

# Public Document Pack

**Argyll and Bute Council**  
Comhairle Earra Gháidheal agus Bhóid

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2 February 2022*

## **NOTICE OF MEETING**

A meeting of the **COWAL TRANSPORT FORUM** will be held via **MICROSOFT TEAMS** on **WEDNESDAY, 9 FEBRUARY 2022 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 - 8)

Minutes of the meeting of the Cowal Transport Forum as held on Tuesday 16 November 2021

### **4. FERRIES UPDATE**

- (a) Caledonian MacBrayne
- (b) Western Ferries
- (c) CalMac Timetables for Winter 2022-23 (Pages 9 - 10)
- (d) Gourock to Dunoon Ferry Service
- (e) Shore Side Infrastructure at Dunoon (Pages 11 - 44)
- (f) Concessionary Fare Increases

### **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

**8. TIMBER TRANSPORT GROUP**

Update from Timber Transport Group

**9. ROADS UPDATE**

(a) Traffic Management in Tighnabruaich, Kames and Millhouse

**10. ANY OTHER COMPETENT BUSINESS**

**11. DATE OF FUTURE MEETINGS**

To be confirmed.

**Cowal Transport Forum**

Councillor Alan Reid (Chair)

Contact: Adele Price-Williams, Senior Committee Assistant - 01546 604480

**MINUTES of MEETING of COWAL TRANSPORT FORUM held via MICROSOFT TEAMS  
on TUESDAY, 16 NOVEMBER 2021**

**Present:** Councillor Alan Reid (Chair)  
Councillor Bobby Good  
Councillor Audrey Forrest  
Councillor Jim Anderson  
Councillor Gordon Blair  
Stuart McLean – Committee Manager  
PI John Forrest – Police Scotland  
Alistair McLundie - Western Ferries  
Iain Slorach – Calmac  
Tommy Gore – Area Operations Manager, Calmac  
Allan Comrie – Strathclyde Partnership for Transport  
Iain Catterwell – Timber Transport Group  
Jeff McCormick – West Coast Motors  
Iain McInnes – Lochgoil Community Council  
Michael Breslin – South Cowal Community Council  
Willie Lynch – Dunoon Community Council  
Ronnie McAlister – Bute Community Council  
Sue Wallis – Cowal Resident  
Megan Bonar – Dunoon Observer

**1. APOLOGIES FOR ABSENCE**

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

Apologies for absence were intimated by:

Murray Rodgers – West Coast Motors;  
Martin Arnold – Contract Manager; and  
Neil MacFarlane - Transport Scotland.

**2. DECLARATIONS OF INTEREST**

Councillor Bobby Good made a financial declaration of interest in item 7 (a) on the basis he is a part-time employee of West Coast Motors. He remained in the meeting during the discussion.

**3. MINUTES**

The minute of the meeting of the Cowal Transport Forum held on the Friday 20 August 2021 was approved as a correct record subject to the correction of a typo at item 4 (b) Western Ferries, which should have read that:

there were difficulties with replacement bus services dropping people off at undesignated stops between ferry terminals.

**4. FERRIES UPDATE**

**(a) Caledonian MacBrayne**

The Forum noted the update from Kevin Hobbs, Caledonian Maritime Assets

Limited, on the cyclical maintenance of the Gourock linkspan.

The Forum also considered an update from Tommy Gore, Caledonian MacBrayne (Calmac), who advised that the MV Argyll Flyer was back in service and that MV Ali Cat's departure from dry dock would be delayed until Christmas. The two-vessel service would resume when the Coruisk became available which is intended to be on 15 December 2021. Mr Gore reported that Dunoon Community Council had submitted comments regarding evening sailings and in response to this late sailings would be re-introduced from 19 November 2021. Mr Gore highlighted the recent disruption on the Tarbert/Portavadie route due to the removal of the ferry in order to service Cumbrae, assuring partners that Calmac were conducting an internal review to inform how they remove and re-deploy vessels for any future situations.

Discussion focused on action points raised at August's meeting and it was confirmed to the Forum that upcoming dates of planned vessel maintenance were now published on Calmac's website. It was noted that discussions remain ongoing with Scotrail to address ticketing issues and that cash can now be accepted at terminals though card payments are preferred.

In addition the impact of ferry cancellations and reduced services on local residents and businesses was discussed, including the knock on effects on bus services due to cancelled sailings on the Colintrave/Rhubodach route which had resulted in the through bus from Rothesay to Dunoon being unable to complete journeys.

### **Outcome**

The Forum;

1. noted the updates;
2. agreed that Tommy Gore would confirm to the Forum the reason why the MV Ali Cat cannot be utilised in foggy weather;
3. agreed that Tommy Gore would present a progress update on the ticketing system issue to the Forum's next meeting in February 2022; and
4. agreed that Tommy Gore would obtain statistics looking at the number of sailings cancelled on the Colintrave/Rhubodach route over the last 10 years and circulate to the Forum.

### **(b) Western Ferries**

Alistair McLundie, Western Ferries, confirmed that the service was operating as normal with one vessel off for annual dry-docking, the four vessel service would return on 19 November 2021. Mr McLundie advised that Western Ferries are prepared to back up the service with a shuttle service to respond to anticipated increases in demand due to a dancing competition in Hunters Quay on the same day and that aggression towards staff regarding the operation of the reimbursement scheme when the replacement bus service is in use has now been resolved with help from Calmac.

Discussion focused on a point raised at August's meeting regarding the replacement bus service not stopping at undesignated stops. It was noted that the replacement

bus was not operating as a traditional bus service and it was not contracted to stop at undesignated stops. Partners also discussed how waiting times at terminals are impacted on by a range of unpredictable factors and how it was hoped that toilets would be built behind the terminal building, noting that there was no timescales available for this at present.

The Chair updated the Forum on the situation with traffic on Marine Parade advising that Roads are considering removing some parking spaces and installing double yellow lines to widen the carriageway to allow the centre line to be moved to enable a wider bend in the road at the foot of Ardtully Brae. This exercise would also allow the bus stop pole to be aligned with the bus bay. The Chair added that the Rankin's Brae sign was yet to be agreed but it was likely to advise that queuing traffic could be expected on the A815 Shore Road and that the alternative route to Dunoon is via the A885 High Road.

### **Outcome**

The Forum noted the updates.

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

The Forum considered an update from Ruairidh Campbell, CMAL, on the Gourock/Dunoon/Kilcreggan infrastructure and concept vessels. The Forum noted that a public consultation exercise on the Dunoon Concept vessel was due to commence in late November and would run through December 2021. The Group further noted that a revised project Q&A document will be made available on their website to reflect feedback received during the Gourock Masterplan Public Consultation.

### **Outcome**

The Forum noted the update.

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

The Forum noted the update from Scott Reid, Marine Operations Manager, which detailed the timeline for the Gourock/Dunoon/Kilcreggan infrastructure options appraisal and public consultation.

### **Outcome**

The Forum noted the update.

#### **(e) Concessionary Fare Increases**

The Forum noted an update from Councillor Dr Martin Bartos, Chair of Strathclyde Concessionary Travel Scheme Joint Committee (SCTSJC) in relation to the Concessionary Travel Scheme and Gourock-Dunoon ferry fares.

Allan Comrie, Strathclyde Partnership for Transport (SPT), updated the Forum on how the issues raised in August's meeting had been referred to the SCTSJC and they are acutely aware there is a potential discrepancy in the treatment between Road Equivalent Tariff routes and other routes. Mr Comrie advised that the

SPT will review this over the next two months and report back to SCTSJC early next year.

**Outcome**

The Forum noted the updates.

The Ferries representatives and Mr Comrie left the meeting at this point.

