
HELENSBURGH PIER

1.0 EXECUTIVE SUMMARY

1.1 This report provides Members with an update on Council initiatives in relation to Helensburgh Pier.

1.2 A report was presented to Helensburgh and Lomond Area Committee on 20 June 2019 which this report makes reference to. Members of Helensburgh and Lomond Area Committee were advised of a number of options which were, at that time, under consideration. These were as follows:-

- Minor repairs to ensure safe access for pedestrians - £60K.
- Major repairs to the timber pier to reinstate all damaged sections - £850K.
- Construct new berthing structure (monolithic piles with fendering system - £580K.

1.3 In addition to the above options, there was reference to lesser works which would accommodate the berthing of smaller vessels and / or the berthing of the Waverley on the west side of the pier; at the time of the Area Committee, it was suggested that this could be a less expensive option to assure future berthing of the Waverley at Helensburgh.

1.4 Helensburgh and Lomond Area Committee:-

- endorsed the work between the Council and Helensburgh Seafront Development Project (HSDP);
- agreed to recommend to the Argyll and Bute Harbour Board that Officers continue to liaise with 'Waverley Excursions Ltd.'
- agreed that Officers provide a further update report.

1.5 Calculations have now been completed, and the 'dredging option' is likely to cost in the region of £250K. In addition, it is likely that regular maintenance dredging would be required with this option. So, commitment of revenue funding would be ongoing in future years.

1.6 It should be noted that funding has not been identified for any of the options referred to in this report other than making the pier safe for pedestrian use at £85K. Design work will be carried out in-house with a view to issuing a tender for appropriate works later this year.

HELENSBURGH PIER

2.0 INTRODUCTION

2.1 This report provides Members with an update on Council initiatives in relation to Helensburgh Pier.

3.0 RECOMMENDATIONS

3.1 Members are asked to consider this update to the report presented to Helensburgh and Lomond Area Committee.

4.0 BACKGROUND

4.1 A report was presented to Helensburgh and Lomond Area Committee on 20 June 2019 which this report makes reference to. Members of Helensburgh and Lomond Area Committee were presented with a number of options which were, at that time, under consideration. These were as follows:-

- Minor repairs to the existing timber pier. This option would ensure safe access for pedestrians only; it would not facilitate berthing of the Waverley and the fire-damaged section of the pier would remain off-limits. Related costs are likely to be in the region of £60K.
- Major repairs to the timber pier to reinstate all damaged sections: This option would facilitate Waverley berthing and permit full pedestrian access. Essentially, all damaged timbers would be replaced on a like-for-like basis, including timbers in the fire-damaged area. Costs for this option are likely to be in the region of £850K.
- Construct new berthing structure (monolithic piles with fendering system) adjacent to the pier and connected by an access gangway: This option would allow the Waverley to berth. Costs are likely to be in the region of £580K for this option.

4.2 In addition to the above options, there was reference to lesser works which would accommodate the berthing of smaller vessels and / or the berthing of the Waverley on the west side of the pier; at the time of the Area Committee, it was suggested that this could be a less expensive option to assure future berthing of the Waverley at Helensburgh.

4.3 Helensburgh and Lomond Area Committee:-

- endorsed the work between the Council and Helensburgh Seafront Development Project (HSDP);
- agreed to recommend to the Argyll and Bute Harbour Board that Officers continue to liaise with 'Waverley Excursions Ltd.'
- agreed that Officers provide a further update report.

5.0 DETAIL

5.1 Since the meeting of the Helensburgh and Lomond Area Committee, further meetings have taken place with both the Helensburgh Seafront Development Project (HSDP) and with Waverley Excursions.

5.2 The option to dredge and berth the Waverley to the west side of the pier was discussed at some length with Waverley Trust. From discussions, it was clear that although this option was workable, it was not considered as ideal; as such, this option of berthing on the west side of the pier was likely to be much more weather dependent than the existing approach to the east side. Calculations have now been completed, and related work is likely to cost in the region of £250K. In addition, it is likely that regular maintenance dredging would be required with this option. So, commitment of revenue funding would be ongoing in future years.

5.3 It should be noted that funding has not been identified for any of the options referred to in this report other than that mentioned in paragraph 5.4 below.

Subsequent to the Area Committee meeting, the Council agreed to allocate £85,000 of 'town-centre' funding to make the pier safer for pedestrian use along with minor public realm works. Design work will be carried out in-house with a view to issuing a tender for appropriate works later this year.

6.0 CONCLUSION

6.1 £85,000 has been identified to ensure that Helensburgh Pier will remain in a safe condition for pedestrian use. Funding for other options has not, as yet, been identified.

7.0 IMPLICATIONS

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| 7.1 Policy | None directly arising from this report. |
| 7.2 Financial | Proposed works will be funded from town-centre grant funding. |
| 7.3 Legal | Considered to be none directly arising from this report. |
| 7.4 HR | None |
| 7.5 Equalities | None |
| 7.6 Risk | Completed works will reduce risk to members of the public. |
| 7.7 Customer Services | Overall improvement in safety. |

Executive Director with responsibility for Roads and Infrastructure:

Pippa Milne

Head of Roads & Amenity Services: Jim Smith

Policy Lead: Councillor Roddy McCuish

11 September 2019

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