

PORT RIDDELL SLIP – UPDATE AND FUTURE OPTIONS

1.0 EXECUTIVE SUMMARY

- 1.1 This report provides members with an update on Port Riddell Slip, Dunoon following the decision to remove the project from the Rural Growth Deal (RGD) Tourism and Place Programme. As part of the options appraisal process for the Rural Growth Deal Argyll and Bute Council commissioned Stantec and Mott MacDonald to undertake a high level 'Condition and Initial Option Development Report' to consider the options for the redevelopment of Port Riddell Slip. A copy of the report is included in Appendix 1 of this report.
- 1.2 The RGD Programme Board made the decision in May 2023 to remove this project from consideration for funding under the RGD as it was unlikely that a robust business case in the context of the Treasury Five-Case Model could be made for such an investment. As such, it was very unlikely that this project would meet the criteria necessary for investment via the RGD.
- 1.3 It is recommended that the Area Committee:
- Note that members of the local community have indicated that there remains interest in the redevelopment of Port Riddell Slip to facilitate enhanced access to the local marine environment for leisure activities.
 - Note that Port Riddell Slip is no longer part of the RGD programme and no funding has currently been identified to progress any enhancements to this facility. This project could be considered for future grant funding bids or a community asset transfer.
 - Note that the facility is currently in a poor state of repair and vehicular access from the A815 has been restricted however, members of the public can still access the facility on foot. Consideration should be given to installing signage advising the public that use of the facility is at their own risk.

PORT RIDDELL SLIP – UPDATE AND FUTURE OPTIONS

2.0 INTRODUCTION

- 2.1 This report provides members with an update on Port Riddell Slip, Dunoon following the decision to remove the project from the Rural Growth Deal (RGD) Tourism and Place Programme.
- 2.2 The RGD considered Dunoon for funding under the “Tourism - Creating a World Class Visitor Destination” Theme. A long list of project options were drawn up with the support of the RGD Tourism Steering Group.
- 2.3 Port Riddell Slip was included in the options list following a request by the Dunoon CARS Officer and Visit Scotland. The RGD Programme Management Office were advised that local Community Groups and Dunoon Presents (BID) had previously contacted the Council looking for assistance to fund improvements at Port Riddell, however to date had not been successful in any bid for funding.
- 2.4 Argyll and Bute Council commissioned Stantec and Mott MacDonald to undertake a high level ‘Condition and Initial Option Development Report’ to consider the options for the redevelopment of Port Riddell Slip. The Report was completed in June 2023 and is included in Appendix 1 of this briefing note.
- 2.5 The RGD Programme Board made the decision in May 2023 to remove this project from consideration for funding under the RGD as it was unlikely that a robust business case in the context of the Treasury Five-Case Model could be made for such an investment. As such, it was very unlikely that this project would meet the criteria necessary for investment via the RGD.
- 2.6 RGD tourism funding is now focussed on the completion of Rothesay Pavilion and the Kintyre Seaports project. This decision was endorsed by the Councils Policy and Resources Committee in August 2023.

3.0 RECOMMENDATIONS

It is recommended that the Area Committee:

- 3.1 Note that members of the local community have indicated that there remains interest in the redevelopment of Port Riddell Slip to facilitate enhanced access to the local marine environment for leisure activities.
- 3.2 Note that Port Riddell Slip is no longer part of the RGD programme and no funding has currently been identified to progress any enhancements to this facility. This project could be considered for future grant funding bids or a community asset transfer.
- 3.3 Note that the facility is currently in a poor state of repair and vehicular access from the A815 has been restricted however, members of the public can still access the facility on foot. Consideration should be given to installing signage advising the public that use of the facility is at their own risk.

