



Argyll and Bute Council
Comhairle Earra-Ghàidheal Agus Bhòid

Customer Services
Executive Director: Douglas Hendry

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5 June 2018

NOTICE OF MEETING

A meeting of the **COWAL TRANSPORT FORUM** will be held in the **TIMBER PIER BUILDING, DUNOON** on **TUESDAY, 12 JUNE 2018** at **10:00 AM**, which you are requested to attend.

Douglas Hendry
Executive Director of Customer Services

BUSINESS

- 1. APOLOGIES**
- 2. DECLARATIONS OF INTEREST**
- 3. MINUTES** (Pages 3 - 10)
Cowal Transport Forum – 7th March 2018
- 4. POLICE SCOTLAND**
Verbal Update by Police Scotland representative
- 5. NEW ITEMS RAISED**
 - (a) Tour Coaches Parking in Bus Stops around Dunoon
Raised through Councillor Good
 - (b) Parking on Footway Enforcement
Raised by Bute and Cowal Area Committee.
 - (c) Motor bike Noise Pollution Cairndow Community Council
 - (d) Pontoon Development Cairndow Community Council
 - (e) 20 mph Zones Cairndow Community Council

6. TRANSPORT SCOTLAND

- (a) A83 (Pages 11 - 12)
- (b) VMS Timescales
Update by Transport Scotland and Roads department.

7. FERRIES UPDATE

- (a) Dunoon to Gourock Ferry Services (Pages 13 - 20)

8. PUBLIC TRANSPORT UPDATE

- (a) Helensburgh - Carrick Castle Bus
- (b) Alexandra Parade Bus
- (c) Bus Stops, Toward (Pages 21 - 22)
- (d) 482 and 483 Services
- (e) Dial-A-Bus
- (f) Fountain Quay Bus Shelter

9. ROADS UPDATE

- (a) Single Track Road Conditions
- (b) Update on TRO's at Dunoon Pier and Rest & Be Thankful Bus Stop (Pages 23 - 24)
- (c) Kirn Traffic Management

10. LOGGING LORRIES - SANDBANK (Pages 25 - 28)

Representation by Argyll Timber Transport Group

11. ANY OTHER COMPETENT BUSINESS

12. DATE OF FUTURE MEETINGS

Wednesday 26th September 2018

Monday 17th December 2018

Monday 18th March 2019

Cowal Transport Forum

Councillor Alan Reid (Chair)

Contact: Andrea Moir, Senior Area Committee Assistant - 01369 708662

**MINUTES of MEETING of COWAL TRANSPORT FORUM held in the TIMBER PIER
BUILDING, DUNOON
on WEDNESDAY, 7 MARCH 2018**

Present: Councillor Alan Reid (Chair)
Councillor Jim Anderson
Councillor Bobby Good (representing WCM)
Councillor Audrey Forrest

Attending: Melissa Stewart, Argyll and Bute Council
Douglas Blades, Argyll and Bute Council
Paul Farrell, Argyll and Bute Council
Sergeant Mark Wilson, Police Scotland
Archie Reid, Strachur Community Council
Iain McInnes, Lochgoil Community Council
Gordon Ross, Western Ferries
Alistair McLundie, Western Ferries
Iain MacNaughton, Sandbank Community Council
Graham Revill, Kilmun Community Council
Willie Lynch, Chair of Dunoon Community Council
Sue McKillop, Sandbank Community Council
Cathy Morrison, South Cowal Community Council

At the commencement of the meeting the Chair of the Cowal Transport Forum commended Argyll and Bute Council staff and other partner agencies on the level of commitment shown by them in order to keep the roads clear during the recent inclement weather conditions.

1. APOLOGIES

The Chair welcomed everyone to the meeting of the Cowal Transport Forum.

Apologies were received from:-

George Fiddes, Transport Scotland
Kevin McIntosh, Contracts Manager
Kirsty Robb, Timber Transport Forum
Fulton McInnes, Hunter's Quay Community Council
Jim Wilson, Hunter's Quay Community Council

2. DECLARATIONS OF INTEREST

No declarations of interest were intimated.

3. MINUTES

The minute of the previous meeting of the Cowal Transport Forum held on 6th December 2017 was approved as a correct record subject to one change at Western Ferries section, from 'there to their'.

4. TRANSPORT SCOTLAND

(a) A83

Apologies were submitted from George Fiddes and in his absence a plan identifying the proposed locations of sign storage boxes and an estimated implementation date of April 2018.

