

Dunoon and Kilcreggan Ferry Terminals Outline Business Case

Public Engagement Survey Results

Project:	Dunoon and Kilcreggan Ferry Terminals Outline Business Case		
Prepared by:	Engineer	Date:	08/03/2023
Approved by:	Project Director	Checked by:	Project Manager
Subject:	Dunoon – Public Engagement Survey Results		

1 Public Engagement Survey Results

In order to gauge public opinion in relation to the options developed as part of the Outline Business Case (OBC) and the proposed preferred Option 1d for Dunoon, public consultation material was made available on Argyll and Bute Council's (A&BC) website and included:

- An overview of why the project is being undertaken
- Project to date
- Project objectives
- An overview of the options developed (included in [Appendix A](#) of this note)
- A summary of the appraisal of the options and the resulting proposed preferred option
- A summary of the project benefits

Members of the public were asked to complete a short, anonymous questionnaire found on A&BC's project web page to provide their views on the above. The questionnaire ran for a total 6 weeks, from the 23rd of November 2022 to the 9th of January 2023. Paper copies of the material and questionnaires were available at a variety of locations for those who could not access the online material.

The questionnaire was completed by a total of 223 respondents; however, response I.D. 122 has been removed as this was a test completed by Mott MacDonald (MML) to ensure the online survey continued to function after descriptions of options were added to the questionnaire on the 13th of December 2022, as requested by a previous respondent. The remaining 222 responses are analysed in this report.

Full responses are provided in [Appendix B](#). Response I.D. 122 is highlighted in yellow, and the hard copy responses are highlighted in green; these have been transcribed by MML.

It should be highlighted that MML have also received feedback from the Reference Group. This will be presented in the OBC Report.

1.1 Survey Demographic

Figure 1.1 shows 61% of participants (135) are Dunoon residents; 29% are residents of Cowal (64); and the remaining 10% participants do not reside in Dunoon or Cowal (23).

Figure 1.1: Area of residency

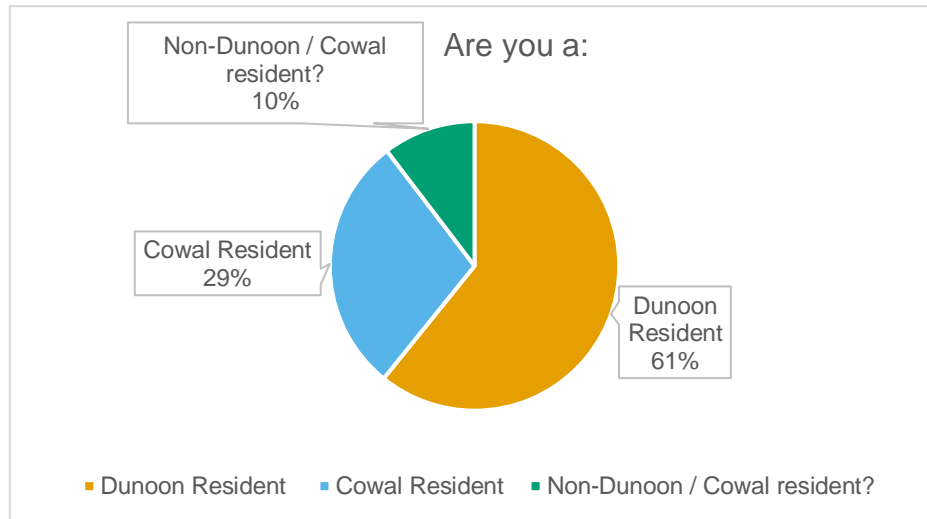


Figure 1.2 shows that 49.5% of participants (110) are regular commuters; 49.1% of participants (109) are not regular commuters; and 1.4% of 3 participants (3) did not answer this question.

Figure 1.2: Are you a regular commuter on this route?

