

**OBAN CHORD - OBAN NORTH PIER MARITIME QUARTER - Interim Step Ashore
options for 2015/16 and,**

OBAN CHORD – PUBLIC REALM PHASE 1&2 UPDATE

1.0 EXECUTIVE SUMMARY

The purpose of this paper is ask members to determine which option should be taken forwards for an interim step ashore facility for 2015/16 as part of the North Pier Maritime Quarter.

The report will outline the estimated cost options for delivering the interim 2015/16 step ashore solution as stated at the OLI Business Day of 9th September 2015.

To update on Oban Public Realm Phase1 – Stafford Street and to note that the Phase 2 Public Realm works will commence on the 4th January, 2016

Recommendation that the OLI members:

- Instruct officers to proceed with one of the four proposed options outlined in point 4.1.; and
- Note the contents of this paper.

OBAN CHORD - OBAN NORTH PIER MARITIME QUARTER- Interim Step Ashore options for 2015/16 and, OBAN CHORD – PUBLIC REALM PHASE 1&2 UPDATE

2.0 INTRODUCTION

This report informs OLI members of the options considered for the Oban CHORD 2015/16 Interim Step Ashore Facility. Update on Oban Public Realm Phase1 – Stafford Street works and advises Members of the 4th January 2016 intended start date for Phase 2 Public Realm.

3.0 RECOMMENDATIONS

3.1 It is recommended that the OLI Members:

- Instruct officers to proceed with one of the four proposed options outlined in point 4.1.
- Note the contents of this paper

4.0 DETAILS

4.1 Interim step ashore options for 2015/16

At the April OLI Area Committee, it was agreed that officers would consider proposals to look at various options to address factors affecting maritime visitors trying to come ashore in Oban. The challenges mainly for cruise agents were access, capacity, and security.

Option 1: A fixed piled landing platform with an attached bridge put in place alongside the North Pier. As reported, at that meeting the timescales to deliver this were extremely tight. In June the council engineers were appointed to explore this option. The estimated cost was found to be circa £400k (including 50% Optimism Bias) but excluding civils.

Option 2: An alternative option also considered was the assembly of a flexible access pontoon/bridge with two landing platform breakwaters at close proximity to the Oban Times Slip, estimated cost £450k excluding civils and VAT.

Given the advancement of time, it is unlikely that either option could be delivered for summer 2016 due to the timeframe required to secure the necessary statutory consents and Marine Scotland licences.

Option 3: At the September OLI Business Day, it was shown that it is possible to enhance the Oban Times Slip within the timescale to deliver a 2015/16 interim solution, by widening the pavement at the entrance to the Oban Times Slip, circa £25 - 30k (including 50% Optimism Bias) and by increasing the width of the Oban Times Slip, thus allowing both the day trippers and the cruise passengers to comfortably utilise the slip at the same time, cost circa £150k, including civils. This would be used for one summer season until the permanent berthing facility opened for business.

During late August and September, various meetings were held on site at the North Pier with industry experts in marine engineering. Several versions of a permanent berthing facility solution were examined and discussed. These discussions informed what would be debated at the workshop on the 24th September. The workshop identified a definitive deliverable scheme to be located on the North side of the North Pier. The selection rationale was based on viable engineering, capital cost, revenue implications for maintenance, and cost and capacity for expansion. The workshop thus provided a further option for Members' consideration, outlined below as option 4.

Option 4: Positive discussions with OBM Ltd over the summer, and an engineering and cost based identification of the North side of the Pier as the appropriate siting of the facility, now allow for a fourth option that can further facilitate the delivery of a permanent berthing facility from summer 2017. As such, Members should consider replicating for the 2016 season the interim solution utilised during the 2015 season, the proposal for which was as set out below. Continuation of this solution for the 2016 season would be cost neutral and would provide a working facility for the period up to provision of the permanent solution.

“ 2015 Solution – Improve the existing Oban Times slipway by removing the central fencing to enable both sides to be used for the safe stepping ashore for cruise passengers arriving on the Queen Mary in May and The World in October, thus doubling capacity and maintain security by using the existing fencing at 90 degrees at the top of the slip. Set up a meet and greet area with a waiting area fenced off and secure on the north pier – The Oban Harbour Master needs one day to adjust the fencing and place the existing meet and greet facility on the North Pier. There is no

need for additional staff resource or a project plan. The full existing process is in place to cover these events. The existing committee are in full contact with the relevant partners and suppliers, and work with Marine Operations at all times. Officers will endeavour to extend this arrangement for other cruise liners arriving this summer.”

To date approximately £3,500 has been spent out of the approved development budget of £45,000.