Outcome

1. The date for the June meeting of the Cowal Transport Forum will be changed to accommodate representation by Transport Scotland.
2. Concerns were raised by the group on the present condition of parts of the A83.
3. Douglas Blades to circulate the progress updates issued by Transport Scotland to the Group.
4. Concerns were raised over the road being closed at night to complete works at Strone Point. An update on the timescales and costs etc associated with works on the A83 was requested and it was agreed to distribute a link to the Group on where these could be accessed.

(b) VMS Timescales

Iain McInnes informed the Group that the timescales for implementation have not been met, this was previously minuted for action by the end of 2017. Iain was also advised that there is no phone coverage at the site, whereas he had tested this and received a full signal.

Outcome

1. The Group noted the concerns and frustration around the length of time this item has been ongoing.
2. Kevin McIntosh and George Fiddes to meet to discuss this week commencing 12th March – an email update to be sent to the Group on the outcome of this meeting by the 16th March.

5. FERRIES UPDATE

(a) Dunoon to Gourock Ferry Services

The Area Governance Officer explained that Transport Scotland Ferries unit had declined the invitation to come to the meeting to discuss the ferry service on the basis that the tender exercise had commenced. A further invitation to attend and discuss the issues with the service had also been declined on the basis that the operator would be able to respond to any concerns about the service.

Argyll Ferries

The Group considered a report on the cancelled sailing statistics that was contained in the agenda. A representative from Argyll Ferries was not present at the meeting so no further update was provided.

Outcome

The Forum expressed disappointment at the lack of representation and that the cancelled sailing statistics had increased. It was agreed to write a strongly worded complaint to Transport Scotland and Argyll Ferries.

Dunoon to Gourock Tender Process

Gordon Ross informed the Group that the current tender process was live but currently paused.

He further noted that there has not been a consultation on what will be in the tender and that Argyll Ferries contract is currently extended until December 2018 due to the delay in the tender process which is now some 18 months overdue.

Outcome

The Forum noted disappointment at the current standard of service.

Western Ferries

Gordon Ross provided the following update:

- The current weather conditions caused problems but Western Ferries still managed to run a half hour service.
- A second linkspan is now fully operational at McInroy's Point and planning permission had now been granted at Hunter's Quay.
- A licence from Marine Scotland was required.

The Forum thanked Western Ferries and their staff for continuing to provide a service despite the recent weather conditions and also noted the regular representation from Western Ferries at the Cowal Transport Forum.

The Forum held a conversation regarding the pier and its future use.

Outcome

1. It was requested that the timing of the buses be looked at when Argyll Ferries service is suspended as they currently run to the Argyll Ferries timetable and not the Western Ferries timetable.
2. The Forum noted that local councillors are lobbying the Scottish Government and would like them to continue with this.
3. The Forum requested that a special meeting of the Cowal Transport Forum be called to discuss the ongoing concerns being expressed at meetings and that an invitation be extended to Mike Russell MSP to attend the Special meeting which would be arranged at a time to suit his parliamentary commitments.

6. PUBLIC TRANSPORT UPDATE

(a) Helensburgh - Carrick Castle Bus

Douglas Blades informed the Group that this is not seen by the operator as a high priority and that SPT had declined to look at the proposed timetable. He confirmed that he would continue to press for a change to the timetable.

OUTCOME

Douglas Blades to provide email updates to the Group.

(b) Alexandra Parade Bus

Douglas Blades informed the Group that he hadn't had a response from McGills regarding the introduction of a local fare.

The concerns which were raised by Jim Wilson on the non-compliance of McGills coaches regarding disabled access were discussed and it was reported that the issue related to the suitability of bus stops rather than a training issue

OUTCOME

1. Douglas will provide an update on the local fare at the next meeting.
2. A list of suitable bus stops for the lifts to be used to be identified by Douglas.

(c) Bus Stops, Toward

Douglas Blades informed the Group a site meeting will be arranged for the spring to identify potential sites for bus stops.

Outcome

1. Councillor Good and Douglas Blades to arrange a site visit to assess suitability.
2. That planning services be contacted regarding the potential for developers being asked to provide bus stops as part of the planning permission for housing developments.

(d) 482 and 483 Services

Douglas Blades informed the Group that the re-registration of this service was currently sitting with West Coast Motors to implement.