**5. POLICE SCOTLAND**

PI John Forrest, Police Scotland, advised that they had been very busy with the ongoing impact of covid-19 on resources with Officer absences affecting stations in Rothesay and Dunoon. PI Forrest advised that Dunoon Sheriff Court was now up and running again with Officers receiving citations to attend and that COP26 saw many officers seconded away for 3-4 weeks which affected Police Scotland's ability to be proactive in the local area but now they can be and would focus on driver behaviour, uninsured and road worthiness of vehicles. It was noted that there were various personnel changes including a new Road and Policing Sergeant who will now be working in the local area.

**Outcome**

The Forum noted the update.

**6. TRANSPORT SCOTLAND**

**(a) VMS and Manual Signs**

Neil MacFarlane, Transport Scotland, having submitted his apologies provided the below update which was read out by the Chair:

By way of written update I can advise that the VMS at Strachur and Kilmun is working correctly. These were checked as part of a wider Winter Readiness check for our operations at the Rest and be Thankful.

**Outcome**

The Forum noted the update.

**(b) A83**

The Chair read out the below update in Neil McFarlane's absence:

In the next three months there are no planned works, other than the Rest, between the peninsula and the A82 at Stoneymollan roundabout.

There are some resurfacing works on the A83 on the Campbeltown side however these have been consulted on and advertised through the usual channels.

Discussion focussed on the frustration felt around the issues and timeframes in finding a permanent solution to the A83 Rest and Be Thankful.

**Outcome**

The Forum:

1. noted the update; and
2. agreed that the Chair will write to Transport Scotland highlighting issues that would be caused if the A82 and the A83 were to be out of action at the same time.

The Chair ruled, and the Forum agreed, to take items out of sequence in order to facilitate partner attendance. The items are minuted in the order in which they were discussed.

## **7. TIMBER TRANSPORT GROUP**

### **(a) Update from Timber Transport Group**

Iain Catterwell, Timber Transport Group, updated the Forum on recent activities which included that the A8003 widening was complete with new passing places with re-surfacing to follow soon.

#### **Outcome**

The Forum noted the update.

### **(b) Debris from Timber Lorries in Sandbank**

The Chair advised that Roads had advised that the current schedule for street sweeping in Sandbank is a manual sweep once a fortnight with a mechanical sweep once a month and it was understood that the mechanical sweeper attended for its scheduled clean recently but due to budget reductions over recent years there was no longer the resources and flexibility to increase the frequency of cleansing in this area. Roads further advised that the Timber Transport grant was funded through a competitive bid process and funds can only be used on what was bid for. This year's round of funding was for capital improvements to road surfaces which were damaged or suffer stress from timber transport and it was unlikely that they would receive funds in the future for street sweeping. The Forum noted that the Argyll Timber Transport Management Group continue to liaise with the haulage company with regards to the cleaning of the lorries and have made them aware of their responsibilities

The Forum noted the advice received from Police Scotland in relation to Section 95 of the Roads (Scotland) Act 1984 regarding deposit of mud or other material from vehicles on roads and it was noted that the Police had not received any complaints in this regard.

#### **Outcome**

The Forum noted the updates.

## **8. PUBLIC TRANSPORT**

### **(a) Reduced Bus Services**

Jeff McCormick, West Coast Motors, advised the Forum that the bus services were still not back to pre-lockdown levels with mileage at 87% and patronage at 60% and that there had been issues in recruiting drivers.

Discussion focussed on the disappointment in the continued lack of Argyll and Bute Council Officer attendance and engagement at the Forum's meetings in order to address issues raised around reduced bus services and lack of communication with Elected Members around bus service changes.

**Outcome**

The Forum noted that the position.

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

The Chair advised that touring coaches parked at the bus stop cause access issues to service buses and Roads are considering a bid for funds to create two parking spaces for touring coaches but there is uncertainty regarding Transport Scotland's plans for the Rest and be Thankful. The Forum further noted that the ramp between the bus stop and the Old Military Road had been completed.

**Outcome**

The Forum noted the position.

**9. ROADS UPDATE**

**(a) 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**

No issues were raised.

**11. DATE OF FUTURE MEETINGS**

It was agreed that a future meeting of the Cowal Transport Forum would be held on Wednesday 9 February 2022.

**From:** Demi Wylie **On Behalf Of** Transport Planning  
**Sent:** 21 January 2022 16:36  
**Subject:** CalMac Winter 2022-23 Timetable Consultation

Good Afternoon

Thank you for your patience as we worked to deliver the phased release of our Summer 22 timetables. We are now moving on to consultation for the upcoming Winter 22-23 timetable and are writing to invite requests.

Having listened to community feedback during previous rounds of consultation, we have made some changes to the process for this season in agreement with Transport Scotland. We have now agreed a clear set of parameters that will be used to guide the decision-making process. Much of these criteria are already used in the assessment and decision-making process and are simply now being formalised to aid transparency and responsiveness.

In addition, CalMac will now have authority to approve or decline requests directly in line with these criteria. This will enable quicker decisions to be taken and fed back to communities in a more responsive manner. Extraordinary requests, such as those which would require significant funding, will now only be considered by Transport Scotland by exception using the standard consultation process.

We would now like to invite feedback for the forthcoming Winter 22/23 timetable. Please note, the starting point will be the timetable published in Winter 19/20 (the last timetable unaffected by any covid changes). For this consultation period we are assuming that no covid restrictions will be in place.

As noted above, requests for changes will only be accepted or progressed if they meet the following criteria:

- Must be operationally feasible
- Cost neutral
- Current vessel deployment
- Does not impact on another route
- Complies with Fatigue Management Rules

We would be grateful if you could consult within the community and provide a single consolidated response by using the electronic form linked below:

[https://docs.google.com/forms/d/e/1FAIpQLSedhhO3QWXVj0PExdgufC8Khv-V\\_lCS3UzKIC9BBxc7YIAS7Q/viewform?usp=sf\\_link](https://docs.google.com/forms/d/e/1FAIpQLSedhhO3QWXVj0PExdgufC8Khv-V_lCS3UzKIC9BBxc7YIAS7Q/viewform?usp=sf_link)

**All forms must be submitted online no later than Wednesday 23 February.**

During this time, we are also happy to meet with community groups to discuss any upcoming proposals prior to submission. We can also help explore the feasibility of requests to increase the chance of approval. If this is something you feel would be helpful, please contact us.

Have a nice weekend.

Demi Wylie  
**Transport Planning Manager**

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“Argyll and Bute Council Marine Services (A&BC) has commissioned Mott MacDonald Ltd. (in partnership with Stantec UK Ltd.) to support the preparation of an Outline Business Case (OBC) for the redevelopment of the passenger only service infrastructure at Dunoon and Kilcreggan Ferry Terminals.

The Dunoon and Kilcreggan OBC is one of three work streams under the overarching 'Gourock, Dunoon, Kilcreggan Infrastructure and Vessel Project'. The project is being completed in line with Transport Scotland's Business Case methodology and has now reached the stage of public and wider stakeholder consultation on the emerging preferred options for both Dunoon and Kilcreggan.

Funding options will be explored when the plan's costs can be narrowed to a single confirmed preferred option for each location but may be expected to be in the region of £7 million for Dunoon and between £6 million to £10 million for Kilcreggan.”

Also attached are slides which may be of use for reference, background and basing questions.