4.0 DETAIL

- 4.1 The facilities at Port Riddell consist of a concrete slipway, adjacent parking area, vehicular access ramp, dis-used Victorian changing rooms and pedestrian steps from the A815. There are 9 small Victorian changing rooms, located below the A815 promenade, which have been closed for some time. It is believed that these changing rooms accompanied a historic bathing area (public open air swimming pool / lido) that has since been capped with a concrete slab. Figure 1 gives an Overview of the Port Riddell area:



Figure 1: Port Riddell Overview

- 4.2 Mott MacDonald's walkover inspection found that the structures at Port Riddell require considerable repair for the facilities to be brought back into use for launching leisure vessels and to improve waterfront access. Discussions with community representatives have shown that the main desired use for a redevelopment of Port Riddell is to allow the launching of small craft, kayaks and

access for wild swimming. The lack of water access within Dunoon is a key concern for the Dunoon community.

4.3 The key defects observed by Mott MacDonald were:

- Large areas of the vehicle approach and parking area concrete slab are dislodged, spalled or missing,
- Cracks and open joints are visible along the parking area seaward and rear walls
- Changing rooms are in poor condition.

4.4 Mott MacDonald have advised the Council that if works to Port Riddell Slip are not undertaken, consideration should be made as to whether the area is still safe for the public to access, given the poor condition of the concrete on the vehicle approach. The area is generally in poor condition and could pose a Health and Safety risk to the public and put the Council at risk of action should any member of the public suffer injury.

4.5 It should be noted that vehicular access to the Port Riddell Slip from the A815 is currently restricted by a traffic bollard however, the facility can be accessed on foot by members of the public. During a site visit, the Council were observed to be treating the existing slipway for marine growth.

Potential Improvements and Costs

4.6 Options and high level cost estimates for improving the infrastructure at Port Riddell were explored by Mott MacDonald and these are set out in Table 3.1 below:-

Table 3.1 – Summary of Options and high level cost estimates

Option	Summary	Estimated CAPEX Range
1	Make good the existing structures	£150,000 - £240,000
2	Provide adequate turning area for vehicles (includes option 1)	£270,000 - £440,000
3	Extend and widen the slipway (includes options 1 and 2)	£450,000 - £730,000
4	Refurbish the changing rooms (includes option 1)	£260,000 - £420,000
5	Provide a new facilities block	£100,000 - £160,000

4.7 At this time, no funding has been identified to undertake any of the options listed in Table 3.1 however, it is considered that this project could be considered for future grant funding applications by the Council.

4.8 There could also be an opportunity for a Community Asset Transfer of the Port Riddell Slipway and Changing Rooms, which may open up additional funding routes. This would need to be considered further to understand the most appropriate organisation to take on ownership or if there is community appetite for this.

5.0 CONCLUSIONS

- 5.1 Port Riddell Slip was considered as part of the Rural Growth Deal options appraisal process however, this project was not progressed as it was unlikely that a robust business case in the context of the Treasury Five-Case Model could not be made for such an investment.
- 5.2 There remains an aspiration from some members of the local community and stakeholders such as Visit Scotland to redevelop the Port Riddell slip to facilitate enhanced access to the marine environment for leisure activities.
- 5.3 No funding has currently been identified to progress any enhancements to this facility however, there may be future opportunities to consider this project for grant funding bids or a community asset transfer.
- 5.4 The facility is currently in a poor state of repair and vehicular access from the A815 has been restricted via a traffic bollard however, members of the public can still access the slipway and changing area on foot. Consideration should be given to installing signage advising the public that use of the facility is at their own risk.

6.0 IMPLICATIONS

- 6.1 Policy – The RGD is consistent with the Council’s Economic Strategy.
- 6.2 Financial – No funding has been identified to progress enhancements at Port Riddell Slip.
- 6.3 Legal – none known.
- 6.4 HR – none known.
- 6.5 Fairer Scotland Duty:
 - 6.5.1 Equalities - protected characteristics – where appropriate EqSEIAs will be carried out to identify any implications.
 - 6.5.2 Socio-economic Duty – where appropriate EqSEIAs will be carried out to identify any implications.
 - 6.5.3 Islands – none known.
- 6.6. Climate Change –none known.
- 6.7 Risk – current facility is in a poor state of repair creating a risk to members of the public who access it.
- 6.8 Customer Service – none known.
- 6.9 The Rights of the Child (UNCRC) – no implications.

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Appendix 1 – Port Riddell Condition Report and Initial Options Development