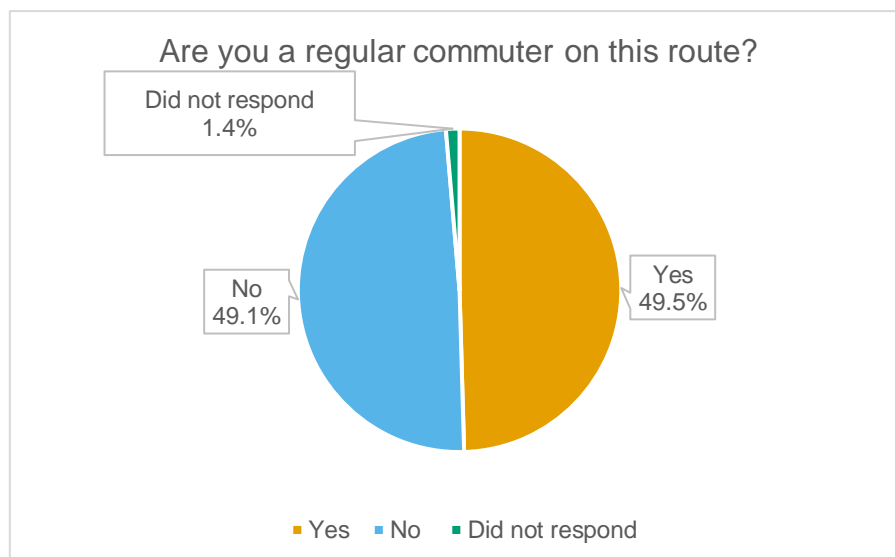
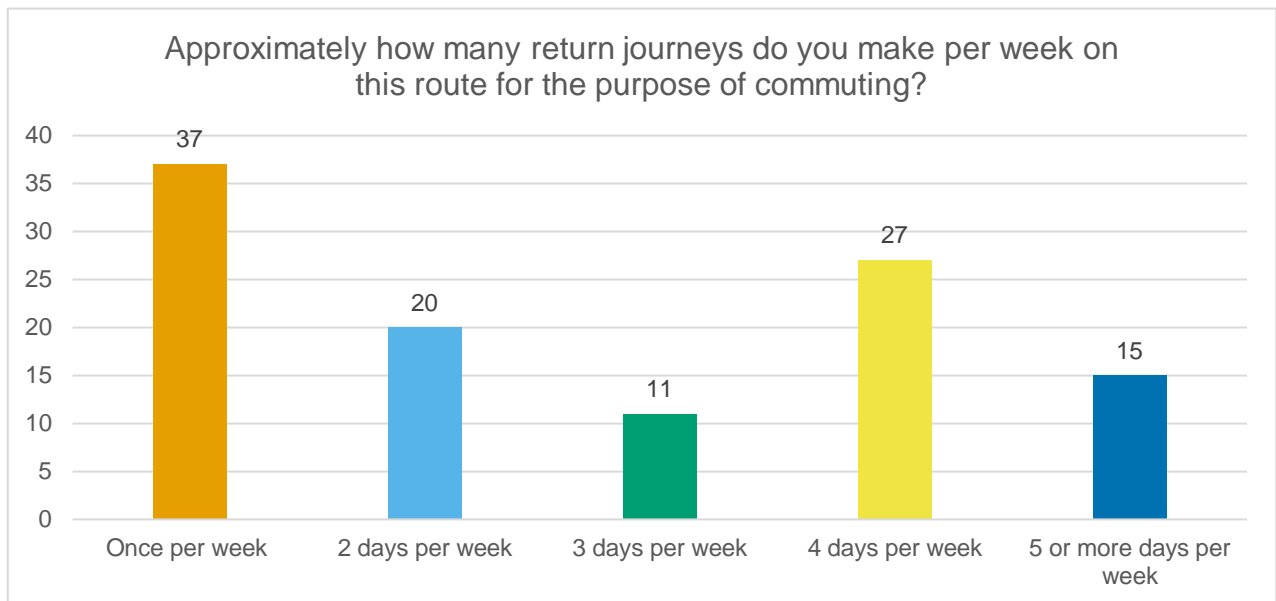


Figure 1.3 shows that of the 110 participants who regularly commute on this route, 37 participants (35%) use the service 'Once per week'; 20 participants (19%) use the service '2 days per week'; 11 participants (10%) use the service '3 days per week'; 27 participants (25%) use the service '4 days per week'; and 15 participants (14%) use the service '5 or more days per week'.

Figure 1.3: How frequently do you use the Dunoon ferry service?



Summary of Survey Demographic

Of the survey participants, 61% are Dunoon residents and 29% are Cowal residents, showing a strong interest in the project from nearby residents.

49.5% of the survey participants are regular commuters on this route with 48.2% of those regular commuters making 3 or more return journeys each week.

