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**CRAIGNURE PIER – STAG REPORT**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 The STAG report, which considers the future of Craignure Pier, has now been completed by the consultant Mott MacDonald. This update report provides Members of the Oban, Lorn and the Isles Area Committee with an overview of the STAG report findings; it also asks Members to consider information provided within this report and duly make recommendations to the Harbour Board.
- 1.2 The STAG does not identify a preferred option but establishes the pros and cons of each option. As part of the STAG process, public and stakeholder consultation was carried out; the information gathered was used as the basis of setting objectives and developing and appraising options. In order to seek views on interim and long-term options developed, secondary engagement was undertaken in late 2018. Feedback from the consultation process is provided in Appendix A.
- 1.3 Interim Options: the following 'Interim Options' were considered:-
- Do Minimum – Continue monitoring and maintain the existing infrastructure.
  - Option 1 - Maintenance and Improvements – Demolition of pier building; extend vehicle marshalling area; road realignment.
  - Option 2 - Pier Extension – Construct new pier extension.
  - Option 3 - South berth improvements – New fendering piles; sheet piling; dredging at the south berth.

Likely costs for the above options are provided in Appendix B.

- 1.4 Choice of interim options is complex due to the nature of the works i.e. overall costs and their limited life-span. Transport Scotland's Vessel Replacement and Deployment Plan (VRDP) indicates that the MV Hebrides is scheduled to operate on the Oban to Craignure route. Notwithstanding Transport Scotland's aspirations to re-deploy the MV Hebrides onto the Oban to Craignure Route (The MV Hebrides is 99 metres in length and carries 98 vehicles, whilst the MV Isle of Mull which currently operates on the route is 90 metres in length and carries 66 vehicles), it is worthy of note that, from the consultation with the local community, the majority of responders would prefer not to have a vessel of this size, but rather two, or possibly three smaller vessels i.e. smaller vessels operating at a higher frequency, as opposed to larger vessels as is currently planned.

1.5 Long-term Options: a number of options were considered for replacement of the existing infrastructure:-

- Option 1A - Rebuild on existing footprint
- Option 1B – Rebuild close to existing footprint
- Option 2A - Rebuild south – finger pier
- Option 2B – Rebuild south – nested berth
- Option 3A – Rebuild north – finger pier
- Option 3B - Rebuild north – nested berth

Likely costs for the above options are provided in Appendix B. Locations are shown in Appendix C.

1.6 Options recommended for future consideration will be 1B, 2A and 3A.

1.7 It is recommended that Members consider this report and make the following recommendations to the Harbour Board:-

- That officers engage with the local community and partners (Transport Scotland, CMAL and Calmac) to discuss the findings of the STAG report;
- That officers make arrangements to move the process onto the next stage i.e. to produce an Outline Business Case for both interim options and long-term options.
- That all related decisions of the Area Committee be considered by the Harbour Board.

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**2.0 INTRODUCTION**

2.1 The STAG report, which considers the future of Craignure Pier, has now been completed by the consultant Mott MacDonald. This update report provides Members of the Oban, Lorn and the Isles Area Committee with an overview of the STAG report findings; it also asks Members to consider information provided within this report and duly make recommendations to the Harbour Board.

**3.0 RECOMMENDATIONS**

3.1 It is recommended that Members consider this report and make the following recommendations to the Harbour Board:-

- That officers engage with the local community and partners (Transport Scotland, CMAL and Calmac) to discuss the findings of the STAG report;
- That officers make arrangements to move the process onto the next stage i.e. to produce an Outline Business Case for both interim options and long-term options.
- That all related decisions of the Area Committee be considered by the Harbour Board.

**4.0 BACKGROUND**

4.1 The STAG does not identify a preferred option but establishes the pros and cons of each option. As part of the STAG process, public and stakeholder consultation was carried out; the information gathered was used as the basis of setting objectives and developing and appraising options. In order to seek views on interim and long-term options developed, secondary engagement was undertaken in late 2018. Feedback from the consultation process is provided in Appendix A.

