

**PIERS & HARBOURS –
CRAIGNURE PIER**

1.0 EXECUTIVE SUMMARY

- 1.1 In early 2019, the Council published a Scottish Transport Appraisal Guidance (STAG) study assessing options for the future development of Craignure ferry terminal – it included:
- **Interim measures** to bridge between the existing facility and the new facility with a view to accommodating the planned deployment of larger vessels
 - **Long-term options** for the replacement of the current ferry terminal
- 1.2 Mott MacDonald was commissioned by the Council in October of last year to produce an interim-options Outline Business Case (OBC). Work on the report is now nearing completion. The consultant Turner and Townsend was recently commissioned by the Council to progress the long-term OBC – anticipated to be complete before the spring of next year.
- 1.3 Three options are considered in the Interim OBC. It is worth noting that selection of Options 0 or 1 would mean that, until a new facility is constructed, it will not be possible to provide a commutable service to the mainland from Mull - unless, of course, Calmac makes changes to its fleet. Alternatively, selection of Option 2 would result in the expenditure of circa £12.64m (2020 cash price) on a pier which is almost 60-years old. In addition, the pier extension option will only solve the seaward issues with the ferry terminal and will, in all likelihood, exacerbate the landside issues with the deployment of larger vessels.
- 1.4 Presently, four layout options are under consideration in the long-term OBC – details are provided in the appendix to this report.
- 1.5 It is recommended that Members grant approval of the outcomes of both the interim and long term Outline Business Cases to be circulated as part of the public consultation.

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CRAIGNURE PIER**

2.0 INTRODUCTION

2.1 This report provides an update on work carried out to date on Outline Business Cases (OBCs) to determine the future of Craignure Pier.

3.0 RECOMMENDATIONS

3.1 It is recommended that Members grant approval of the outcomes of both the interim and long term Outline Business Cases to be circulated as part of the public consultation.

4.0 BACKGROUND

4.1 In early 2019, the Council published a Scottish Transport Appraisal Guidance (STAG) study assessing options for the future development of Craignure ferry terminal – it included:

- **Interim measures** to bridge between the existing facility and the new facility with a view to accommodating the planned deployment of larger vessels
- **Long-term options** for the replacement of the current ferry terminal

4.2 Mott MacDonald was commissioned by the Council in October of last year to produce an interim-options Outline Business Case (OBC). Work on the report is now nearing completion.

4.3 The consultant Turner and Townsend was recently commissioned by the Council to progress the long-term OBC – anticipated to be complete before the spring of next year.

4.4 Work on the OBCs has been progressed in close partnership with Transport Scotland, CMAL and Calmac. Funding for works identified through the OBCs will be by direct grant funding from Transport Scotland or by prudential borrowing; related costs to be met from income generated from Piers & Harbours fees and charges.

5.0 DETAIL

5.1 Interim - Outline Business Case

5.1.1 The interim options considered in the OBC are as listed below:

- **Interim Option 0, Do Nothing:** This is effectively continuation of the status quo. There would be no works beyond day-to-day maintenance of the pier and linkspan. This would include changing of consumables such as oil in the linkspan, minor repairs to fendering, etc but no capital works beyond this
- **Interim Option 1, Do Minimum:** This consists of the minimum works to address identified issues and facilitate the operation of the service pending delivery of a long-term solution, but excluding a pier extension to accommodate larger vessels. This option comprises demolition of the old terminal building on the pier for improved crew gangway access and mooring arrangements; repair north berth fendering; linkspan refurbishment; concrete repairs to pier; installation of two new bollards to improve mooring arrangements; replacement of current Passenger Access System; extension to vehicle marshalling area and local traffic calming measures on A849.
- **Interim Option 2, Pier Extension:** As well as the items listed in Option 1, this option would include a pier extension and replacement of fenders on the north berth.

5.1.2 It is worth noting that selection of Options 0 or 1 would mean that, until a new facility is constructed, it will not be possible to provide a commutable service to the mainland from Mull - unless, of course, Calmac makes changes to its fleet. Alternatively, selection of Option 2 would result in the expenditure of circa £12.64m (2020 cash price) on a pier which is almost 60-years old. In addition, the pier extension option will only solve the seaward issues with the ferry terminal and will, in all likelihood, exacerbate the landside issues with the deployment of larger vessels. It should also be noted that, if appropriate planning for a long-term solution commences immediately, the interim measures will only cover a comparatively short period.

