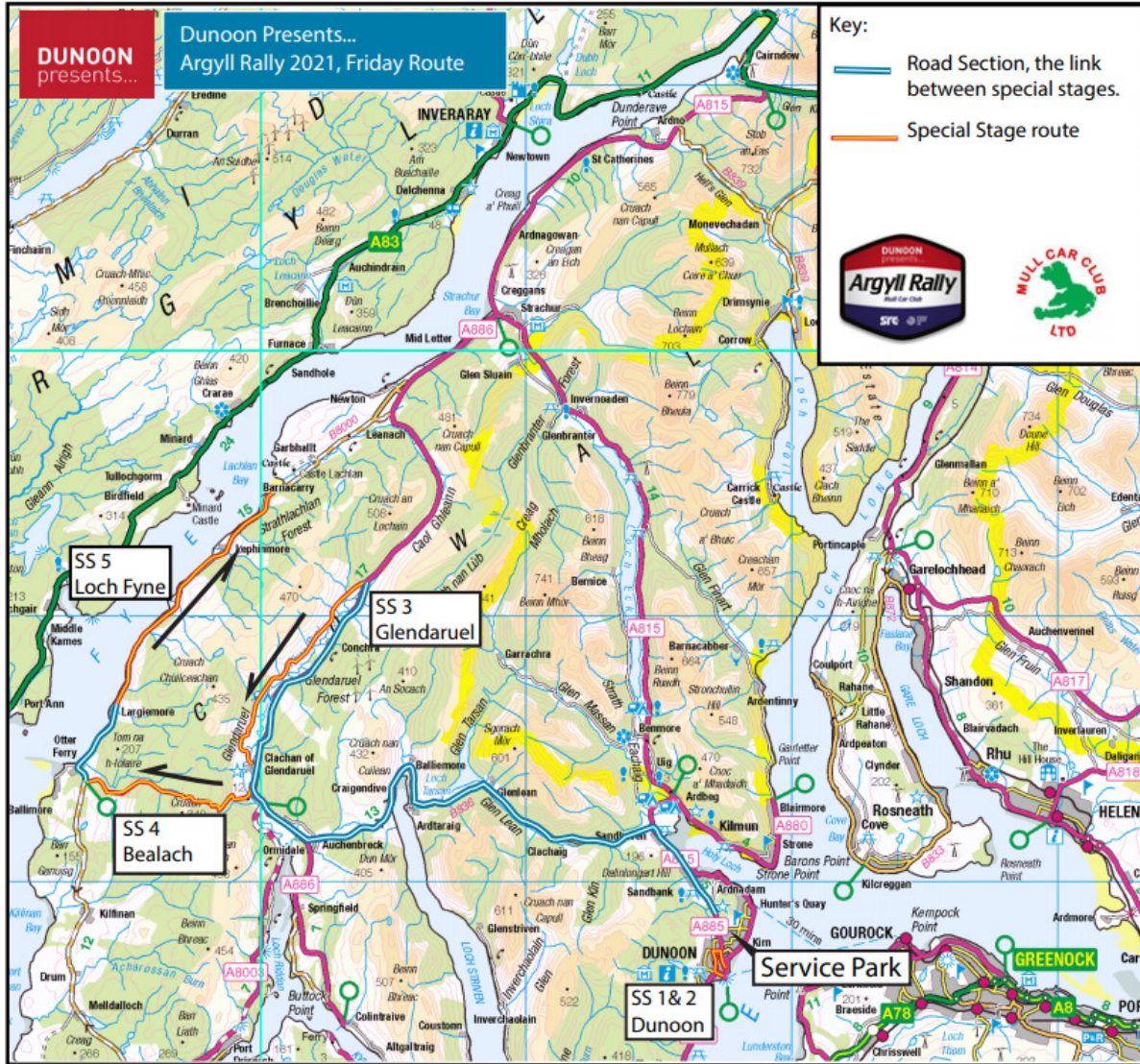


# Argyll Rally 2021

25<sup>th</sup> and 26<sup>th</sup> June 2021



## Map Overview

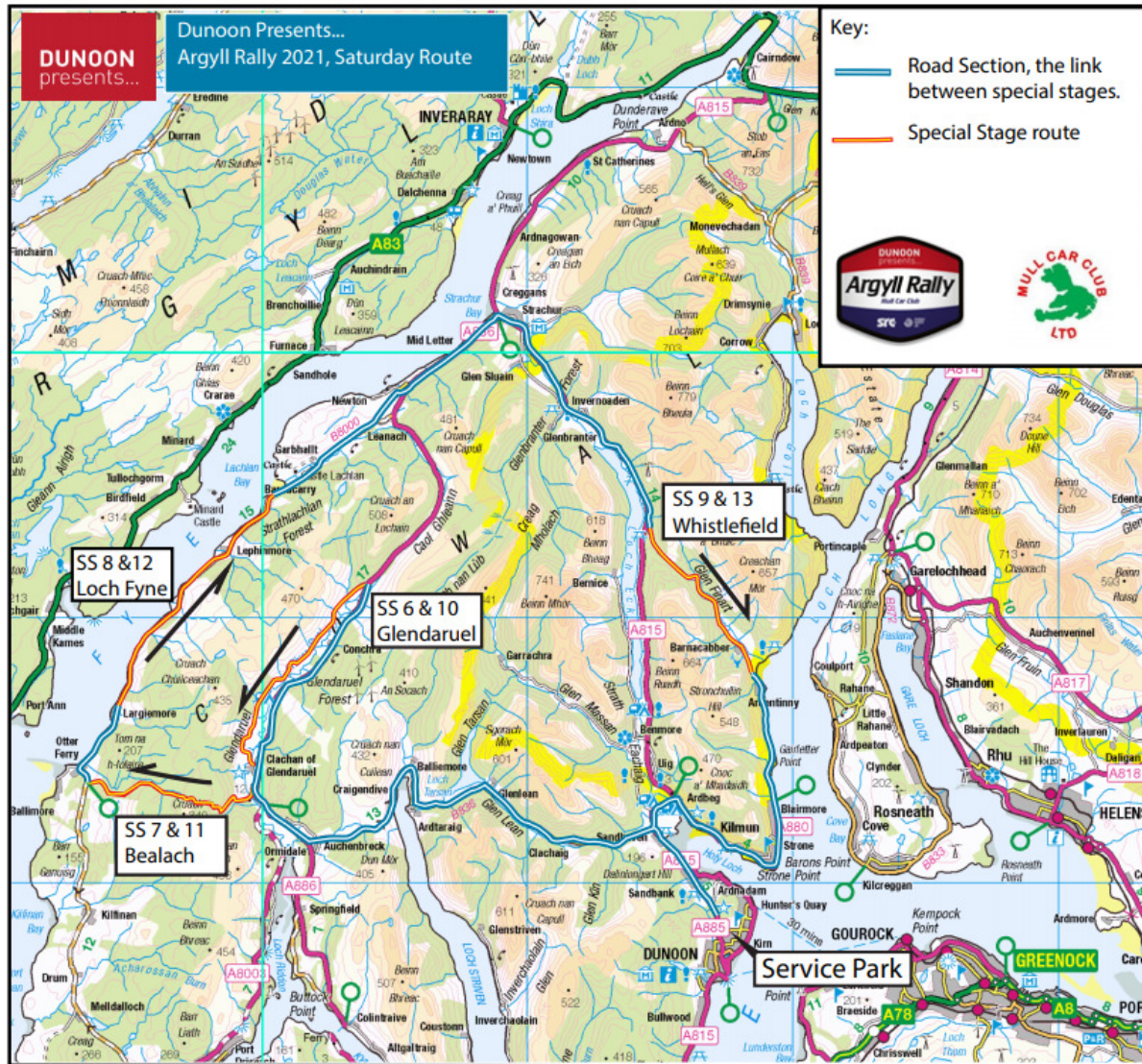






# Argyll Rally 2021

25<sup>th</sup> and 26<sup>th</sup> June 2021





# Argyll Rally 2021

## 25<sup>th</sup> and 26<sup>th</sup> June 2021



### Road Closure Overview

<u>Section of Road to be closed</u>	<u>Times and dates of Closure June 2021</u>	<u>Alternative Route</u>
<b>UCR No. 22 Glendaurel West Road (Rural Cowal)</b>  From its junction with the Strachur-Colintraive Road (A886) at Dunans along the west side of Glendaruel to its junctions with the same road at either side of Glendaruel Hotel.	From 1925 hours to 2325 hours on the 25 <sup>th</sup> And From 0853 hours to 1708 hours on the 26 <sup>th</sup>  Note – potential residents access window: From 1223 to 1323 on the 26 <sup>th</sup>	None available
<b>C11 Otter Hill Road Road (Rural Cowal)</b>  From its junction with the Strachur-Colintraive Road (A886) 600metres or thereby south of Clachan of Glendaruel, to its junction with the Leanach-Otter Ferry Road (B8000) near Corra.	