4.2 The STAG considers a number of transport-related problems at Craignure; these come under the following headings:-

- Pier / Berth – Much of the berth was designed for smaller vessels and is approaching life expiry.
- Vehicle marshalling – The marshalling area is undersized.
- Terminal building – Undersized / poorly located.
- Traffic management – Space is constrained and inefficiently laid out giving rise to safety issues.

- Ferry service – No year-round commuting; delays due to short-comings in passenger access system; marshalling facilities struggling to cope; traffic management.

Given the above problems and limited life of the existing pier at Craignure, replacement of the existing infrastructure is considered to be inevitable.

4.3 As well as the future replacement option, the STAG report considers short-term proposals which could be implemented in the interim period i.e. until such times as a new replacement terminal is fully operational. Maintenance works to ensure that the existing structure remains in a safe and workable condition will, of course, continue.

4.4 Interim 'Transport Planning Objectives' (TPOs) were considered to be as follows:-

- Objective 1 – Facilitate a year-round working day for Mull residents on the mainland.
- Objective 2 – Infrastructure should address traffic management issues.
- Objective 3 – Ensure that infrastructure is capable of reliably accommodating current and planned vessel deployment.
- Objective 4 – Investigate interim solutions to passenger access issues.

4.5 Long-term 'Transport Planning Objectives' (TPOs) were considered to be as follows:-

- Objective 1 – Facilitate a year-round working day for Mull residents on the mainland.
- Objective 2 – Infrastructure should be capable of accommodating the current and future generation of CMAL ferries up to circa 100m.
- Objective 3 – Future Infrastructure should maintain / improve reliability.
- Objective 4 – Minimise short-term negative social and economic impacts associated with construction work.

## **5.0 DETAIL**

5.1 Based upon the four interim TPOs, the following 'Interim Options' were considered:-

- Do Minimum – Continue monitoring and maintain the existing infrastructure.
- Option 1 - Maintenance and Improvements – Demolition of pier building; extend vehicle marshalling area; road realignment.
- Option 2 - Pier Extension – Construct new pier extension.
- Option 3 - South berth improvements – New fendering piles; sheet piling; dredging at the south berth.

Likely costs for the above options are provided in Appendix B.

5.2 Choice of interim options is complex due to the nature of the works i.e. overall costs and their limited life-span. Transport Scotland's Vessel Replacement and Deployment Plan (VRDP) indicates that the MV Hebrides is scheduled to operate on the Oban to Craignure route. Only Options 2 and 3 above would facilitate this change of vessel. Transport Scotland has acknowledged the current position and stated that 'ideally' the MV Hebrides will operate on this route – this would, of course, be subject to the necessary works being carried out beforehand. Only options 2 and 3 would provide a safe year-round overnight berth, thereby providing a year-round commutable service for islanders on Mull.

5.3 Notwithstanding Transport Scotland's aspirations to re-deploy the MV Hebrides onto the Oban to Craignure Route (The MV Hebrides is 99 metres in length and carries 98 vehicles, whilst the MV Isle of Mull which currently operates on the route is 90 metres in length and carries 66 vehicles), it is worthy of note that, from the consultation with the local community, the majority of responders would prefer not to have a vessel of this size, but rather two, or possibly three smaller vessels i.e. smaller vessels operating at a higher frequency, as opposed to larger vessels as is currently planned.

5.4 Based upon the four long-term TPOs, and problems outlined in paragraph 4.1 above, a number of options were considered for replacement of the existing infrastructure. 'Long-term Options' considered are as follows:-

- Option 1A - Rebuild on existing footprint
- Option 1B – Rebuild close to existing footprint
- Option 2A - Rebuild south – finger pier
- Option 2B – Rebuild south – nested berth
- Option 3A – Rebuild north – finger pier
- Option 3B - Rebuild north – nested berth

Likely costs for the above options are provided in Appendix B. Locations are shown in Appendix C.

5.5 Consideration was also given to moving location from Craignure to Scallastle Bay, Duart Bay and Grass Point; these locations were ruled out due to logistical reasons. Calmac advised that their preference was for a 'finger berth' configuration as opposed to a 'nested berth' arrangement – ruling out Options 2B and 3B. Both options 1 A and 1B will be highly disruptive during the construction phase – 1A more so than 1B. Options recommended for future consideration will be 1B (accepting the additional disruption), 2A and 3A.