Outcome

1. Douglas Blades to chase up with West Coast Motors
2. Sue McKillop requested action regarding the bus stop outside the Oakbank hotel in Sandbank as she had received complaints that the bus service was not always stopping here. It was agreed to check whether a 2 way stop sign could be included at the stop adjacent.

3. Sue McKillop requested a bus shelter be erected at Sandhaven and it was agreed that this would be added to the list with a report detailing the outstanding requests for bus shelters being brought to the next Cowal Transport meeting.

(e) **Dial-A-Bus**

Douglas Blades and Councillor Good held a conversation on potential ways of moving the service forward and it was noted that this is a valuable service but not heavily used.

Outcome

The Forum requested that a push on publicity of this service be implemented, particularly on social media, to increase awareness and potentially uptake of this service.

(f) **Rest & Be Thankful Bus Stop**

Douglas Blades informed the Group that the funding bid for an enforcement camera was successful although would be subject to a Statutory Instrument. He was unclear who had progressed these within Transport Scotland on behalf of Glasgow and Aberdeen Councils.

Outcome

Cowal Transport Forum to write to Transport Scotland to establish who would be the point of contact for drafting the Statutory Instrument (SI) to enable Douglas to take this forward on behalf of the Group.

Rest and Be Thankful TRO

Iain McInnes expressed serious concern over the whole process and the length of time it is taking which were echoed by the Group.

Paul Farrell informed the Group that Consultation 1 and 2 have now been completed. This will now go to public advert in the month of March. The TRO will then be advertised for a second public consultation and any objections or concerns addressed. Once the second process is complete the enforcement signs can then be erected.

Iain McInnes reiterated the importance of completing this process as quickly as possible because it is impacting on the number of service users and if the service is not used then it will be lost.

It was noted that vehicles parking in the turning circle is still an ongoing issue.

Outcome

1. Paul Farrell will email Melissa Stewart when the next stage of the process has begun and provide a further update when the period of notice had passed.
2. An update on the locations of the signage storage bins will be circulated to the Forum by Paul Farrell/Kevin McIntosh.
3. Paul Farrell will keep Iain McInnes directly informed of the progress of the TRO and will also advise on whether the bus stop area

would be used for stacking vehicles during times when a diversion is required.

(g) **Fountain Quay Bus Shelter**

Douglas Blades informed the Group that he has still had no response from Bield Housing Association.

Outcome

Douglas Blades will chase this up.

(h) **Automatic signalling at Gourock**

An update was provided by the Area Governance Officer from Network Rail advising that following a successful trial on 26 February 2018, the automatic signalling at Gourock has now been implemented.

Outcome

This item is now resolved.

7. ROADS UPDATE

(a) **Single Track Road Conditions**

This item was requested by Colintrave and Glendaruel community council who were not present at the meeting. However, Paul Farrell provided a general overview, noting the following:

- several areas of road require maintenance, mainly due to motorists use of verges to allow passing which compromises the road edges.
- ongoing works on the B836 and B8000.
- Capital programme for 2018/2019 includes resurfacing of some single track roads.
- A lot of the ditches at the roadsides are not running clear.

Outcome

1. It was agreed that ditch clearing must be looked at to prevent water damaging road surfaces.
2. Paul Farrell to look at the road between Glendaruel and Colintrave to see if it is wide enough for white lining.
3. The white lining for pedestrian section in Strachur to be looked at and if necessary re-instated (noting that this had been added to casebook).

(b) **Update on TRO's at Dunoon Pier and Rest & Be Thankful Bus Stop**

Rest and Be Thankful Bus Stop

This item was taken under item 6. (f) Rest and Be Thankful Bus Stop of the minute.

Dunoon Pier

This TRO will be advertised after the Rest and Be Thankful TRO.

OUTCOME

Paul Farrell will provide an update on this to the next Transport Forum.

(c) **Kirn Traffic Management**

Paul Farrell informed the Group that a survey to identify an average speed on this section of road had been carried out and the average speed was recorded as 24mph with another survey carried out further down the road at Ashgrove, the average speed here was 28mph.

Due to the recorded results the Roads department would not be looking to take further action on this.

Outcome

1. Roads department were asked to attend the next meeting of Envirokirn to discuss future plans in light of the findings.
2. Re-lining of the road is required in certain areas of Kirn.
3. Paul Farrell will check the legislation regarding double white lining in the centre of the road and report back to the Group.
4. Paul Farrell to attend Kirn Primary School's Parent Council meeting on the 8th March at 6pm in view of issues flagged about traffic management.