Best regards

Scott Reid

Marine Operations Manager

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# Dunoon and Kilcreggan Ferry Terminals – Outline Business Case

Reference Group Meeting  
Dunoon Options Appraisal

# Agenda

1

Dunoon and Kilcreggan Outline Business Case Overview

2

Dunoon – Baselining and Transport Planning Objectives

3

Dunoon – Options Carried Forward to Appraisal

4

Dunoon – Appraisal of Options

5

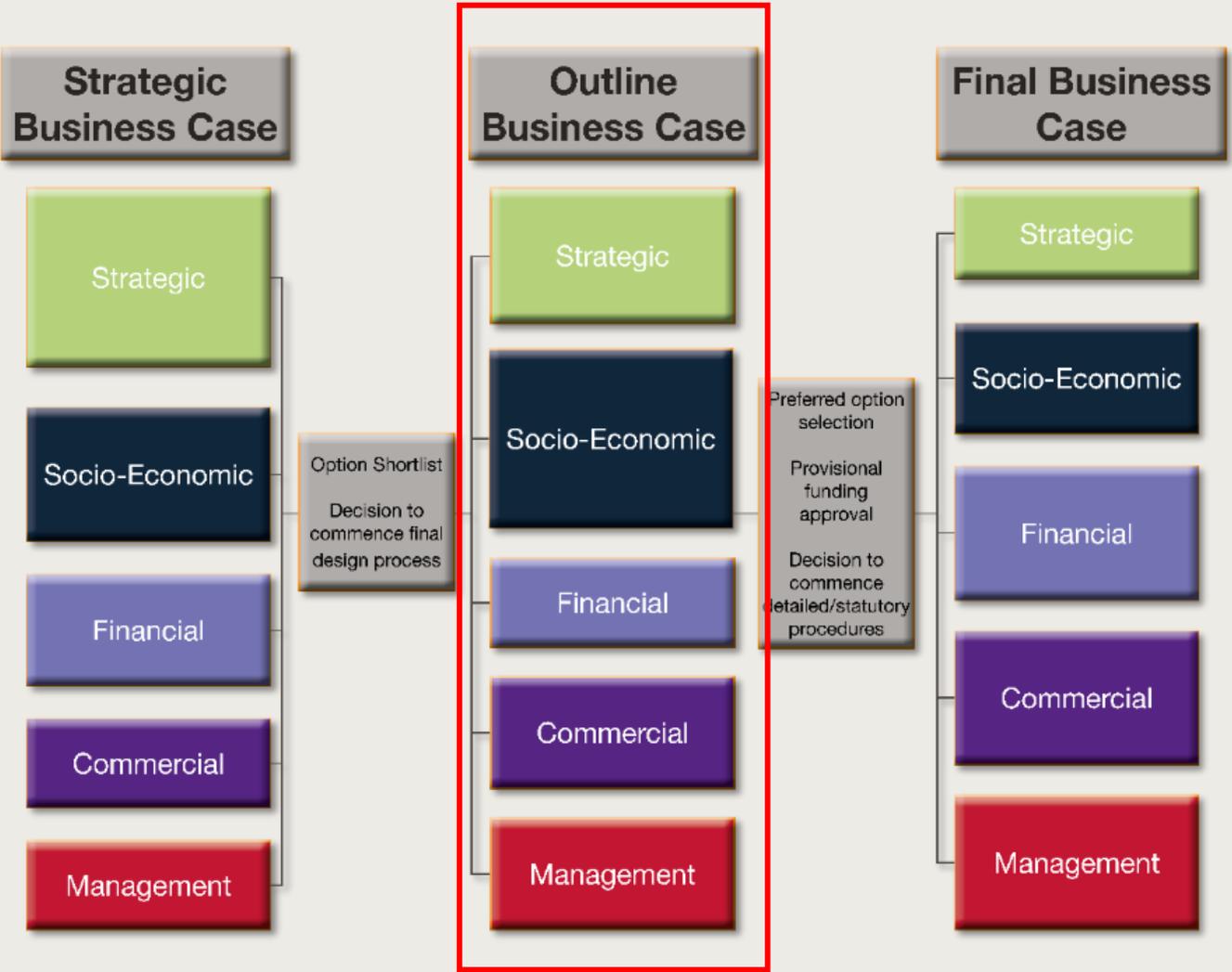
Dunoon – Proposed Preferred Option

6

Next Stages & Inputs required from Reference Group

# Dunoon and Kilcreggan – Outline Business Case Update

# Dunoon & Kilcreggan – Outline Business Case Overview



- Mott MacDonald and Stantec Ltd appointed by Argyll & Bute Council to deliver the Dunoon and Kilcreggan OBC in Jan '21
- MML will be supported by Stantec to deliver all parts of the OBC as follows:
- **Strategic Case** i.e., confirm the case for change, infrastructure baselining and TPO setting
- **Socio-economic Case** i.e., Initial option development and appraisal, followed by selection and further development of preferred option for each terminal
- **Financial, Commercial and Management Cases** i.e., evidence commercial viability, procurement strategy, financial appraisal of preferred options and detail project management plans

# Dunoon & Kilcreggan – OBC Stakeholder Engagement

## **Working Group**

Argyll & Bute Council is MML's immediate client for the project. However, the study has been guided by inputs from a wider Working Group which comprises:

- Argyll & Bute Council
- Transport Scotland
- CalMac Ferries Ltd
- CMAL

## **Stakeholder Consultation**

Reference Group are to receive an update on the option development (this meeting) and selection of the preferred options once worked up in detail.

## **Public Engagement**

It is fundamental to the OBC process that there is public engagement and an appropriate level of support for the preferred options. This will be online engagement in the form of a pre-recorded presentation, online Q&A and collection of feedback in early 2022.

# Dunoon – Baselining and TPOs

# Dunoon – Baseline

## Direct Problems

**Life expiry of infrastructure** (Victorian Pier use restricted, question over residual life)

**Berth facilities** (Victorian Pier in poor condition and not suitable for berthing ferries, operational threshold for passenger-only service, wave conditions can cause disruption, vessel moves on the berth)

**Passenger access** (Not suitable for use by all, interface between fixed linkspan and vessel can result in sudden movements of the gangway)

**Landside facilities** (Lack of dedicated parking, use of portacabins)



## Implications i.e. Indirect Problems

### **Reliability**

- Scheduled services impacted by easterly / north easterly conditions, where vessel's ability to get on / off berth is reduced and vessel moves on berth
- Scheduled services impacted by operational wave height threshold

## Issues

*i.e. Uncertainties that the study may not be in a position to resolve but must work within the context of*

Comparable levels of access at both ends of the route

Compatibility of berthing / mooring facilities with new vessels and facilities at Gourrock

Programme uncertainty and timing of introduction of new vessels / facilities at Gourrock

# Dunoon – Baseline

## Opportunities

*i.e. Potential for improvements to the transport system and the way it is used*

- Improved reliability of scheduled passenger service through provision of berth improvements
- Improved access to passenger only service to Gourock
- Provision of improved passenger welfare facilities
- Provision of dedicated parking

## Constraints

*i.e. Physical, legal and institutional boundaries in which the study is being undertaken*

- Victorian Pier is Category A listed
- Ferry terminal is bounded by the Pier Esplanade on the landside and listed Victorian Pier to north
- Southern linkspan and breakwater are not situated within A&BC's Statutory Harbour Authority (A&BC investigating increased harbour limits)
- Continued use of breakwater berth by P.S Waverley and other harbour users