From 1945 hours to 2345 hours on the 25 <sup>th</sup> And From 0913 hours to 1728 hours on the 26 <sup>th</sup>  Note – potential residents access window: From 1243 to 1343 on the 26 <sup>th</sup>	None available
<b>B8000 Leanach-Otter Ferry-Tighnabruaich Road (Rural Cowal and Tighnabruaich)</b>  From a point at the North of the entrance to Largiemore (Otter Ferry Sea Fish) to the Public Car Park at Inver Restaurant.	From 2004 hours on the 25 <sup>th</sup> to 0004 hours on the 26 <sup>th</sup> And From 0934 hours to 1749 hours on the 26 <sup>th</sup>  Note – potential residents access window: From 1304 to 1404 on the 26 <sup>th</sup>	None available
<b>C09 Glenfinnart Road (Ardentinney &amp; Rural Cowal)</b>  From its junction with the Cairndow-Strachur-Toward Road (A815) north of Whistlefield, Loch Eck, via Glenfinnart to the entrance to Glenfinnart Caravan park, approx. ½ mile south of Ardentinnay Village Hall.	From 1004 hours to 1819 hours on the 26 <sup>th</sup>  Note – potential residents access window: From 1334 to 1434 on the 26 <sup>th</sup>	None available
<b>DUNOON</b> Streets defined on a separate sheet.	From 1737 hours to 2148 hours on the 25 <sup>th</sup>	None available