(d) **Dunoon Pier**

This item was taken at 7. (b) Update on TRO's at Dunoon Pier and Rest and Be Thankful bus stop.

The Group held a conversation around general roads issues with particular emphasis on the monitoring of speeding in certain areas and measures that can be put in place to help with this, which included speeding surveys and flashing 30 signs.

Outcome

Paul Farrell agreed to come back to Iain MacNaughton by the end of the week regarding a previous survey conducted at Sandbank.

8. LOGGING LORRIES - SANDBANK

Iain McNaughton, on behalf of Sandbank Community Council, raised concerns regarding the logging lorries that travel through Sandbank. It was noted that the concerns relate specifically to the size and speed of the vehicles as well as the suitability of the roads, combined with the fact that they are travelling through a village. It was also noted that debris has been coming off the lorries presenting a danger to pedestrians which the Community Council felt is a health and safety concern.

Outcome

1. It was agreed to raise the highlighted concerns with the Timber Transport Forum, providing detail of the companies which were identified at the meeting as being problematic, with a copy of the letter being sent to Sandbank Community Council.
2. That the letter would also enquire as to whether a Timber Management plan is in place for this area.
3. Police Scotland to also look at concerns raised by the Forum which potentially might arise if vehicles were not being cleared of bark before re-loading.

9. POLICE SCOTLAND

Sergeant Wilson provided the Forum with the following update:

- No major issues to report during the recent weather.
- Police Scotland provided a good level of community policing during the weather which included helping people to get home.
- They are currently monitoring the traffic issues that have been highlighted at Kirn Primary school and will continue to do so.
- Continuing to monitor Royal Crescent regarding parking on the pavement.
- Work being undertaken on several speeding issues and anti-social driving across the Cowal area.
- The Forum were reminded to contact Inspector MacLean by email if they have any concerns.

Outcome

1. Sergeant Wilson to provide an update on abandoned vehicle legislation at the next meeting.
2. Iain McInnes asked if Police Scotland could monitor the turning circle in relation to parking which caused an obstruction.
3. Noted that Charles Reppke had been approached to speak to the Dunoon Taxi Driver's Association in view of a problem at the rank with drivers being out of their vehicles.

10. ANY OTHER COMPETENT BUSINESS

No further items of business were raised.

11. DATE OF NEXT MEETING

Tuesday 12th June 2018, 10am, Timber Pier Building, Dunoon.

12. DATE OF FUTURE MEETINGS

Future dates to be looked at to avoid clashes with formal committee meetings and that these would be circulated to the members of the Cowal Transport Forum.



Our Ref: NW/12/05/07942

Your Ref:

Date: 04/04/2018

Dear Sir / Madam

**TERM CONTRACT FOR THE MANAGEMENT AND MAINTENANCE OF THE SCOTTISH TRUNK ROAD NETWORK – NORTH WEST UNIT
A83 STRONE POINT IMPROVEMENTS**

We write to inform you of the current progress made at the ongoing improvement works on the A83 Trunk Road at Strone Point, located approximately 2.5 miles east of Inveraray, and to advise of upcoming traffic management requirements.

An investment from Transport Scotland, currently estimated at £1.6M, has been committed to deliver the long awaited improvements to this part of the A83 which involves realignment of approx. 360m of existing carriageway and associated drainage, earthworks, surfacing, signing and roadmarkings. This scheme has been developed to address the accident history at this location and will improve the radius of the bend and widen the carriageway for the benefit of all road users.

Works have progressed well since re-commencing in January 2018 with just under 80% of soil nails now being installed. Excavation works have also been progressing in conjunction with the soil nailing with sections of the new slope face seeing the introduction of soil containment systems. Works have been undertaken predominantly under temporary traffic lights and lane closure however, four nights of overnight road closures were required in February to allow larger plant to be utilised for higher reach operations.

The second phase of overnight closures commenced on 3rd April to allow for the final stages of the high reach excavation works to progress. This phase of road closures, initially programmed to last three nights, have been completed earlier than anticipated due to favourable ground conditions on site. As a result, no further road closures will be required this week. This period of road closures was the second of three phases of road closures envisaged to be required over the duration of this 28-week project.

Advanced notification will be provided in due course for the third and final phase of road closures.

Transport Scotland and BEAR Scotland wish to thank the local community and all road users in advance for their patience and cooperation during these improvement works.