4.2 Oban Public Realm Phase One – Stafford Street

Work started on site 19th January, 2015 and was completed and opened up to the public on the 9th July 2015. An Official opening event has been organised for the 7th October, 2015. A few snagging works remain outstanding, which we are working with the contractor to close out as soon as possible:

- Bins – awaiting delivery of replacement bins as there are design and capacity issues with the granite bins supplied to site. Delivery expected within the next 3 weeks.
- Coloured Lighting – Specialist lighting sub-contractor to address software issues with LED lighting.
- Planting – planting sub-contractor to rectify planting issues
- Low wall adjacent the Whiskey Shop – awaiting design options for fixed seating adjacent to low wall.

In line with good practice, a Stage 3 Road Safety Audit of Phase One, Stafford Street will shortly be commissioned.

4.2 Oban Public Realm Phase Two

Argyll & Bute Council invited tenders from suitably experience suppliers for construction, completion, testing and commissioning of works as part of Oban Bay Regeneration – Public Realm Works Phase 2 within the Oban CHORD programme. The works will be carried out under the terms and conditions of the NEC3 Engineering and Construction Contract April 2013, using Option A: Priced contract with activity schedule.

Following the tender evaluation period 7th July – 3rd August and a 10 Day standstill period, Land Engineering (Scotland) Ltd were awarded the contract, dated 24th August for the delivery of the Oban Bay Regeneration Public Realm Works Phase 2. The Tender Price is within the budget allocation:

Land Engineering made a presentation to Members on the 21st September, at which a reshcheduled on-site start date of Monday 4th January, 2016 with expected

completion by Summer 2016 was presented. The tender for the contract indicated a start on site in October, however, after the contractor's expert civil engineers considered what the work involved they determined that it would be sensible to start in the New Year.

There are a number of benefits to this approach:

- There will be no disruption during the Royal National Mod or in the lead up to Christmas, traditionally a busy trading time.
- The contractor will not be leaving an excavated site when they go off-site for the Christmas shutdown.
- It is better to carry out the excavation work in January/February as this work is not weather dependent. Had they started in October the site would have been excavated pre-Christmas, with the building work then due to start in January, which could have been adversely affected by the weather.
- The contractor will be on-site continually from the start of the works to completion.

When the work begins the contractor will be aiming to complete the shopfront side of George Street ,and Station Square first, with the seaward side going ahead last.

The work around shopfronts is being planned to minimise disruption, with small sections being completed quickly then handed back to the public, rather than working on large sections of street which would obviously take more time.

The work will also start at the roadside of the footway and work in, meaning access is maintained at all times. Any work directly around shopfronts will be take place outside trading hours, again keeping the disruptive element of the work to an absolute minimum.

Land Engineering will have a site office in the centre of town, exact location to be confirmed, where people can drop in for updates on the project from the dedicated community liaison officer.

Land Engineering will be on site doing some investigation work and pre-planning before Christmas but the work does not officially start until January.

When works start on site, Andrew Collins will email Elected Members, and all stakeholders including Bid4Oban, Community Council etc, at the end of each week, updating on progress along with the the following week's schedule of works. The council will be providing people with regular weekly updates on the website and through the local press.

Over the next couple of weeks, leaflet drops will be issued to all businesses and residents in the works area and on lamp posts, train station etc. etc.

5.0 CONCLUSION

The North Pier Maritime Quarter projects are by their very nature complex and challenging projects to deliver, however, over the last couple of months discussions with stakeholders and suppliers are assisting in their development.

Oban Public Realm Phase1 – works to complete Stafford Street snagging are ongoing

Oban Public Realm Phase 2 - works to commence on the 4th January, 2016.

6.0 IMPLICATIONS

6.1 POLICY

The delivery of the CHORD Programme fits with the Council's Corporate Plan, Plan, SOA and approved Local Development Plan policy for town centre regeneration.

6.2 FINANCIAL

The aim is to deliver the above project from the Oban CHORD budget allocation.

6.3 LEGAL

Each of the CHORD projects requires differing levels of legal resources to ensure their timely delivery. Legal resources have been allocated to fit project needs.

6.4 EQUALITY

An Equalities Impact Assessment has been undertaken for Oban CHORD.

6.5 CUSTOMER SERVICE

None

6.6 RISK

Risk registers have been completed for all projects and are updated on a regular basis.

Executive Director of Development & Infrastructure – Pippa Milne.
October 2015

Policy Lead – Ellen Morton

For further information – please contact Kirsteen Macdonald, Oban Regeneration Project Manager, 07818 076 074 or Helen Ford, CHORD Programme Manager Development and Infrastructure Services, Economic Development and Strategic Transportation 01436 658839.