5.6 To clearly establish the favoured solution, for both interim and long-term options, and ensure acceptance by all partners (Transport Scotland, Calmac and the Council), as a next stage in the process an Outline Business Case will now be produced.

## **6.0 CONCLUSION**

6.1 The STAG process, to consider the future of Craignure Pier is now complete. Both interim and long-term options have been considered and some favoured options identified; these will now go forward for further consideration as part of an Outline Business Case.

## **7.0 IMPLICATIONS**

7.1 Policy - None

7.2 Financial – Increases in fees and charges will ensure that income is sufficient to fund prudential borrowing for all related works.

7.3 Legal – Considered to be none directly arising from this report.

7.4 HR - None

7.5 Equalities / Fairer Scotland Duty – None

7.6 Risk – Once complete, works will reduce requirement to repair and maintain existing infrastructure.

7.7 Customer Service – Overall improvement in travel experience and quality of journeys.

**Executive Director of Development and Infrastructure:** Pippa Milne

**Head of Roads & Amenity Services:** Jim Smith

**Policy Lead:** Councillor Roddy McCuish

27 May 2019

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# **APPENDIX A**

## **PUBLIC CONSULTATION**

## Public and Stakeholder Consultation

- STAG Guidance emphasises the importance of public and stakeholder engagement throughout the appraisal process
- The following consultations have been undertaken for Craignure:
  - **Initial engagement** at the outset of the study to form the basis of setting objectives, developing and appraising options
  - **Further engagement** in late 2018 to seek views on the interim and long-term options.
- Both initial and further engagement exercises included public exhibition sessions and separate, more formal stakeholder consultation with local representative groups including:
  - The Mull & Iona Ferry Committee
  - The Mull & Iona Community Trust
  - CalMac
  - CMAL
  - West Coast Motors
  - HITRANS
  - HIE

## Public Engagement

- Three public exhibition drop-in sessions were held at Craignure, Tobermory and Bunessan during November and December 2018
- 98 surveys were completed by those who attended the sessions
  - 48% (n=47) noted they did not want to pursue any of the four long-term options, rather they wanted the existing pier to be redeveloped
  - Of those that did identify a preferred option (n=49), the outcomes were:
    - Option 2a: 31% (n=15)
    - Option 2b: 8% (n=4)
    - Option 3a: 39% (n=19)
    - Option 3b: 22% (n=11)
- As 48% of survey respondents noted they wanted the existing pier to be redeveloped, this led to the re-introduction of long-term Options 1a and 1b to the study
- There was a clear and near unanimous view that, whilst the marine infrastructure should be capable of accommodating the specified design vessels, the landside infrastructure should be scaled back to reflect a smaller design vessel



## **Stakeholder Consultation**

- There were three strands to the stakeholder consultation:
  - Engagement with local representative groups including a three hour meeting with the Mull & Iona Ferry Committee and the Mull & Iona Community Trust
  - Engagement with operational stakeholders CalMac, CMAL and West Coast Motors
  - Engagement with regional stakeholders, including HITRANS and HIE
- There was concern that a solution was being imposed on Mull rather than developed in partnership with the community
- There was opposition on the requirement to develop marshalling to 150% of vessel capacity and that the proposed landside infrastructure should be scaled back

