

MARINE ASSET MANAGEMENT PLAN – UPDATE ON PROGRESS

1.0 EXECUTIVE SUMMARY

- 1.1 This report provides Members with an update on ongoing schemes currently being addressed within the Council's Marine Asset Management Plan.
- 1.2 Council officers meet regularly with representatives from Transport Scotland, Calmac and CMal to discuss future plans for the Council's marine assets; the most strategic of these meetings being the Argyll Ferries Infrastructure Group (AFIG).
- 1.3 Main priorities agreed with Transport Scotland, CMAL and Calmac have been identified as follows:-
- Iona and Fionnphort – Provision of breakwater and overnight berth respectively.
 - Mull / Craignure Pier – Upgrade infrastructure.
- 1.4 This report provides an update on the following schemes:-
- Rothesay Harbour
 - Fionnphort and Iona
 - Craignure Pier
 - Port Askaig
 - Gigha and Tayinloan
 - Helensburgh Pier
 - Oban North Pier
 - Dunoon Breakwater
- 1.5 Members are asked to a) note this report and, in particular, the progress achieved to date on those schemes highlighted within this report and b) to approve the revised version of the 10 year asset management plan in the appendix to this report.

MARINE ASSET MANAGEMENT PLAN – UPDATE ON PROGRESS

2.0 INTRODUCTION

- 2.1 This report provides Members with an update on ongoing schemes currently being addressed within the Council's Marine Asset Management Plan.

3.0 RECOMMENDATIONS

- 3.1 Members are asked to a) note this report and, in particular, the progress achieved to date on those schemes highlighted within this report and b) to approve the revised version of the 10 year asset management plan in the appendix to this report.

4.0 BACKGROUND

- 4.1 A report was presented to the Harbour Board in January 2018 which provided details of major schemes being programmed within the Marine Asset Management Plan at that time. In order to fund the various works identified in the Asset Management Plan in future years, it will be necessary to increase fees and charges, over and above any required inflationary increase, on a year-on-year basis.
- 4.2 As Members are aware, Council officers meet regularly with representatives from Transport Scotland, Calmac and CMAL to discuss future plans for the Council's marine assets; priorities are set by the Council on the basis of these discussions.
- 4.3 Main priorities agreed with Transport Scotland, CMAL and Calmac have been identified as follows:-
- Iona and Fionnphort – Provision of breakwater and overnight berth respectively.
 - Mull / Craignure Pier – Upgrade infrastructure.

Since the last time of reporting to the Board, Port Askaig, Gigha and Tayinloan have been reduced in ranking to ensure that Iona, Fionnphort and

Craignure are given precedence. Works at Rothesay, to address settlement, are progressing; further details are provided below in section 5.2.

4.4 This report provides Members with an update on a range of schemes.

5.0 DETAIL

5.1 The asset management plan, see Appendix, indicates the likely works to be carried out over the next 10 years across the entire marine infrastructure; it also provides indicative budgets. Currently the overall costs for planned works is in excess of £70 million – this includes an estimated figure for potential works at Craignure Pier on Mull.

5.2 An update on a range of schemes is provided below:-

- **Rothesay Harbour – settlement** – Off-site fabrication work for the wave screen at Rothesay continues. Our contractor's newly revised programme indicates that materials will be moved to site in late March to allow construction to commence in early April with completion due by the end of June. Council officers and Calmac representatives continue to liaise closely to ensure any disruption to the ferry service is minimised. As previously intimated to Members, following installation of the wave screen which will reduce the risk of further settlement, further works will be required in order to stabilise the infill material within the masonry pier; grouting work will be carried out in the forthcoming financial year.
- **Fionnphort / Iona Ferry Slips** – The consultant Byrne Looby is continuing with their feasibility study. Some delays were incurred whilst sourcing a ground investigation (G.I.) contractor. However, G.I. is now complete and the feasibility study, including sedimentation analysis and wave study, is now nearing completion. A consultation meeting is currently being planned for early March this year to discuss likely plans with local stakeholders with a view to completing the feasibility study report by the end of this financial year. An outline business case will be produced on the basis of information gathered from the feasibility study; this will allow this project to progress to design and planning stages in the forthcoming financial year.
- **Craignure Pier** – At the January 2018 meeting of the Harbour Board, Members were made aware of the condition of Craignure Pier following receipt of the Arch Henderson condition report which stated that '*...at present, the condition of the pier does not affect its operational use...*' Members were advised that, following a meeting of the Argyll Ferries Infrastructure Group (AFIG) in November 2018, an agreement was reached that a STAG study and report should be produced to consider the future of Craignure Pier. At the time of writing this report, the report was nearing completion – a verbal update will be provided to Members at the meeting of the Harbour Board.
- **Port Askaig Pier** – Since the last time of reporting to Members, the consultant Arch Henderson has completed the report which considers the feasibility of extending the berth to facilitate docking of 105 metre long vessels. A number of options to extend the berth length at Port Askaig were considered by Arch Henderson; discussions

took place with users including Calmac skippers. Ultimately, two main options were proposed in the report for further consideration - extending to the south, towards the small harbour and hotel, and b) extending to the north into the adjacent bay. Both options have pros and cons, some of which were discussed with users of the harbour at a recent meeting. The report has been presented to Transport Scotland for their consideration. For the time-being, no further work is being planned to take either proposal forward.