If you require any further information or would like to discuss the works further, please do not hesitate to contact ourselves by email at A83StronePoint@bearsotland.co.uk

Yours faithfully,

A handwritten signature in black ink, appearing to read "Ian Stewart", written over a faint horizontal line.

Ian Stewart

Design Manager

For and on Behalf of BEAR Scotland Ltd

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Aviation, Maritime, Freight & Canals

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margaret.horn@transport.gov.scot



Councillor Alan Reid

By email: alan.reid@argyll-bute.gov.uk

Date:
10 April 2018

Dear Councillor Reid

Thank you for your letter of 16 March regarding the request for Transport Scotland officials to attend the Cowal Transport Forum (CTF).

I was contacted by an Argyll & Bute Council officer on 12 December, seeking representation from Transport Scotland Ferries Unit at the 7 March meeting of the CTF. I responded on 22 December confirming that we would not be able to attend, as it appeared from the previous minutes that the focus of the meeting would be on the future of the Gourock – Dunoon town centre ferry service. As there would likely be an active procurement exercise at the time of the meeting and a potential bidder on the CTF, it would not be appropriate for Ferries Unit officials to attend such a meeting. I did offer that if the CTF still wished our attendance to discuss other matters, such as current operational aspects, to let me know.

I did not receive a response at the time. I was then copied into an email on 16 February confirming the meeting details, to which I reminded of my previous response. I then received a further email on 27 February, confirming that you as chair accepted the position with regards to discussions around the future of the service, however you requested our attendance to discuss issues around the current service and particularly reliability.

I replied on 1 March confirming that all relevant officials were fully committed that day and therefore we were unable to attend. I noted that the operator, Argyll Ferries Ltd, previously attended the CTF and therefore they should have been able to answer questions on operational issues. I also offered to answer any specific questions not addressed by the operator by email following the meeting.

I am aware that Argyll Ferries Ltd were unfortunately not able to attend your 7 March meeting. We have since spoken with the operator and they have confirmed that they will endeavour to attend future meetings.

Transport Scotland attend a number of consultation groups as a matter of routine, details of which are set out on the Transport Scotland website - <https://www.transport.gov.scot/public-transport/ferries/ferry-services/#51170>

Transport Scotland attend the Clyde Ferry Users Group, which covers the Gourock – Dunoon ferry service. Transport Scotland would therefore not normally attend a meeting such as the CTF, as it would be for the operator to do so and then raise any issues for escalation with Transport Scotland or through the Ferry Users Group.

I hope you find this informative and it clarifies the position.

Regards

MARGARET HORN

Hi Alan

Thank you for your e mail. I look forward to hearing the outcome from the meeting on the 12th. Going forward, for your interest I am already committed to other meetings in the first full working week of each month and Mondays and Tuesdays of the second but the Thursday of that week would be clear if you chose that week.

Regards
Simon

Simon Richmond
Area Operations Manager
CalMac Ferries Limited
Mobile No. 07921604153

-----"Reid, Alan" <Alan.Reid@argyll-bute.gov.uk> wrote: -----
To: 'Simon Richmond' <Simon.Richmond@calmac.co.uk>
From: "Reid, Alan" <Alan.Reid@argyll-bute.gov.uk>
Date: 28/03/2018 03:17PM
Cc: "Moir, Andrea" <Andrea.Moir@argyll-bute.gov.uk>, Ross Moran <Ross.Moran@calmac.co.uk>, Iain Slorach <Iain.Slorach@calmac.co.uk>
Subject: RE: Cowal Transport Forum

Thanks, Simon,

You did say that you had other commitments on the first Wed of the month. We have changed the June date, and at the June meeting we will try to arrange dates which suit everybody.

I also agree that a representative has attended all previous meetings. The Forum was keen to discuss the ferry service and the unavailability of any representative of either Transport Scotland or yourselves prompted the Forum to ask me to send the letter.

I attended the last HiTrans meeting and raised the issue of the two ferry services between Gourock and Dunoon. I was told that the Cowal Transport Forum is the place for such discussions, but the following action was agreed.

“Action – HITRANS, Transport Scotland, CFL and Argyll Ferries would meet to discuss the opportunity to extend the Clyde FSG to provide a platform for consultation on the Gourock to Dunoon town centre to town centre service and whether it might be feasible to also invite Western Ferries to also present service updates at the FSG. If all parties were agreeable it

would be a simple change to the Terms of Reference to reflect this and HITRANS would complete that action.”