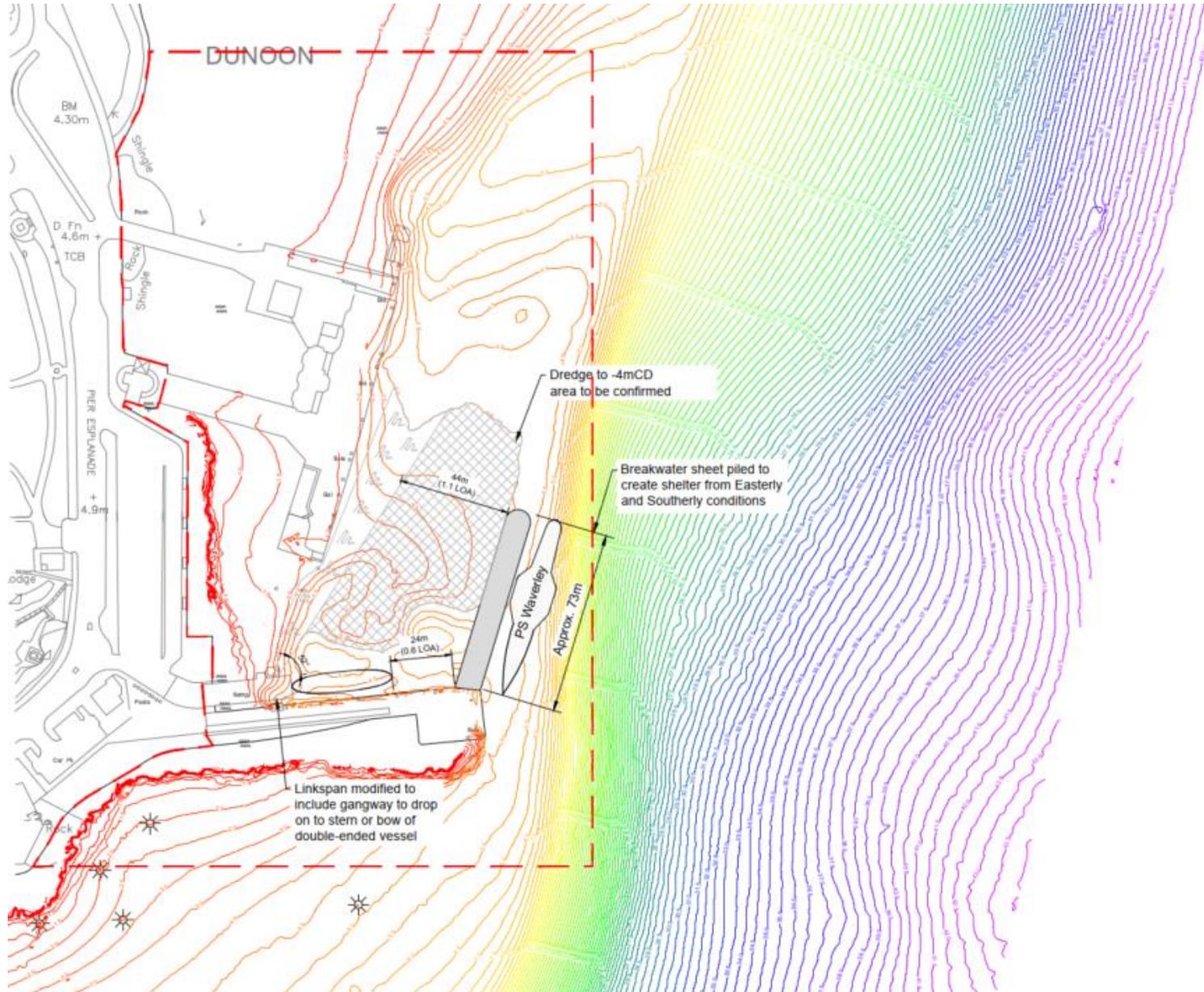
# Dunoon – Transport Planning Objectives

Agreed with Working Group and used in options appraisal

- TPO 1** The provision of appropriate terminal infrastructure capable of accommodating the in-scope vessels for a minimum 60-year window.
- TPO 2** The future infrastructure including local approaches should improve the reliability and punctuality of scheduled services.
- TPO 3** The future terminal infrastructure should provide EA compliant access to ferry services, as far as reasonably practicable.
- TPO 4** Minimise negative service impacts by managing the construction works and phased introduction of new vessels.
- TPO 5** Infrastructure designs should maximise flexibility in future use by passenger ferry services and other users.

# Dunoon – Options Carried Forward to Appraisal

# Dunoon – Option 1c



## Option 1c - Concept Arrangement

*Modify linkspan to fit new vessel, include breakwater extension to provide shelter*

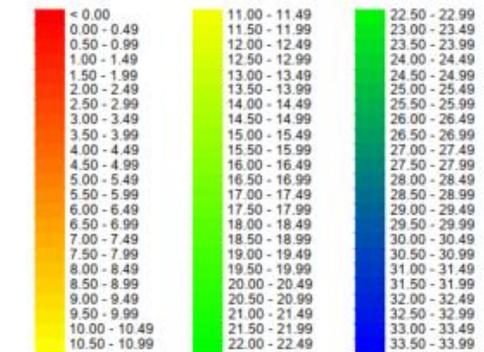
### Notes:

1. Design vessel 40m length, highly manoeuvrable (vessel end loading)
2. Linkspan modified to include gangway to drop on to stern or bow of vessel. Passenger access to continue across linkspan.
3. Extension to existing breakwater to provide shelter from easterly conditions and to improve shelter from southerly conditions.
4. Breakwater to be sheet piled structure.
5. Design of breakwater to be determined on completion of wave modelling.
6. P.S Waverley to berth on outer face of breakwater, similar location to existing berthing arrangement.
7. Dredging to -4mCD to provide 1m UKC plus an allowance for siltation of the harbour area

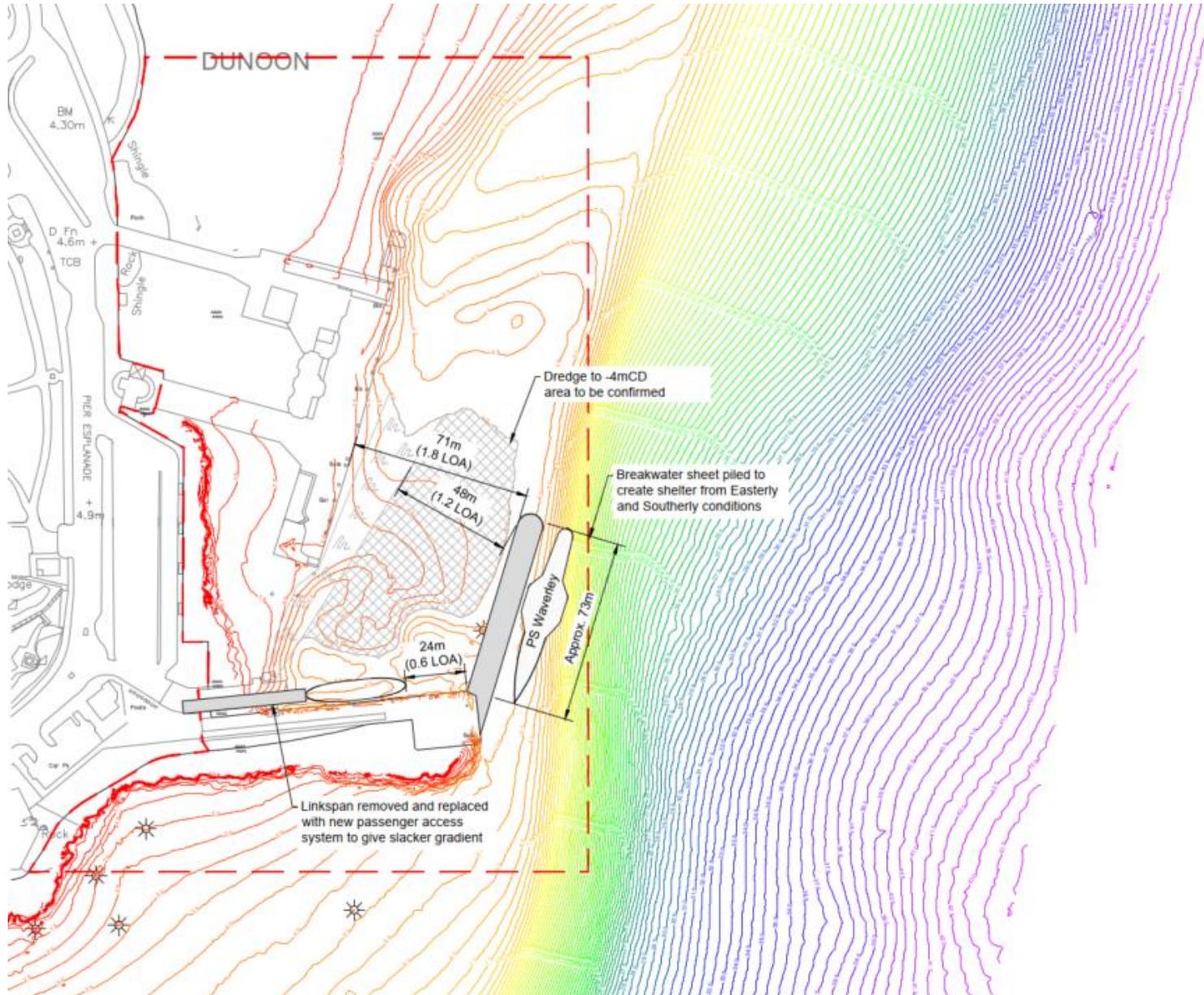
### Key:

— Proposed Harbour Limits

### Coloured Depth Bands:



# Dunoon – Option 1d



## Option 1d - Concept Arrangement

*Provide new passenger access system designed to fit new vessel to give slacker gradients, include breakwater extension to provide shelter*

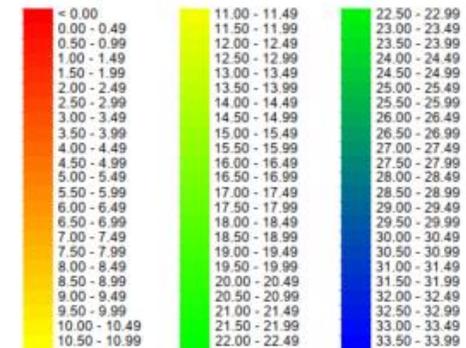
### Notes:

1. Design vessel 40m length, highly manoeuvrable (vessel end loading)
2. Existing linkspan to be removed and new passenger access system to be provided to give slacker gradients.
3. Extension to existing breakwater to provide shelter from easterly conditions and to improve shelter from southerly conditions.
4. Design of breakwater to be determined on completion of wave modelling.
5. P.S Waverley to berth on outer face of breakwater, similar location to existing berthing arrangement.

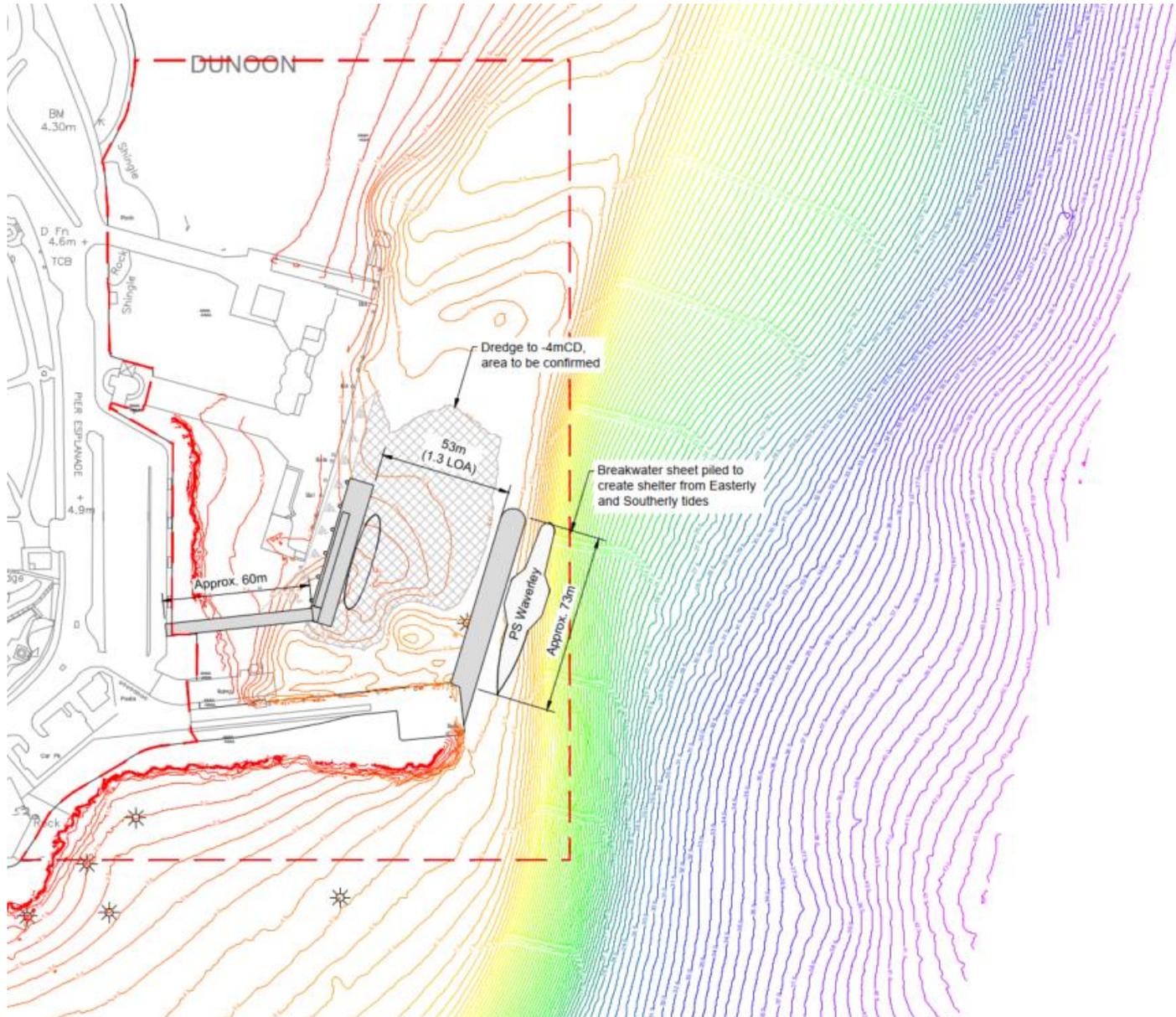
### Key:

— Proposed Harbour Limits

### Coloured Depth Bands:



# Dunoon – Option 2c



## Option 2c - Concept Arrangement

*Pontoon berth with access from existing marshalling / car park area, include breakwater extension to provide shelter*

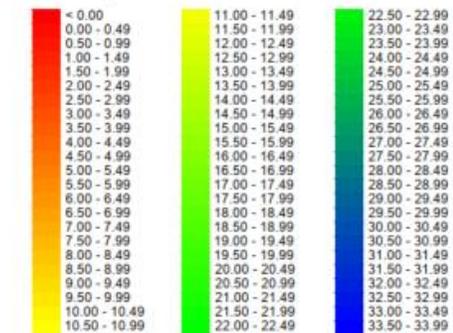
### Notes:

1. Design vessel 40m length highly manoeuvrable (vessel side loading)
2. Pontoon shown is 60m long and 10m wide
3. Pontoon shown in same orientation as existing Victorian Pier
4. Pedestrian access via fixed and articulating ramps to achieve EA compliant access from shore to pontoon berth. Ramp arrangement to be confirmed
5. New infrastructure to be independent of existing Victorian Pier structure
6. Extension to existing breakwater to provide shelter from easterly conditions and to improve shelter from southerly conditions
7. Breakwater to be sheet piled structure
8. Design of breakwater to be determined on completion of wave modelling
9. P.S Waverley to berth on outer face of breakwater, similar location to existing berthing arrangement
10. Dredging to -4mCD to provide 1m UKC plus an allowance for siltation of the harbour area