- **Gigha and Tayinloan Ferry Slips** – Design work, to consider the provision of an overnight berth at Gigha and extension to the aligning structure at Tayinloan, will very likely be carried out using Council in-house resources. This work will be held in abeyance in the meantime whilst awaiting prioritisation from Transport Scotland.
- **Helensburgh Pier** – At the time of writing this report, a structural analysis was being carried out to ascertain the condition of the berthing face at Helensburgh Pier and its ability to allow future berthing of vessels - a verbal update will be provided to Members at the meeting of the Harbour Board with the latest information on this subject. Meanwhile, the local development group has held discussions with a leading maritime consultant regarding a study into the feasibility of creating a sheltered step ashore facility at Helensburgh.
- **Oban North Pier** – Grouting works to stabilise ground at the North Pier are nearing completion – to be complete now by the end of February.
- **Dunoon Breakwater** – Plans are in place to reconfigure parking arrangements at Dunoon following the recent Scottish Government announcement to continue with a passenger service at this location.

6.0 CONCLUSION

6.1 This report provides Members with an update on a number of marine-related projects which are all at various phases – from early feasibility stage to on-site construction stage.

7.0 IMPLICATIONS

7.1	Policy	None directly arising from this report.
7.2	Financial	Proposed additional increase in fees and charges will ensure that future income is sufficient to maintain and develop the Council’s marine assets this financial year. Further fee increases will be required to fund prudential borrowing in future years.
7.3	Legal	Considered to be none directly arising from this report.
7.4	HR	None
7.5	Equalities/Fairer	None

Scotland Duty

- 7.6 Risk** Completed works will reduce requirement to repair and maintain existing infrastructure.
- 7.7 Customer Services** Overall improvement in travel experience and quality of journeys.

Appendix - 10 year Asset Management Plan

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26 February 2018

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APPENDIX

ASSET MANAGEMENT PLAN

Piers and Harbours - 10 + Year Programme of Works
Revision D - February 2019

Structure			Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
No	Name	Location	(2019/20)	(2020/21)	(2021/22)	(2022/23)	(2023/24)	(2024/25)	(2025/26)	(2026/27)	(2027/28)	(2028/29)	
1	Achnacroish Pier	Lismore										£500,000	£500,000
2	Achnacroish Ferry Slip	Lismore											
3	Arinagour Old Pier	Coll											
4	Bruichladdich Pier	Islay			£550,000								£550,000
5	Bunessan	Mull (South West)		£50,000									£50,000
6	Campbeltown Old Quay	Kintyre (South)	£250,000	£250,000	£500,000	£2,500,000							£3,550,000
7	Campbeltown New Quay	Kintyre (South)		£80,000			£400,000						£480,000
8	Carradale Harbour	Kintyre (East Coast)		£50,000	£500,000								£550,000
9	Craighouse Pier	Jura (East Coast)		£50,000	£300,000					£10,000			£360,000
10	Craignure Pier	Mull (East End)	£50,000 £50,000	£300,000	£750,000	£750,000	£20,000,000	£20,000,000					£41,900,000
11	Crinan Ferry Slip	Crinan											
12	Crinan Harbour Quay	Crinan											
13	Cuan Ferry Slip	Luing							£75,000	£1,200,000			£1,275,000
14	Cuan Ferry Slip	Seil							£75,000	£1,200,000			£1,275,000
15	Dalintober Jetty	Campbeltown											
16	Dunoon Harbour Jetty	Dunoon											
17	Dunoon Pier	Dunoon	£20,000	£100,000								£250,000	£370,000
18	Dunoon Breakwater	Dunoon	£500,000	£50,000	£100,000	£1,000,000							£1,650,000
19	Easdale Pier	Easdale											
20	Easdale Low Water Landing	Easdale		£50,000	£200,000								£250,000
21	Ellenabeich Pier	Seil											
22	Feolin Ferry Slip	Jura (Sound of Islay)		£30,000	£150,000	£150,000							£330,000
23	Fionnphort Ferry Slip	Mull (South West)	£100,000	£2,500,000	£500,000								£3,100,000
24	Gigha Ferry Slip	Gigha			£250,000 £150,000	£50,000 £1,000,000	£1,500,000						£2,950,000
25	Gigha South Pier	Gigha		£30,000	£200,000					£20,000			£250,000
26	Helensburgh Pier	Helensburgh											
27	Iona Ferry Slip	Iona	£100,000	£1,500,000									£1,600,000
28	Keills	Mainland Sound of Jura											
29	Kilcreggan Pier	Kilcreggan	£50,000							£20,000		£250,000	£320,000
30	Lagg	Jura (Sound of Jura)											
31	Lismore Point	Lismore (North)		£25,000	£500,000								£525,000
32	Oban North Pier	Oban											
33	Oban Times Slip	Oban									£150,000		£150,000
34	Port Appin	Port Appin									£800,000		£800,000
35	Port Askaig Pier	Islay	£100,000				£100,000	£300,000	£5,250,000			£800,000	£6,550,000
36	Port Beag Slip	Oban											
37	Port Charlotte	Islay (Loch Indaal)											
38	Rothesay Harbour	Bute	£40,000 £350,000 £2,500,000										£2,890,000
39	St. Catherine's Slip	Upper Loch Fyne											
40	Tayinloan Ferry Slip	Kintyre (West Coast)						£50,000 £800,000	£150,000 £1,000,000				£2,000,000
41	Tighnabruaich Pier	Kyles of Bute		£30,000	£250,000								£280,000
42	West Loch Tarbert	Kintyre (North)		£30,000	£250,000								£280,000
Totals			£4,110,000	£5,125,000	£5,200,000	£5,450,000	£22,000,000	£21,150,000	£6,550,000	£2,450,000	£950,000	£1,800,000	£74,285,000