Thanks for sending Ross to the next meeting.

Regards

Alan

Alan Reid

Councillor for Cowal ward

136 Fairhaven, Dunoon PA23 8NS

Tel. 01369 705729

From: Simon Richmond [<mailto:Simon.Richmond@calmac.co.uk>]
Sent: 27 March 2018 08:17
To: Reid, Alan <Alan.Reid@argyll-bute.gov.uk>
Cc: Moir, Andrea <Andrea.Moir@argyll-bute.gov.uk>; Ross Moran <Ross.Moran@calmac.co.uk>; Iain Slorach <Iain.Slorach@calmac.co.uk>
Subject: Cowal Transport Forum

Good Morning Alan,

Thank you for your recent letter.

The Cowal Transport Forum is the body which represents the users of the Gourock Dunoon service. Specifically Argyll Ferries are normally invited to the meeting however Transport Scotland would not normally attend. Approximately every six months HyTrans organise a Clyde Ferry Users Group which representatives from all the ferry committees in the Clyde are invited to. Transport Scotland would normally attend this meeting.

I am sorry that a representative from Argyll Ferries was not available for the meeting on 7th March. We only have a small group of managers to call on and on this occasion I am afraid that all had previous commitments. I have successfully ensured that either I or one of my colleagues have attended the meeting for a number of years now but as I have previously indicated the new dates clash with other regular commitments I have. Never the less I have

asked Ross Moran our Head of Service Delivery to attend the meeting on 12th June and I have also made Transport Scotland aware of it who are looking to send a representative from the Ferries Unit on this occasion.

I will look into the possibility of the replacement bus service being more aligned to the Western Ferries timetable however in the first instance we have to make sure busses are available for passengers turning up for the regular Gourock Dunoon timetable which in turn is aligned with the train arrivals and departures.

I hope this is helpful.

Regards

Simon

Simon Richmond

Area Operations Manager

CalMac Ferries Limited

Sent from my iPad

On 20 Mar 2018, at 10:46, Moir, Andrea <Andrea.Moir@argyll-bute.gov.uk> wrote:

Classification: OFFICIAL

Morning Simon

Please see letter attached from the Cowal Transport Forum.

Thank you

Andrea

<image001.png>

From: dunoonpool38@argyll-bute.gov.uk [<mailto:dunoonpool38@argyll-bute.gov.uk>]

Sent: 20 March 2018 10:41

To: Moir, Andrea

Subject: Attached Image

ggg

Dear Alan

Thanks for this

I would have no objection to you chairing any such informal, private meeting and in principle I have no objection to attending such a meeting.

However there is a confusion in the Forum's approach to which I need to draw attention.

You say in you last line that you want to "*establish a constructive dialogue with the Scottish Government about the ferry service*".

I think that is an excellent idea but much as I want that to happen I could only comment as the local MSP and anything I say would be in that role.

It would be far better, if you wish to engage with the Scottish Government in that way, to ensure that Transport Scotland attends and I presume their reluctance at present is because the terms of the tender are not published.

I would encourage their attendance after that and am accordingly copying in their CEO and the Transport Minister.

If that meeting takes place and there are issues that the Forum wants to seek my involvement in or assistance with as a result of that meeting then, as the local MSP, I would be prepared to meet the forum to take part in a private, informal discussion.

Regards

Michael

From: "Reid, Alan" <Alan.Reid@argyll-bute.gov.uk>

Date: Tuesday, 20 March 2018 at 15:42

To: "Russell MW (Michael), MSP" <Michael.Russell.msp@parliament.scot>

Cc: "Moir, Andrea" <Andrea.Moir@argyll-bute.gov.uk>, "Docherty M (Marie-Claire)" <Marie-Claire.Docherty@parliament.scot>

Subject: RE: Cowal Transport Forum [OFFICIAL]

Dear Michael,

Thank you for your email. The Forum membership comprises the 6 Argyll & Bute Councillors who represent the Dunoon and Cowal wards, representatives of the community councils in Cowal, transport providers and public agencies with a transport remit.

The Forum's mission statement states,

"The Cowal Transport Forum aims to serve the needs of the Cowal community and improve connectivity for residents and visitors of Cowal. It is a forum where transport issues can be raised and discussed with decisions made and taken forward as a group for action by the relevant agency."