5.1.3 As a related piece of work, to inform the OBC, Mott MacDonald was asked to carry out a diving survey on the north berth fenders at Craignure. Thereafter, a structural analysis of the north berth fendering was carried out, to compare actual vessel berthing loads against permissible loads for the structure. The survey indicated that individual timbers forming the fender grillage were generally considered to be in fair to good condition. However, a number of necessary repairs were identified and this work will be issued for tender purposes in the coming weeks.

5.2 Long Term - Outline Business Case

5.2.1 Presently, four options are under consideration – see the attached Appendix for layout plans:-

- Rebuild to the south in very close proximity to the existing – as per the STAG report (Option A).
- Rebuild to the south – but with a new layout differing from the STAG suggestion (Option B).
- Rebuild adjacent to the existing marshalling area i.e. to the north with a new layout differing from the STAG suggestion (Option C).
- Rebuild to the north – as per STAG report (Option D).

6.0 CONCLUSION

6.1 Work is progressing on both 'Interim' and 'Long-term' OBCs. It is recommended that engagement with communities now takes place to discuss the options identified in the Interim OBC and to take forward the four options identified in the Long-term OBC.

7.0 IMPLICATIONS

7.1	Policy	None directly arising from this report.
7.2	Financial	Unless grant funding is available directly from Transport Scotland, increases in fees and charges will be required to ensure that future income is sufficient to develop the Council's marine assets at Craignure.
7.3	Legal	Considered to be 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

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|-----|-------------------|---|
| 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 – Optional long-term layouts for Craignure Pier replacement.

Executive Director with responsibility for Roads and Infrastructure:

Kirsty Flanagan

Policy Lead: Cllr Rory Colville

17 November 2020

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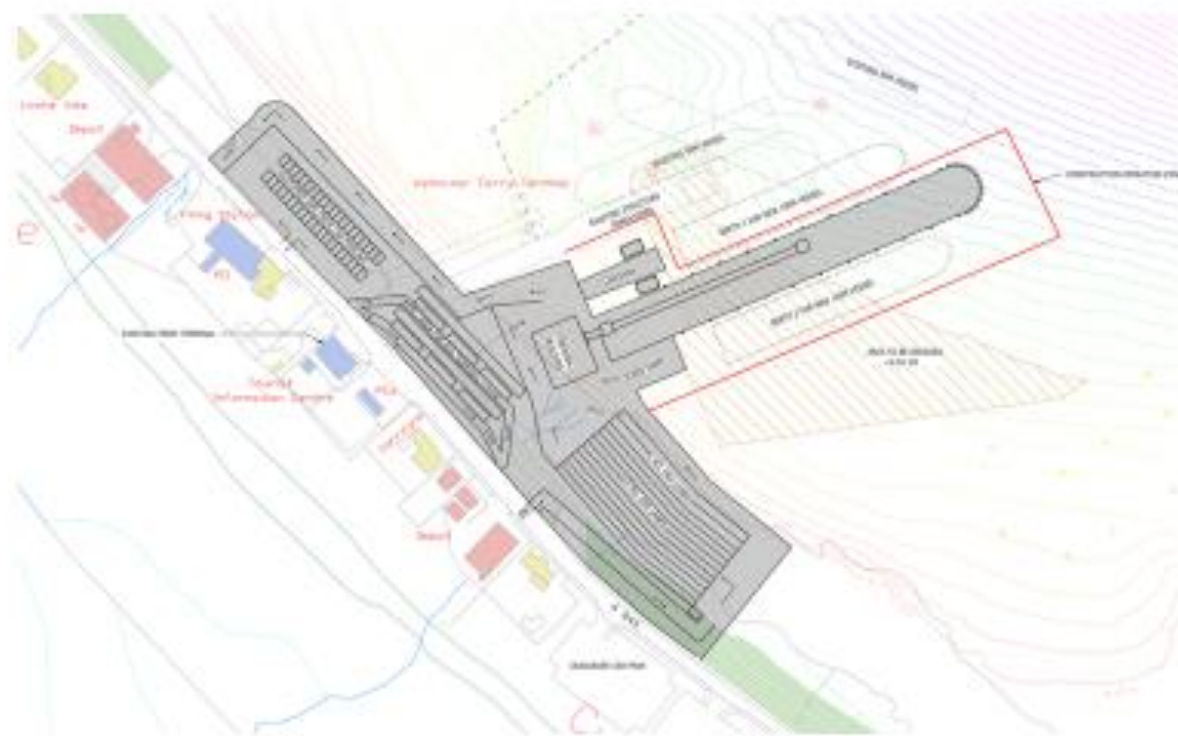
Jim Smith: Head of Roads & Infrastructure Services Tel: 01546 604324