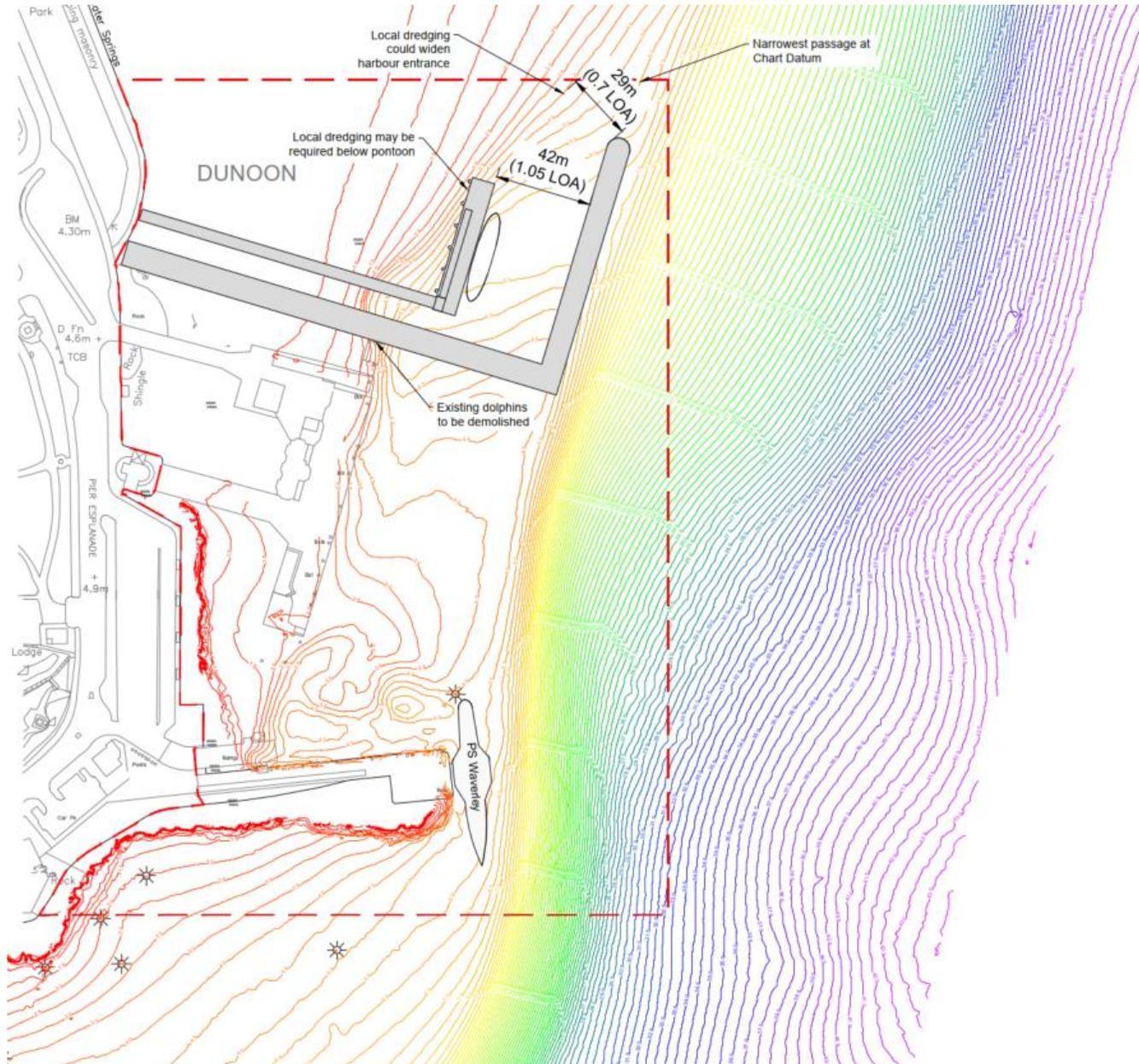
### Key:

— Proposed Harbour Limits

### Coloured Depth Bands:



# Dunoon – Option 3b



## Dunoon and Kilcreggan Ferry Terminals OBC

### Dunoon Ferry Terminal

#### Option 3b - Concept Arrangement

*Pontoon berth with pedestrian access from north of terminal, include new breakwater structure to provide shelter on pontoon berth*

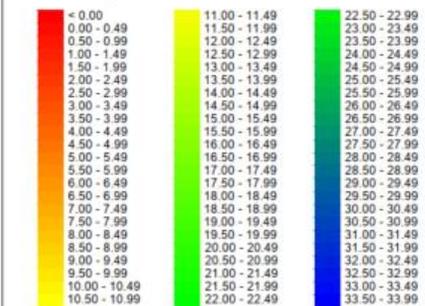
#### Notes:

1. Design vessel 40m length, highly manoeuvrable (vessel side loading)
2. Pontoon shown is 60m long and 10m wide
3. Pontoon shown in same orientation as existing Victorian Pier structure
4. Pedestrian access via fixed and articulating ramps to achieve EA compliant access from shore to pontoon berth. Ramp arrangement to be confirmed.
5. Breakwater to provide shelter from easterly and southerly conditions
6. Breakwater to be sheet piled structure
7. Design of breakwater to be determined on completion of wave modelling
8. P.S Waverley berthing arrangements to remain at end of existing breakwater
9. Dredging may be required in harbour entrance

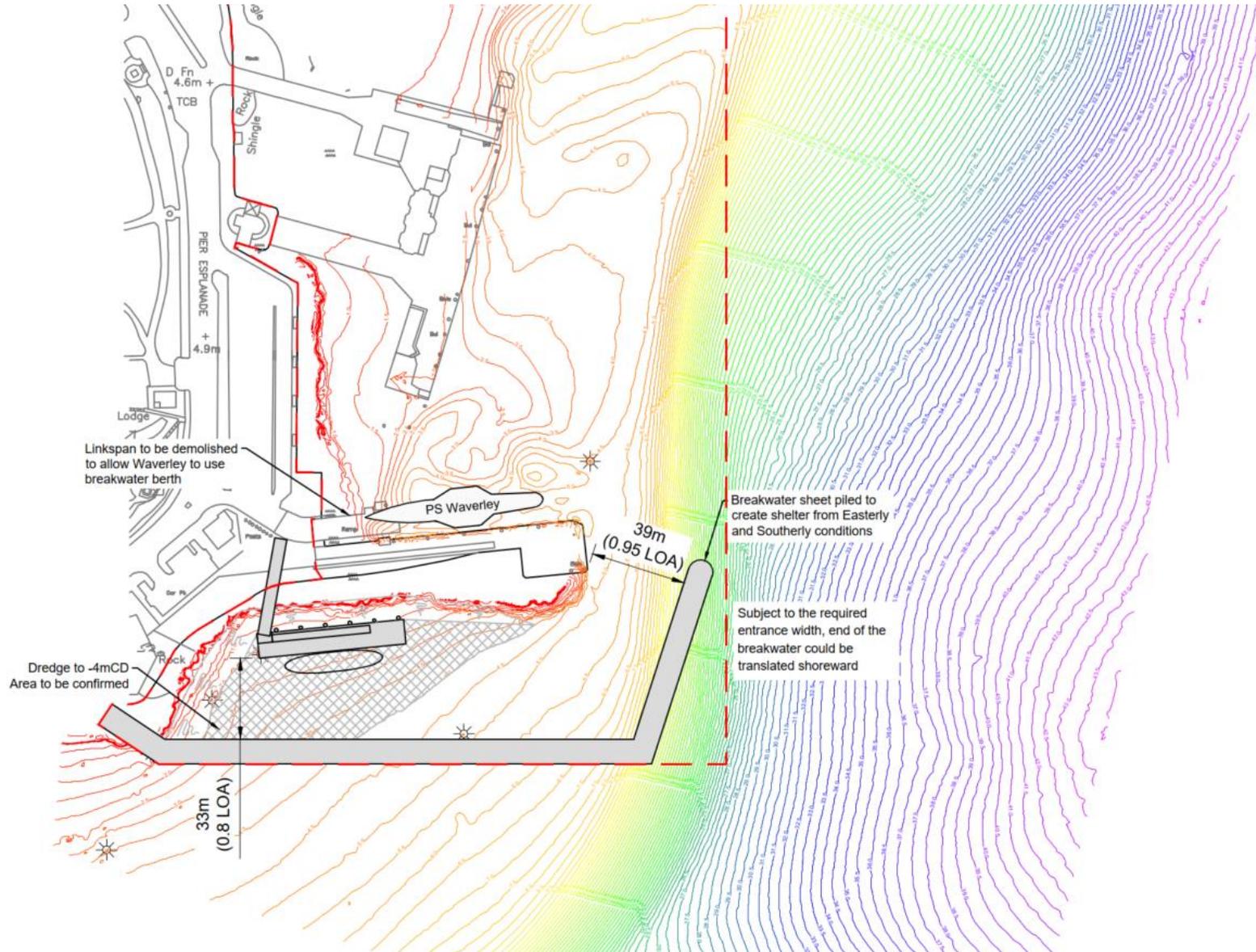
#### Key:

— — Proposed Harbour Limits

#### Coloured Depth Bands:



# Dunoon – Option 4c



## Option 4c - Concept Arrangement

*New harbour to south of existing. Shelter provided via solid breakwater. Pontoon berth to be provided within new harbour.*

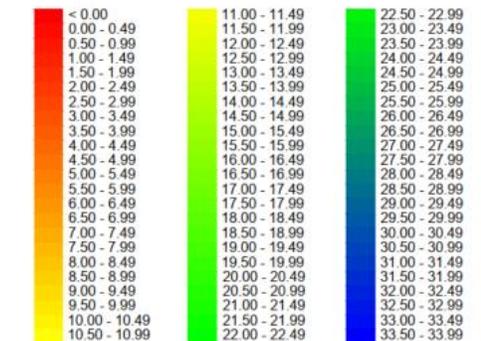
### Notes:

1. Design vessel 40m length, highly manoeuvrable (vessel side loading)
2. Pontoon shown is 60m long and 10m wide
3. Pedestrian access via fixed and articulating ramps to achieve EA compliant access from shore to pontoon berth. Ramp arrangement to be confirmed
4. New harbour to provide shelter from southerly and easterly conditions
5. Breakwater to be solid structure, potentially combi or tubular piles, depending on retained height
6. Design of breakwater to be determined on completion of wave modelling
7. P.S. Waverley to berth on outer face of new breakwater
8. Dredging to -4mCD to provide 1m UKC plus an allowance for siltation of the harbour area

### Key:

— — Proposed Harbour Limits

### Coloured Depth Bands:



# Dunoon – Appraisal of Options

# Dunoon – Appraisal of Options

Options have been appraised against the five TPOs and STAG criteria.

This involves the appraisal of all options on a seven-point scale, as follows:

✓✓✓ - Major Positive

✓✓ - Moderate Positive

✓ - Minor Positive

○ – Neutral

✗ - Minor Negative

✗✗ - Moderate Negative

✗✗✗ - Major Negative

# Dunoon – Appraisal Against TPO 1

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b><i>TPO1: The provision of appropriate terminal infrastructure capable of accommodating the in-scope vessels for a minimum 60-year window.</i></b>					
<i>Adequacy of berth length to accommodate in-scope vessels</i>	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
<i>Suitability and spacing of fendering to accommodate in-scope vessels</i>	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
<i>Adequacy of moorings and access to moorings to accommodate in-scope vessels</i>	✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓
<i>Adequacy of car parking for staff and passengers</i>	○	○	○	✓✓✓	○
<i>Adequacy of passenger waiting facilities</i>	✓	✓	✓	✓✓✓	✓
<i>Proximity of connection to sustainable travel links</i>	○	○	✓	✓✓	✗

## Summary

Overall, Option 3b scores the best as the new landside facilities would be provided in the short-term and less disruption would be experienced during the construction works.

# Dunoon – Appraisal Against TPO 2

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b><i>TPO2: The future infrastructure including local approaches should improve the reliability and punctuality of scheduled services</i></b>					
<i>Appropriate wave climate in manoeuvring areas and at berth</i>	✓✓	✓✓	✓	✓✓	✓✓✓
<i>Appropriate manoeuvring area within harbour for in-scope vessels</i>	✓✓	✓	✓✓✓	✗	✗
<i>Appropriate navigational approaches for in-scope vessels</i>	✓✓	✓✓	✓✓✓	✗	✗
<i>Berth orientation</i>	○	○	✓✓✓	✓✓✓	✓

## Summary

Option 2c scores best overall due to improving reliability and punctuality, the construction of a breakwater to provide shelter, and is considered to be less restrictive than the other options.

# Dunoon – Appraisal Against TPO 3

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b><i>TPO3: The future terminal infrastructure should provide EA compliant access to ferry services, as far as reasonably practicable</i></b>					
<i>Provision of improved access to in-scope vessels, of similar standard to that being provided at Gourock</i>	O	✓✓✓	✓✓✓	✓✓✓	✓✓

## Summary

The Options with PAS/gangways onto a pontoon score best as they would all provide appropriate gradients onto the pontoons.

# Dunoon – Appraisal Against TPO 4

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b><i>TPO4: Minimise any negative service impacts by managing the construction works and the phased introduction of new vessels</i></b>					
<i>Minimise service disruption during construction of new facilities</i>	x	✓	✓✓	✓✓✓	✓✓✓
<i>Compatibility between infrastructure and vessels throughout the introduction of new infrastructure and new vessels</i>	x	✓✓	✓✓✓	✓✓✓	✓✓✓

## Summary

Options 3b and 4c (also 2c to an extent) score best as they have minimal service disruption associated with them as the service would be maintained and then transferred once construction is complete.

# Dunoon – Appraisal Against TPO 5

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b><i>TPO5: Infrastructure designs should maximise flexibility in future use by passenger ferry services and other users</i></b>					
<i>Flexibility of infrastructure to accommodate changes to vessels and/or services</i>	✓✓	✓	✓✓	✓✓✓	✓✓✓
<i>Does not preclude redevelopment of existing timber pier facilities for use by others</i>	✓✓	✓✓	×	✓✓	✓✓✓
<i>Ability to accommodate other harbour users now and in the future</i>	✓	✓	×	✓✓	✓✓

## Summary

Options 3b and 4c score the best as they are separate from the timber pier, thus allowing it to be redeveloped in the future if required.

# Dunoon – Summary of Appraisal Against TPOs

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b>Summary</b>					
<b>TPO1:</b> The provision of appropriate terminal infrastructure capable of accommodating the in-scope vessels for a minimum 60-year window	✓✓	✓✓	✓✓	✓✓✓	✓✓
<b>TPO2:</b> The future infrastructure including local approaches should improve the reliability and punctuality of scheduled services	✓✓	✓	✓✓✓	✓	✓
<b>TPO3:</b> The future terminal infrastructure should provide EA compliant access to ferry services, as far as reasonably practicable	0	✓✓✓	✓✓✓	✓✓✓	✓✓
<b>TPO4:</b> Minimise any negative service impacts by managing the construction works and the phased introduction of new vessels	✗	✓✓	✓✓✓	✓✓✓	✓✓✓
<b>TPO5:</b> Infrastructure designs should maximise flexibility in future use by passenger ferry services and other users	✓✓	✓	0	✓✓	✓✓✓
<b>Summary</b>	✓	✓✓	✓✓	✓✓	✓✓

# Dunoon – Summary of Appraisal Against STAG Criteria

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b>Summary</b>					
Environment	0	x	x	xx	xx
Safety	✓✓	✓	✓✓✓	✓✓	✓✓
Economy	✓	✓	✓	✓	✓
Integration	✓	✓	✓	✓	✓
Accessibility and Social Inclusion	✓	✓✓	✓✓✓	x	✓✓✓
<b>Summary</b>	✓	✓	✓	0	✓

## Summary

All options score similarly for economy and integration, Options 3b and 4c score lower for the Environment criteria due to the scale of the works required, and Option 3b scores poorly for the Accessibility and Social Inclusion criteria due to the long walk to the berth.