The planned meeting would be an informal, private one. Invitations will be limited to Argyll & Bute councillors and community councils. The intention is a dialogue. The Forum was frustrated by the failure of both Transport Scotland Ferries Policy and Contract Management Branch and Argyll Ferries to attend the most recent meeting of CTF. The Forum is supposed to be the consultation body for the Dunoon-Gourock ferry service, but we cannot fulfil this role if neither the provider nor Transport Scotland attend.

The Forum has a constructive relationship with all other providers and agencies, including the Roads section of Transport Scotland.

I am the chair of the Forum, but am willing to give up the chair on this occasion to one of the SNP or Independent Councillors if you feel it would be inappropriate for someone who has stood against you in an election to be the chair.

Meetings of the Forum are well attended and constructive. Yes, there is criticism of the Scottish Government over the ferries, but members of the Forum will tell you that I try to turn the meeting away from any such criticism towards being constructive.

The purpose of the meeting is to establish a constructive dialogue with the Scottish Government about the ferry service.

I hope the above has re-assured you and you will be able to attend.

Regards

Alan

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

From: Russell MW (Michael), MSP [<mailto:Michael.Russell.msp@parliament.scot>]
Sent: 20 March 2018 12:16
To: Moir, Andrea
Cc: Docherty M (Marie-Claire)
Subject: Re: Cowal Transport Forum [OFFICIAL]

Thank Alan for this.

Before I respond can I have a list of the membership of the forum, the remit of the forum and an indication of whether this is intended to be a dialogue between the forum and myself or some form of public meeting.

Regards

Michael

Dear Councillor Reid,

I refer to your letter to Angus Gilmour dated 16th March 2018 in connection with the above.

Currently there is no specific policy for the provision of new bus stop infrastructure associated with new housing development. The provision of additional infrastructure associated with new development would normally be considered to be 'developer contributions', this applies particularly to the provision of affordable housing as a specified component of housing development above a certain scale. The provision of other new or improved infrastructure is not specified rather we operate on a case by case basis as not all new development requires to provide additional infrastructure. Matters are further complicated by the rather fragile nature of the private housing sector within parts of Argyll and Bute, with many housing allocations remaining undeveloped over periods of years. The imposition of additional direct costs associated with new housing development will further discourage the needed investment in new private sector housing.

The Local Development Plan seeks to allocate land for development based on the principle of large and medium scale developments being directed to our larger main towns and settlements where there is existing infrastructure. We also try to ensure that development allocations identified in the LDP are located either on or close to existing bus routes. The provision of a new bus stop(s) associated with new development would necessarily have to take into account the scale of the new development and its' proximity to existing bus stops. The provision of additional bus stops associated with a new development would be based on an assessment of the factors outlined in consultation with the Council's Roads Department and the Public Transport Officer.

For information, a small development of a few houses may just require hard standings on either side of the road if there isn't already a footway. Cost around £2k max both sides (£1k per side). A bus shelter is not always required but they can cost around £3,500 plus an additional £1,500-£2,000 if a separate base has to be constructed.

A medium size development might require pull ins, again depending on what already exists by way of footpaths and also sightlines and traffic flows. This could be as much as £200,000 if one has to be provided each side of the road, maybe less if being done while a new road is being constructed.

We would be interested to know whether the Cowal Transport Forum could identify specific examples of new development where there is lack of access to bus stops and where this might have been remedied through the development planning process.

Kind regards.

Paul Convery

Planning Policy Officer

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No objections were received to the proposed TRO for the Rest bus stop so Aileen Simpson is arranging for TRO to be signed on Monday 23rd April, advertised on 27th April and effective date will be 6 weeks later – 11th June.

Whether we will have it signed and lined by then I am trying to find out.

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Dear Mr Reid,

First of all I am sorry that I was unable to attend the last meeting of the Cowal Transport Forum, I am also giving up my role as ATTG project officer at the end of the month to start full time employment with Ridings Sawmills (Cardross) Ltd who I currently work with part time. I will of course pass information and copies of correspondence to my replacement who will be starting early April.

In answer to your specific questions:

1. The A 885 through Sandbank holds the status of an Agreed Route on the ATTG Agreed Routes Map (ARM). This applies to all A class roads and the Trunk road network in Argyll and therefore there is no requirement on this road for any further voluntary agreements to be put in place, the road is perfectly adequate and has the capacity to sustain standard fully loaded haulage vehicles which covers timber lorries as well as general delivery HGV's etc

2. When there is a strategic in-forest haul route which can be used to avoid fragile public roads then this will generally be used instead of the public road network, we usually estimate that where a strategic in-forest route has been put in place this will remove around 80% of the timber traffic from the public road in question.