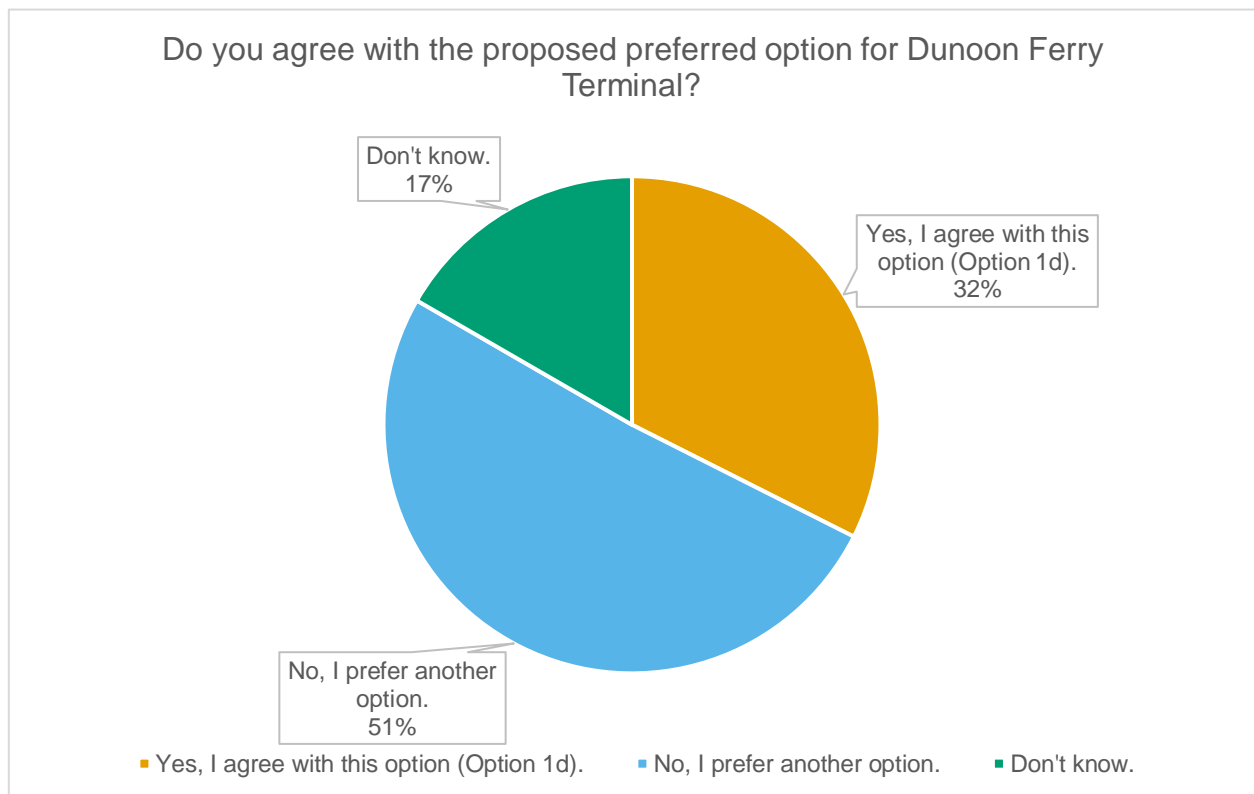
1.2 Option Preference

The main aim of the survey was to gauge opinion on the public acceptability of the proposed preferred option as presented by the project team (Option 1d).

The survey also provided the opportunity to provide feedback on the other options (Option 1c, Option 2c, Option 3b and Option 4c) presented as part of the consultation.

Figure 1.4 shows that 32% of participants (72) agree with Option 1d as the preferred option; 51% of participants (113) prefer an alternative to Option 1d; and 17% of participants (37) either did not have a preference or did not like any of the options presented.