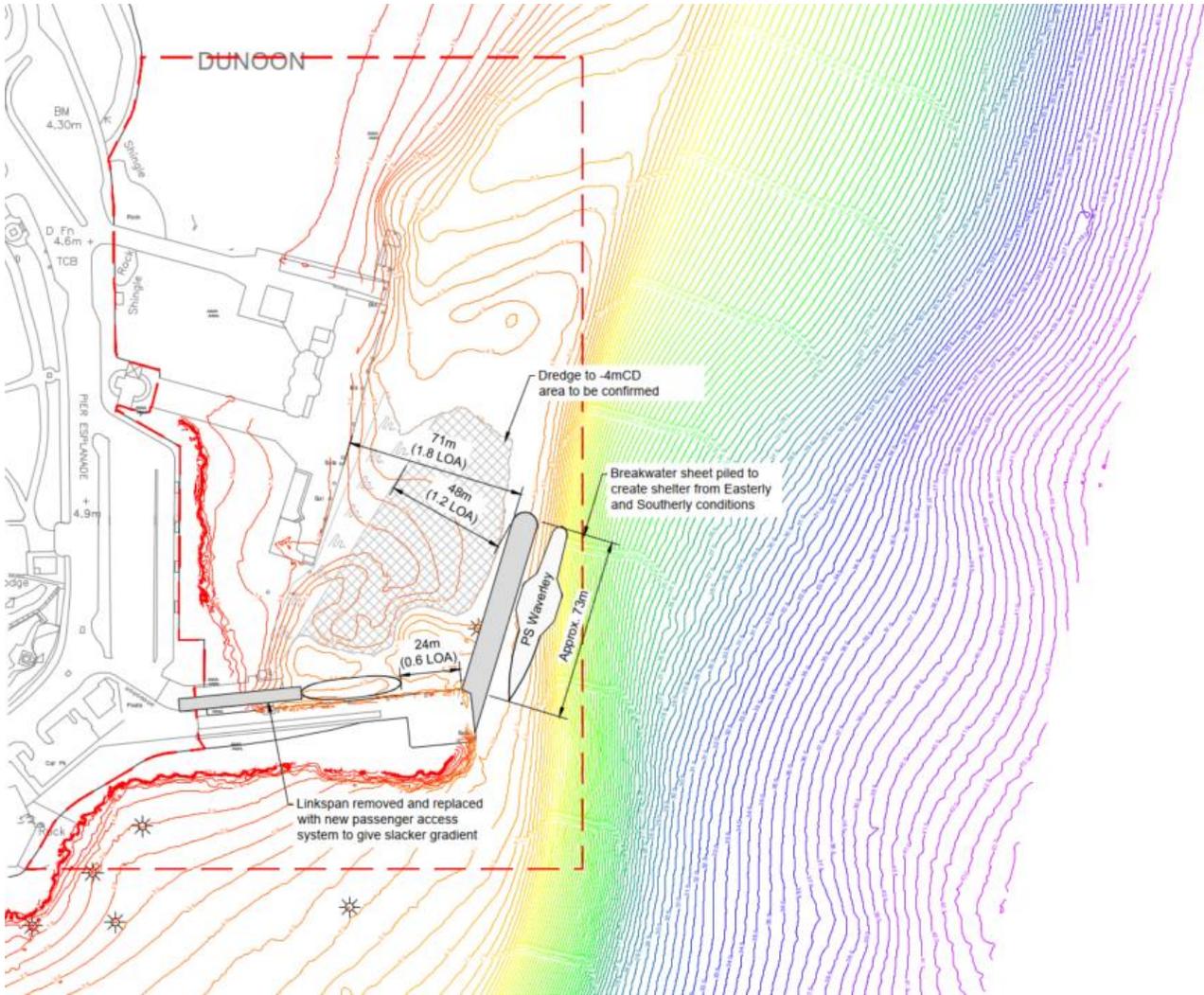
# Dunoon - Proposed Preferred Option

# Preferred Option from Assessment (TPOs and STAG Criteria)

	Option 1c	Option 1d	Option 2c	Option 3b	Option 4c
<b>Summary</b>					
<b>TPO Summary</b>	✓	✓✓	✓✓	✓✓	✓✓
<b>STAG Summary</b>	✓	✓	✓	0	✓
<b>Cost Estimate (excluding OB)</b>	£6.7M	£7.1M	£9.0M	£22.2M	£23.4M
	Not considered further due to less favourable access and potential restrictions on vessel freeboard	Will be taken forward with modifications. Option will be modified to include long gangway onto pontoon and increasing distance between end of vessel and breakwater or pontoon at 90 deg to existing berth	Not considered further as precludes future redevelopment of timber pier and berth more exposed (breakwater may need to be longer to provide shelter when compared to Option 1d), though berth orientation is better for manoeuvring	Not considered further due to navigational considerations and environmental impact of proposed works	Not considered further due to navigational considerations and environmental impact of proposed works

# Dunoon – Preferred Option from Assessment (TPOs and STAG Criteria)

Based on discussions with A&BC and the Working Group, subject to confirmation of wave modelling, the proposed preferred option for Dunoon is Option 1d.



**Option 1d - Concept Arrangement**

*Provide new passenger access system designed to fit new vessel to give slacker gradients, include breakwater extension to provide shelter*

**Notes:**

1. Design vessel 40m length, highly manoeuvrable (vessel end loading)
2. Existing linkspan to be removed and new passenger access system to be provided to give slacker gradients.
3. Extension to existing breakwater to provide shelter from easterly conditions and to improve shelter from southerly conditions.
4. Design of breakwater to be determined on completion of wave modelling.
5. P.S Waverley to berth on outer face of breakwater, similar location to existing berthing arrangement.

**Key:**  
— Proposed Harbour Limits

Coloured Depth Bands:

< 0.00	11.00 - 11.49	22.50 - 22.99
0.00 - 0.49	11.50 - 11.99	23.00 - 23.49
0.50 - 0.99	12.00 - 12.49	23.50 - 23.99
1.00 - 1.49	12.50 - 12.99	24.00 - 24.49
1.50 - 1.99	13.00 - 13.49	24.50 - 24.99
2.00 - 2.49	13.50 - 13.99	25.00 - 25.49
2.50 - 2.99	14.00 - 14.49	25.50 - 25.99
3.00 - 3.49	14.50 - 14.99	26.00 - 26.49
3.50 - 3.99	15.00 - 15.49	26.50 - 26.99
4.00 - 4.49	15.50 - 15.99	27.00 - 27.49
4.50 - 4.99	16.00 - 16.49	27.50 - 27.99
5.00 - 5.49	16.50 - 16.99	28.00 - 28.49
5.50 - 5.99	17.00 - 17.49	28.50 - 28.99
6.00 - 6.49	17.50 - 17.99	29.00 - 29.49
6.50 - 6.99	18.00 - 18.49	29.50 - 29.99
7.00 - 7.49	18.50 - 18.99	30.00 - 30.49
7.50 - 7.99	19.00 - 19.49	30.50 - 30.99
8.00 - 8.49	19.50 - 19.99	31.00 - 31.49
8.50 - 8.99	20.00 - 20.49	31.50 - 31.99
9.00 - 9.49	20.50 - 20.99	32.00 - 32.49
9.50 - 9.99	21.00 - 21.49	32.50 - 32.99
10.00 - 10.49	21.50 - 21.99	33.00 - 33.49
10.50 - 10.99	22.00 - 22.49	33.50 - 33.99

# Next Steps

# Next Stages

- Conclusion of wave modelling to assess impact on proposed preferred options
- Confirmation of design vessel parameters to allow further development of options
- Public engagement – date to be confirmed, anticipate early 2022
- Confirmation of preferred options
- Refinement of preferred options and updated cost estimates
- Commercial, Financial and Management Cases anticipate Spring 2022
- Draft OBC report – anticipate Summer 2022

## Inputs from Reference Group

- Provide feedback on the proposed preferred option presented

# Q&A

# Thank you

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