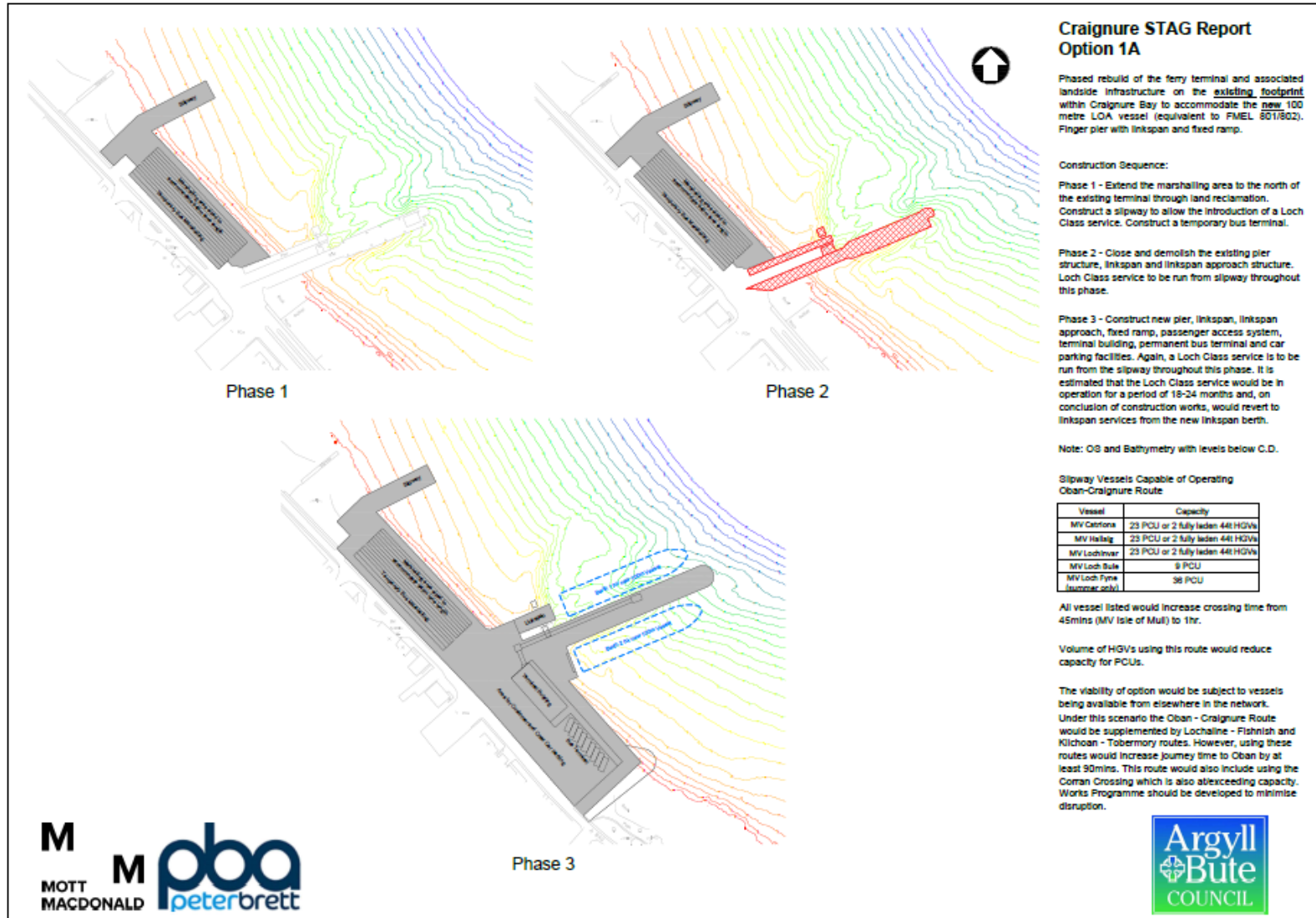
**APPENDIX B**

**LIKELY COSTS FOR OPTIONS**

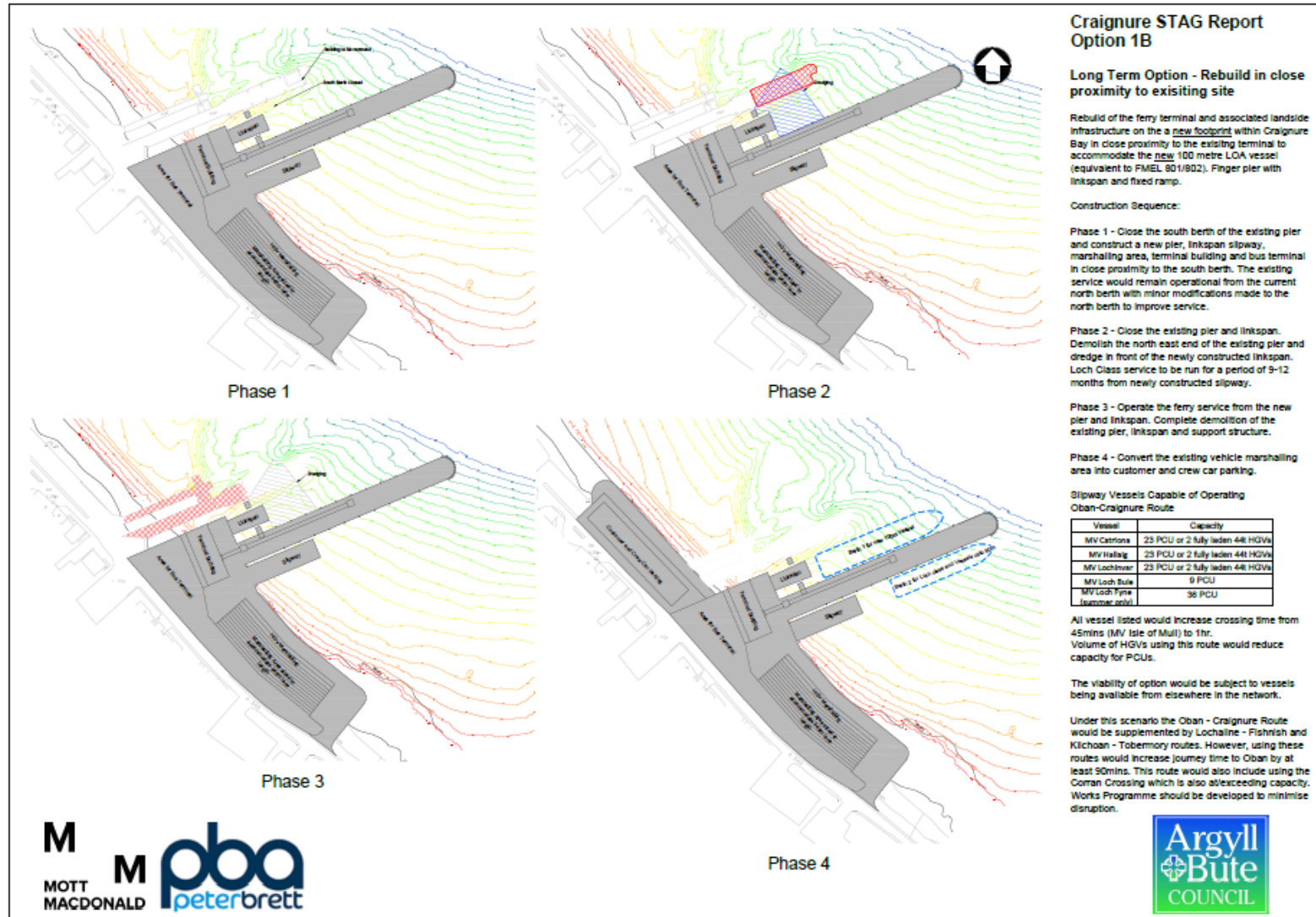
| Interim Option   | Capital Cost  | Capital Cost +44% OB |
|--|---------------|----------------------|
| Interim Option 1: Reference Case                                   | £1.6 million  | £2.3 million         |
| Interim Option 2: Pier Extension                                   | £12.3 million | £17.7 million        |
| Interim Option 3: South Berth Improvements                         | £3.2 million  | £4.6 million         |
| Long-Term Option   | Capital Cost  | Capital Cost +44% OB |
| Option 1A: Finger Pier on footprint of existing                    | £44.5 million | £64.1 million        |
| Option 1B: Finger pier in close proximity to existing              | £45.5 million | £65.5 million        |
| Option 2A: Finger Pier within Craignure Bay to South of Existing   | £46.2 million | £66.5 million        |
| Option 2B: Nested Berths within Craignure Bay to South of Existing | £51.2 million | £73.7 million        |
| Option 3A: Finger Pier within Craignure Bay to North of Existing   | £44.1 million | £63.5 million        |
| Option 3B: Nested Berths within Craignure Bay to North of Existing | £43.7 million | £62.9 million        |