APPENDIX

LONG-TERM OPTION LAYOUTS

OPTION A – REBUILD IN CLOSE PROXIMITY

Shortlisted in STAG
Appraisal (Option 1B)

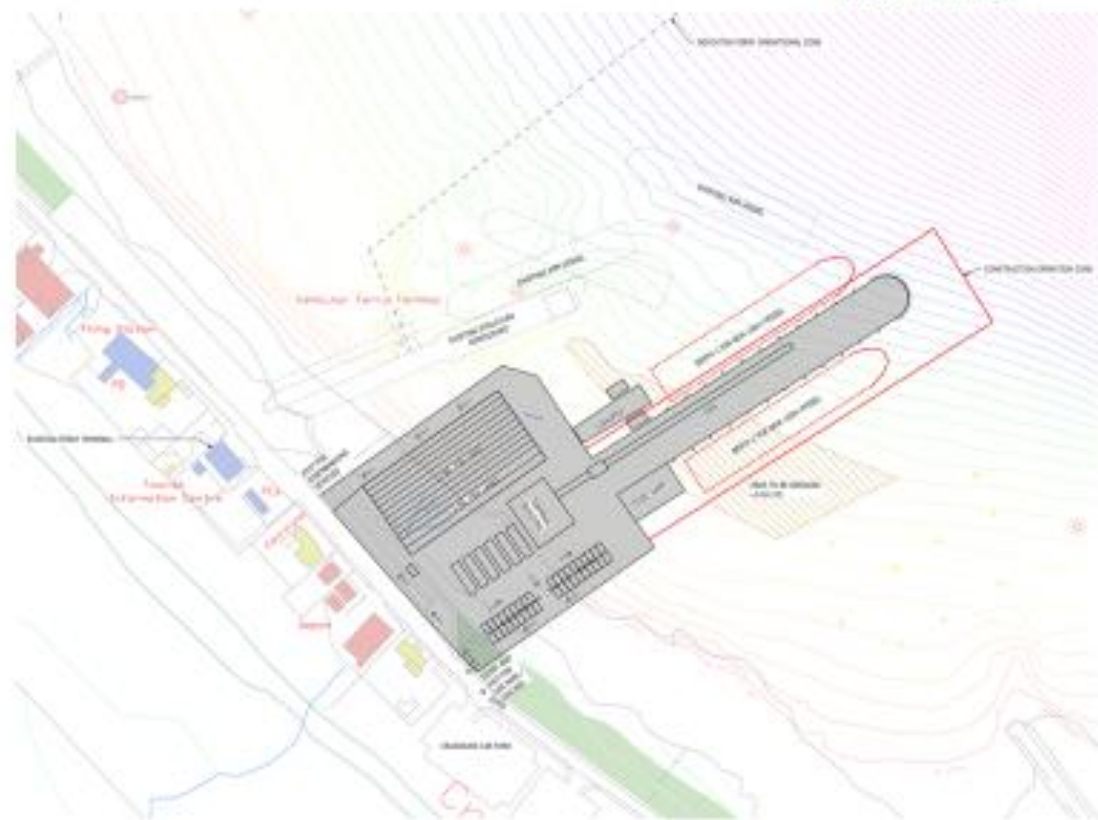


- Close existing south berth, construct new pier to south
- Demolish existing pier – fixed ramp used ~ 3 months
- Tidal timetable for ~3 months (max. 4 sailings per day, may only be 1 or 2)
- Complete demolition - ferry operates from new pier. Complete north region of landside works
- Estimated cost circa £61 million inc. 44% optimism bias (preliminary estimate)