Sometimes there are specific reasons for not using an in-forest route such as - bad weather, in-forest road conditions, the location of specific harvesting blocks in the forest are perhaps better accessed via the public road network, environmental constraints, prohibitive costs of using an in-forest route. It is never simply a case of assuming that if there is an in-forest road it will be used for *all* timber haulage but I can assure you that ATTG as an industry group do make every effort to ensure that the most sensible choices are made whenever possible.

Timber lorries are no different to any other vehicles on the public road network in that they must adhere to the national speed limits and laws. Timber hauliers like all responsible haulage companies will advise and encourage their employees to be considerate and careful drivers at all times.

3. Timber lorry drivers are expected to sweep off and clear their vehicles of all loose materials and debris before they leave the delivery point, in the case of the timber pier at Sandbank there is a specific area designated for this. I will ask our local hauliers to remind their drivers that they need to be particularly vigilant when leaving the pier as there have been concerns raised.

Best regards,

Kirsty.

Kirsty Robb

Project Officer
Argyll Timber Transport Group

Log Procurement and Harvesting
Manager
Ridings Sawmills
(Cardross) Ltd

Tel: 07788 536 878

Thank-you Kirsty.

Point taken re your second paragraph. I fully acknowledge the need for some sort of "balance" but the evidence would seem to suggest the current situation is hardly ideal. Sandbank C.C. is simply suggesting that the timber lorries reduce speed for no more than a minute or two while in the village environs.

As regards your third paragraph, the danger is most certainly not "perceived". I understand that small pieces of bark have actually hit the occasional pedestrian but no one has been injured. The worry is that a serious accident is in the offing. It could be today, tomorrow or five years from now!

Aye, Iain

Sent from my ASUS MeMO Pad

Kirsty Robb <kirsty.rob1@gmail.com> wrote:

Dear Mr McNaughton,

I will pass on your request for a voluntary speed limit for timber lorries of 20 mph travelling through Sandbank to the ATTG members.

I am not an expert in traffic safety but would have thought this is likely to cause more danger than it will save - if timber lorries are travelling at 10 mph slower than the speed limit for other vehicles then it is bound to introduce frustrations and unsafe overtaking from other drivers which could have serious consequences for pedestrians and vehicle occupants if there is an accident.

I appreciate that there is a perceived danger with loose bark coming off passing timber lorries and we should seek to minimise this occurring, however, introducing a different speed limit for timber lorries doesn't seem a sensible solution.

Best regards,

Kirsty

On Tue, Mar 27, 2018 at 8:58 AM, Wendy MacNaughton <macnaughtons@hotmail.com> wrote:

Dear Kirsty,

I refer to your recent response to Councillor Alan Reid in respect of the above.

For the most part, there are no fundamental objections to timber lorries travelling through Sandbank on their way to or from the pier at the Holy Loch Marina. As Councillor Reid stated, people recognise that economic benefit emanates from such activity.

The crux of the matter is that pieces of bark regularly fly off the lorries. Most pieces are small but not all and the evidence can be clearly seen on both the pavements and road from the Sandhaven development to the Marina.

And pedestrians, often with bairns of all ages, use these pavements - so the potential

hazard will be obvious to you. To date, i.e. since coming to live in Sandbank over 12 years ago, I have not heard of a really serious incident but numerous local residents have raised their concerns at community council meetings.

I fully accept that all ATTG drivers are advised/instructed as to speed limits, lorry cleaning, etc but, life being what it is, I cannot be sure they all abide by such edicts from management. And, as you'll appreciate, bark does not only fly off empty lorries which may or may not have been swept.

I don't think anyone living in Sandbank, and certainly not the community council, is suggesting that timber lorries should be prohibited from driving through the village but if they were to voluntarily reduce their speed to say 20 mph for the short period they are within the village area it is felt the potential hazard would be reduced significantly, i.e. bark flying off a lorry travelling at 20 mph and hitting a pedestrian should do less damage than one travelling at say 30 to 35 mph. Such a mitigating measure would go a long way to assuaging local concerns.

Regards, Iain MacNaughton for Sandbank Community Council

Sent from my ASUS MeMO Pad

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Kirsty Robb

Project Officer
Argyll Timber Transport Group

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Manager
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