**APPENDIX C**  
**LOCATION PLANS**

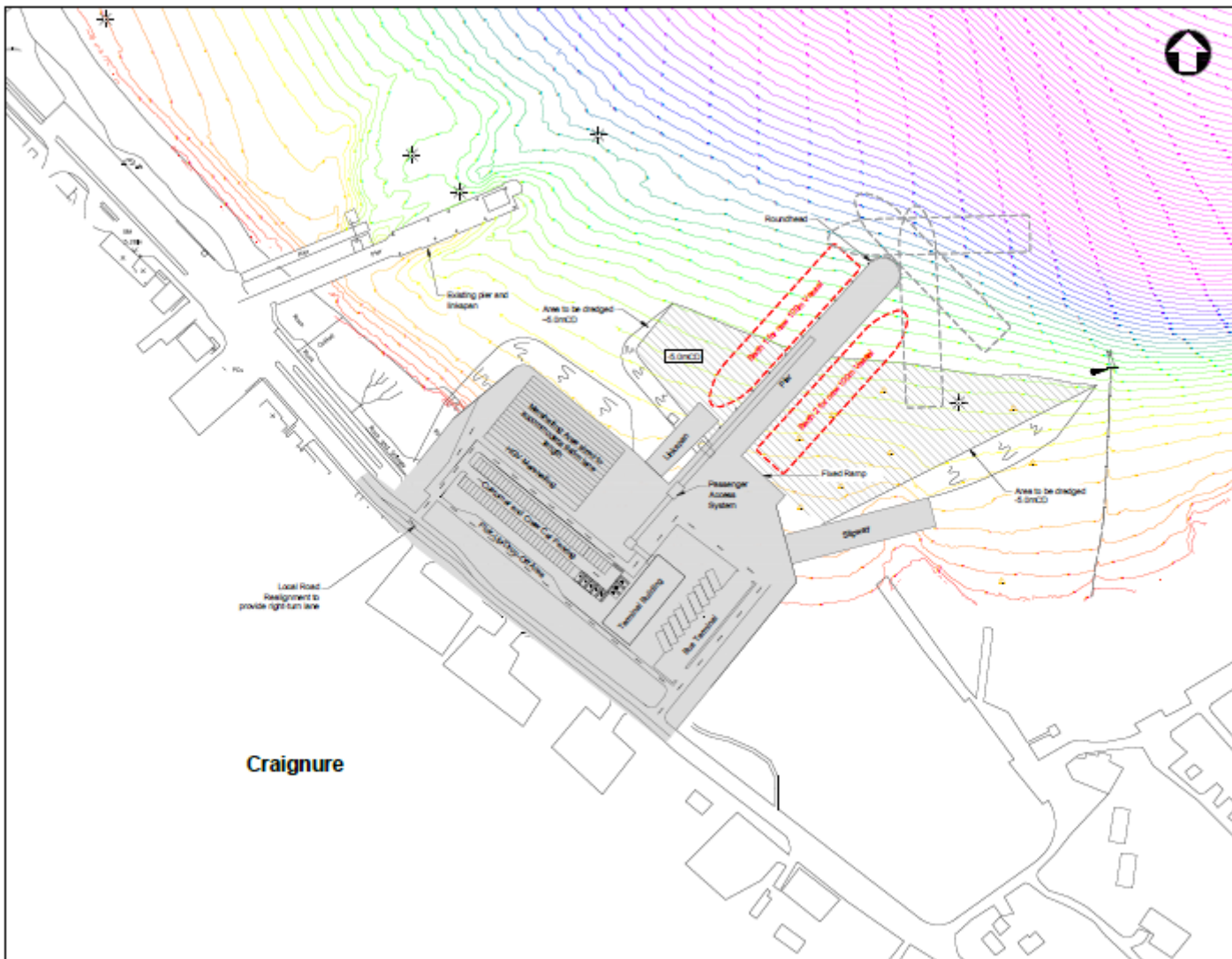
## OPTION 1A – FINGER PIER ON FOOTPRINT OF EXISTING



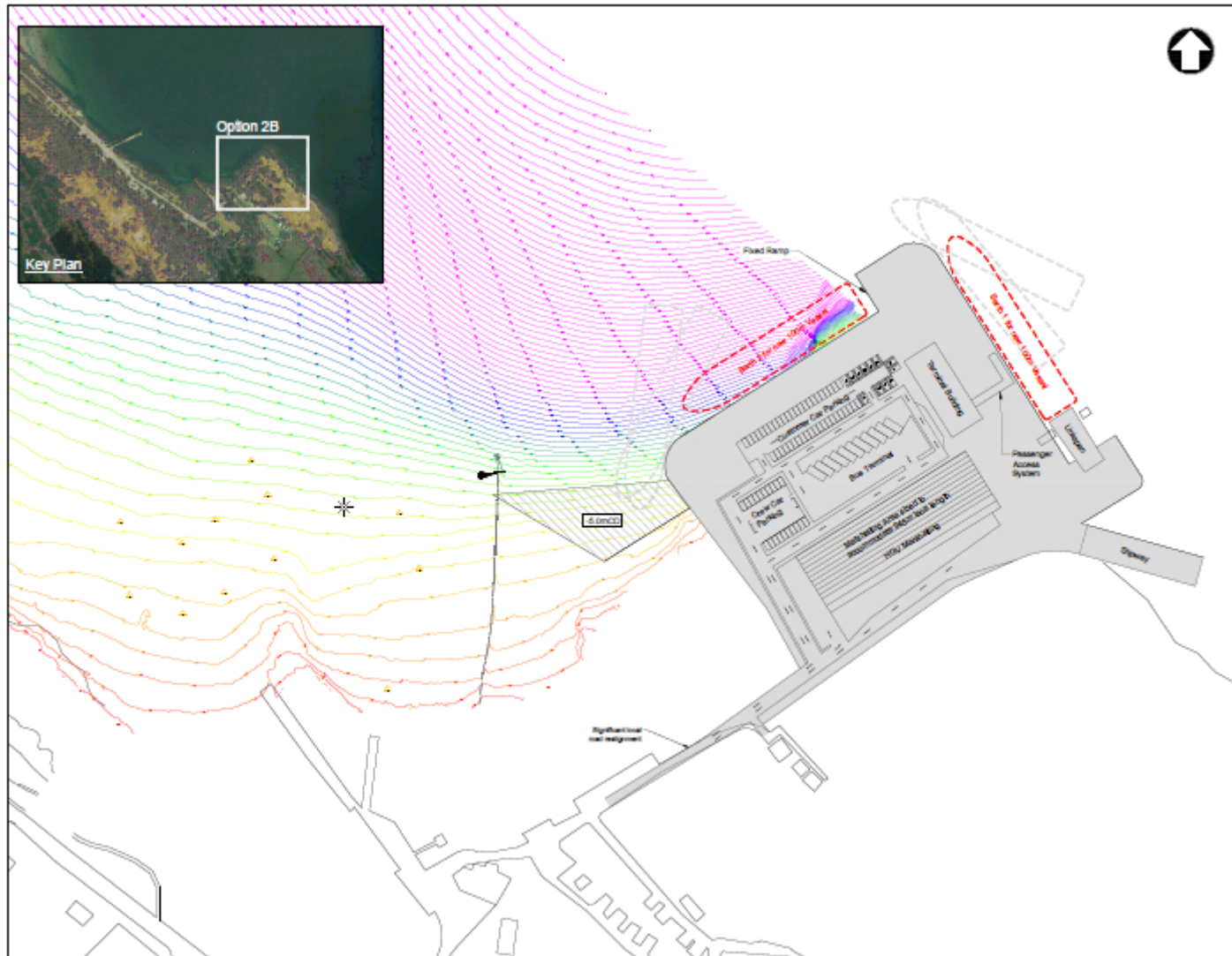