OPTION B – REBUILD TO SOUTH

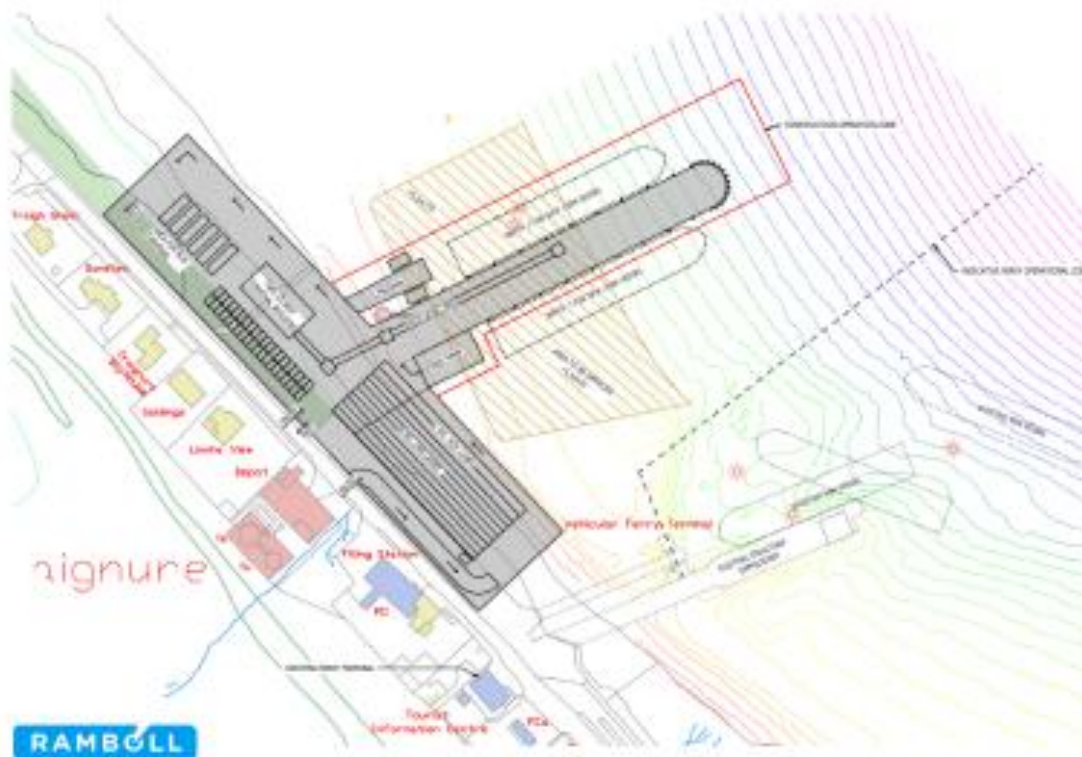
- Rebuild to south of existing pier
- Sufficient distance away from existing to avoid impact on service during construction. Adjusted pier alignment.
- Re-orientate marshalling area to increase efficiency and to reduce ribbon effect
- Estimated Cost circa £68 million inc. 44% optimism bias (preliminary estimate)

Development of Option 2A from STAG



OPTION C – REBUILD TO NORTH REUSE EXISTING MARSHALLING AREA

New Option



- Build new pier and new terminal building to north of existing marshalling area.
- Widen marshalling area.
- Reverse marshalling area
- Demolish Existing Pier
- Estimated Cost circa £59 million inc. 44% optimism bias (preliminary circa estimate)

OPTION D – REBUILD TO NORTH

Development of
Option 3A from STAG

- Rebuild to north of existing pier
- As far south as possible with sufficient distance away from existing to avoid impact on service during construction
- Pier parallel with existing
- Re-orientate marshalling area to increase efficiency and to reduce ribbon effect
- Estimated Cost circa £68 million inc. 44% optimism bias (preliminary estimate)