### Logistics for residents' access / egress on each road on Saturday 26th June

<u>Section of Road to be closed</u>	<u>Morning Out</u>	<u>Quick Lunch Out</u>	<u>Afternoon Out</u>	<u>All Day Out</u>
<b>UCR No. 22 Glendaurel West Road (Rural Cowal)</b>  From its junction with the Strachur-Colintraive Road (A886) at Dunans along the west side of Glendaruel to its junctions with the same road at either side of Glendaruel Hotel.	Leave home before 0853, arrive back home between 1223 and 1323.	Leave home after 1223, arrive back home before 1323.	Leave home between 1223 and 1323, arrive back home after 1708.	Leave home before 0853, arrive back home after 1708
<b>C11 Otter Hill Road Road (Rural Cowal)</b>  From its junction with the Strachur-Colintraive Road (A886) 600metres or thereby south of Clachan of Glendaruel, to its junction with the Leanach-Otter Ferry Road (B8000) near Corra.	Leave home before 0913, arrive back home between 1243 and 1343.	Leave home after 1243, arrive back home before 1343.	Leave home between 1243 and 1343, arrive back home after 1728.	Leave home before 0913, arrive back home after 1728
<b>B8000 Leanach-Otter Ferry-Tighnabruaich Road (Rural Cowal and Tighnabruaich)</b>  From a point at the North of the entrance to Largiemore (Otter Ferry Sea Fish) to the Public Car Park at Inver Restaurant.	Leave home before 0934, arrive back home between 1304 and 1404.	Leave home after 1304, arrive back home before 1404.	Leave home between 1304 and 1404, arrive back home after 1749.	Leave home before 0934, arrive back home after 1749
<b>C09 Glenfinnart Road (Ardentinney &amp; Rural Cowal)</b>  From its junction with the Cairndow-Strachur-Toward Road (A815) north of Whistlefield, Loch Eck, via Glenfinnart to the entrance to Glenfinnart Caravan park, approx. ½ mile south of Ardentinnay Village Hall.	Leave home before 1004, arrive back home between 1334 and 1434.	Leave home after 1334, arrive back home before 1434.	Leave home between 1334 and 1434, arrive back home after 1819.	Leave home before 1004, arrive back home after 1819



# Argyll Rally 2021

## 25<sup>th</sup> and 26<sup>th</sup> June 2021



### Road Closure Overview - Dunoon

<u>Section of Road to be closed</u>	<u>Times and dates of Closure June 2021</u>	<u>Alternative Route</u>
<p><b>DUNOON</b></p> <p>Stage Route:</p> <p>A885 Argyll Street from its junction with the A815 Alexander Parade, to its junction with UCR 37 Hanover Street.</p> <p>UCR 37 Hanover Street from its junction with A885 Argyll Street to its junction with UCR 85 Albert Crescent.</p> <p>UCR 85 Albert Crescent - whole street from UCR 37 Hanover Street to UCR 65 Royal Crescent.</p> <p>UCR 65 Royal Crescent from its junction with UCR 85 Albert Crescent to its junction with UCR 57 Milton Avenue.</p> <p>UCR 57 Milton Avenue - whole street from UCR 65 Royal Crescent to UCR 39 Hillfoot Street.</p> <p>UCR 39 Hillfoot Street – whole street from its junction with UCR 57 Milton Avenue / UCR 28 Ferry Brae to its junction with UCR 42 Jane Street / A815 Tom a Mhoid Road.</p> <p>A815 Tom a Mhoid Road from its junction with UCR 39 Hillfoot Street / UCR 42 Jane Street, continuing to A815 Pier Esplanade to the Dunoon Ferry Terminal building.</p> <p>Safety Zone:</p> <p>UCR 14 Church Street from its junction with A885 Argyll Street from its junction with the A815 Alexander Parade.</p> <p>UCR 58 Moir Street from its junction with A885 Argyll Street from its junction with the A815 Alexander Parade.</p> <p>A885 Argyll Street from its junction with UCR 37 Hanover Street to its junction with UCR 44 John Street.</p> <p>UCR 37 Hanover Street from its junction UCR 85 Albert Crescent to its junction with B8042 Victoria Road.</p> <p>UCR 65 Royal Crescent from its junction with B8042 Victoria Road to its junction with UCR 85 Albert Crescent, and from its junction with UCR 57 Milton Avenue to its junction with B8042 Victoria Road.</p> <p>A185 Tom a Mhoid Road from its junction with UCR 39 Hillfoot Street / UCR 42 Jane Street to its junction with B8042 Victoria Road.</p> <p>UCR 42 Jane Street from its junction with A815 Tom a Mhoid Road / UCR 39 Hillfoot Street to its junction with UCR 15 Clyde Street.</p> <p>Park Avenue from its junction with A815 Tom a Mhoid Road to a point level with No. 11 Park Avenue.</p>	<p>From 1738 hours to 2150 hours on the 25<sup>th</sup></p>	<p>TBA</p>