## OPTION 1B – FINGER PIER IN CLOSE PROXIMITY TO EXISTING



### OPTION 2A – FINGER PIER TO SOUTH OF EXISTING

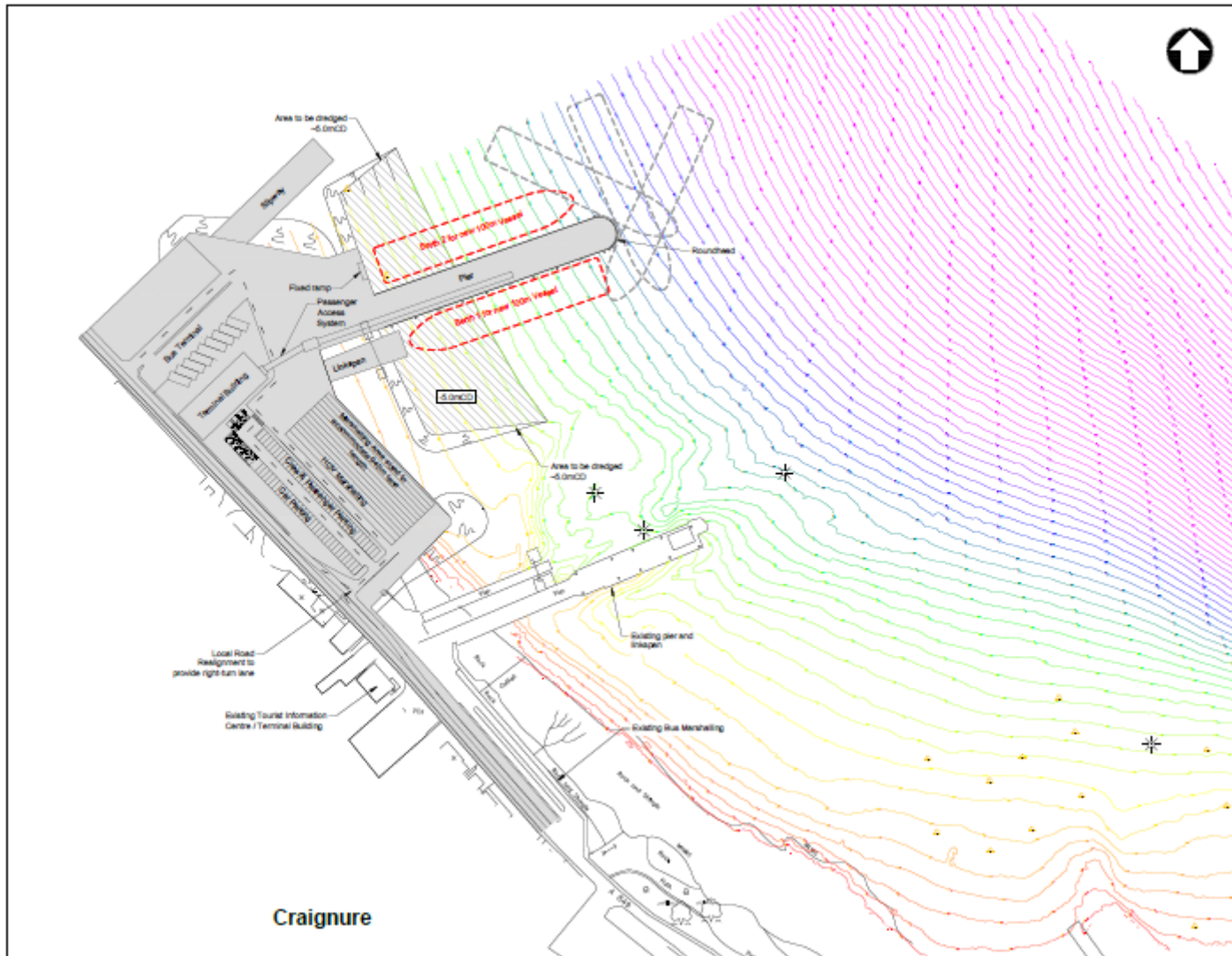


# OPTION 2B – NESTED BERTH TO SOUTH OF EXISTING





### OPTION 3A – FINGER PIER TO NORTH OF EXISTING



### OPTION 3B – NESTED BERTH TO NORTH OF EXISTING

