

MARINE INFRASTRUCTURE - DUNOON AND KILCREGGAN

1.0 EXECUTIVE SUMMARY

- 1.1 This report provides Members with an update on future plans for both the 'Dunoon to Gourock' and 'Kilcreggan to Gourock' ferry services along with potential effects on the Council's marine infrastructure at Dunoon and Kilcreggan.
- 1.2 The Scottish Government has stated that it is committed to delivering a passenger-only ferry service between Gourock and Dunoon with improved reliability and resilience. Marine infrastructure at Kilcreggan and Dunoon will be considered by the Council as part of this overall review.
- 1.3 Two new vessels will be required to service the Gourock to Dunoon route and a third vessel for the Gourock to Kilcreggan route. The project team will consider whole life costing when assessing options for these future vessels. Resilience, standardised specification and network flexibility will be key factors in the design process.
- 1.4 The type of berthing structure for Dunoon is currently subject to design workshops to ensure that the new vessel design will not be constrained by existing shore-side infrastructure. The berthing arrangement may take the form of a link-span, similar to existing, or alternatively, a separate pontoon with ramps and steps. Note: These are broad options at this stage which require wind and weather modelling prior to initiating outline design work. As mentioned previously in this report, berthing arrangements at Kilcreggan will also be considered as part of the review of Council shore-side infrastructure.
- 1.5 Council plans to re-develop Dunoon, and possibly Kilcreggan, must remain on hold until TS and CMAL can advise of their plans for the new ferry vessel and berthing infrastructure. In the meantime, Council officers will continue to liaise with TS, CMAL and Calmac.
- 1.6 The work of the 'Gourock Harbour Infrastructure & Vessels Project' group is ongoing. Further update reports will be provided to Members as work progresses.
- 1.7 It is recommended that Members note this report.

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2.0 INTRODUCTION

- 2.1 This report provides Members with an update on future plans for both the 'Dunoon to Gourock' and 'Kilcreggan to Gourock' ferry services along with potential effects on the Council's marine infrastructure at Dunoon and Kilcreggan.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members note this report.

4.0 BACKGROUND

- 4.1 The Scottish Government has stated that it is committed to delivering a passenger-only ferry service between Gourock and Dunoon with improved reliability and resilience. Infrastructure at Kilcreggan and Dunoon will be considered by the Council as part of this overall review.
- 4.2 The Gourock Harbour Infrastructure & Vessels Project (GHIVP) group, which is tasked with delivering the project, is led by Transport Scotland (TS) and formed of representatives from CMAL, Calmac, Argyll and Bute Council and Inverclyde Council. The project aims to achieve: delivery of new vessels along with harbour infrastructure upgrades at Gourock and, where appropriate, Dunoon and Kilcreggan.
- 4.3 Whilst the group will consider upgrades at both Dunoon and Kilcreggan to suit berthing requirements, the Council as asset owner, will be responsible for all related decisions and delivery of any proposed schemes.

5.0 DETAIL

- 5.1 TS has stated that delivery of new vessels will be dependent upon the type of design, including size and classification. Delivery, for the size of vessel anticipated on the route, would typically be estimated at up to 36 months from award of Contract.
- 5.2 Two new vessels will be required to service the Gourock to Dunoon route and a third vessel for the Gourock to Kilcreggan route. The project team will consider

whole life costing when assessing options for these future vessels. Resilience, standardised specification and network flexibility will be key factors in the design process.

5.3 The type of berthing structure for Dunoon is currently subject to design workshops to ensure that the new vessel design will not be constrained by existing shore-side infrastructure. The berthing arrangement may take the form of a link-span, similar to existing, or alternatively, a separate pontoon with ramps and steps. Note: These are broad options at this stage which require wind and weather modelling prior to initiating outline design work. As mentioned previously in this report, berthing arrangements at Kilcreggan will also be considered as part of the review of Council shore-side infrastructure.

5.4 Council plans to re-develop Dunoon, and possibly Kilcreggan, must remain on hold until TS and CMAL can advise of their plans for the new ferry vessel and berthing infrastructure. In the meantime, Council officers will continue to liaise with TS, CMAL and Calmac.

6.0 CONCLUSION

6.1 Transport Scotland is committed to working with all partners to ensure that the new vessels and associated infrastructure for the provision of a new passenger ferry service between Dunoon, Gourock and Kilcreggan is provided. Council officers will continue to liaise with the Gourock Harbour Infrastructure & Vessels Project (GHIVP) group.

6.2 The work of the 'Gourock Harbour Infrastructure & Vessels Project' group is ongoing. Further update reports will be provided to Members as work progresses.

7.0 IMPLICATIONS

7.1 **Policy** None directly arising from this report

7.2 **Financial** The Council's decision to increase in piers and harbours' fees & charges ensures that future income is sufficient to maintain and develop the Council's marine assets for future years – including Dunoon and Kilcreggan.

7.3 **Legal** None directly arising from this report

7.4 **HR** None

7.5 Fairer Scotland Duty

7.5.1 **Equalities – protected characteristics** None directly arising from this report

7.5.2 **Socio-economic Duty** None directly arising from this report

7.5.3	Islands	See risk below
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.

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