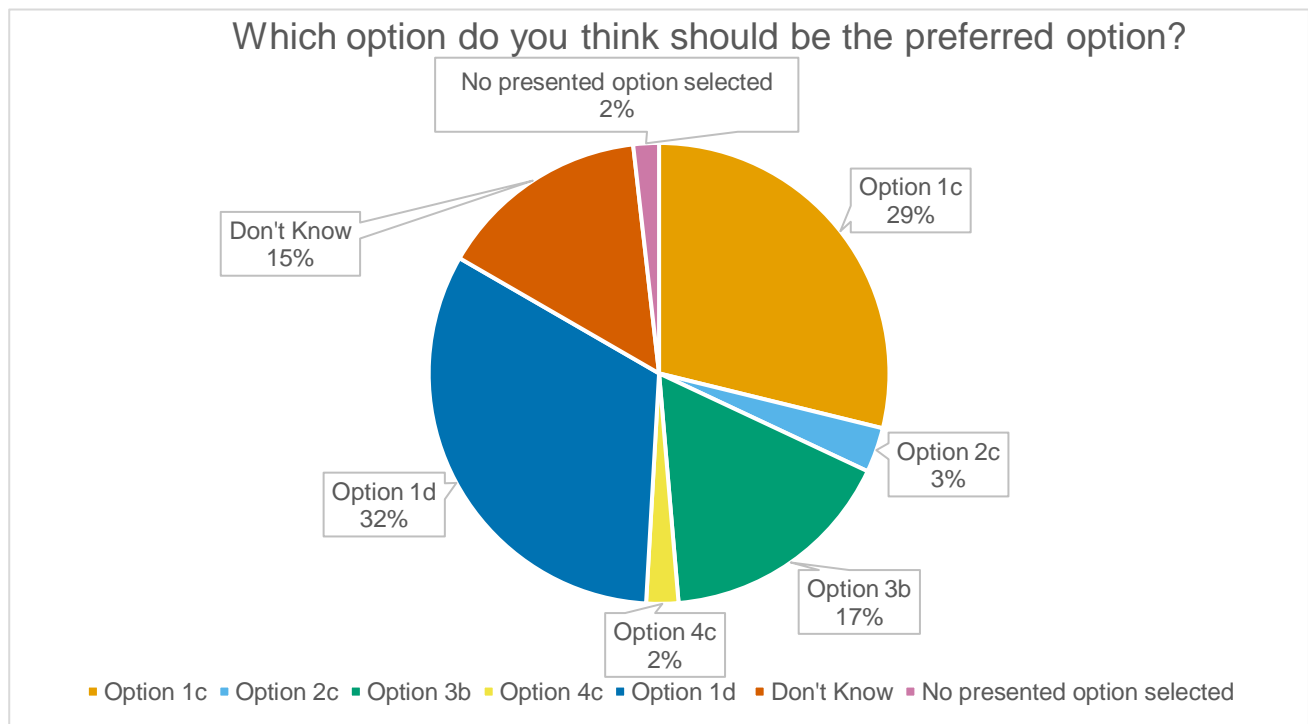
Figure 1.4: Do you agree with the proposed preferred option for Dunoon Ferry Terminal?



Of the 113 respondents who prefer an alternative to Option 1d, 64 prefer Option 1c; 7 prefer Option 2c; 37 prefer Option 3b; and 5 prefer Option 4c.

The overall support for the various options is presented in Figure 1.5.

Figure 1.5: Which option do you think should be the preferred option?



Summary of Option Preference

Figure 1.5 presents a summary of the public view in relation to the options for the upgrade of the ferry terminal infrastructure at Dunoon.

The results do not show a clear preference, however Option 1c and Option 1d both receive notable support over the other options presented. Of the total number of responses:

- 32% prefer Option 1d,
- 29% prefer Option 1c,
- 17% prefer Option 3b,
- 15% don't know,
- 3% prefer Option 2c,
- 2% prefer Option 4c, and
- 2% did not select an option.

It must be noted that 105 out of the 150 participants (70%) who either preferred an alternative option, or selected 'do not know', or did not identify a preferred option, mentioned a future car ferry service or retention of the linkspan in their written response.

2 Summary of Written Feedback

In order to analyse the written feedback from all respondents, the supporting text provided from each respondent has been reviewed and emerging common themes have been identified to better understand the rationale behind the responses.

The list of common themes identified and a brief description of each are as follows:

- **Reliability.** This relates to feedback which mentions service reliability, shelter and weather resilience.
- **Accessibility.** This relates to feedback which mentions accessibility, ease of boarding and the infrastructure's compliance with the Equality Act 2010.
- **Short-term disruption.** This relates to feedback which mentions potential short-term impacts to the service during construction, i.e., speed of construction or disruption to neighbouring infrastructure.
- **Ferry Terminal Facilities.** This relates to feedback which mentions port facilities in relation to the passenger ferry service such as a terminal building, waiting room and toilets.
- **Harbour Operations.** This relates to feedback which mentions the impact of the proposals on other harbour users and third-party operations, i.e., any option's potential to provide additional berths for non-ferry use.
- **Visual Impact and Heritage.** This relates to feedback which mentions the visual impact of the proposed infrastructure and the potential impact on the nearby Victorian Timber Pier.
- **Cost.** This relates to feedback which mentions the cost of construction works.
- **Environmental Impact.** This relates to feedback which mentions the environmental impact of the new infrastructure and the environmental impact during construction.
- **Linkspan Retention.** This relates to feedback which mentions retention of the linkspan and the perceived ability of the infrastructure and layout to adapt and possibly accommodate a new car ferry service in the future.

It should be highlighted that some written responses were highly detailed and covered more than one of the above common themes.

By necessity to create a summary, themes mentioned most frequently have been identified and summarised against each of the infrastructure options below. This is presented in order of the option's popularity.

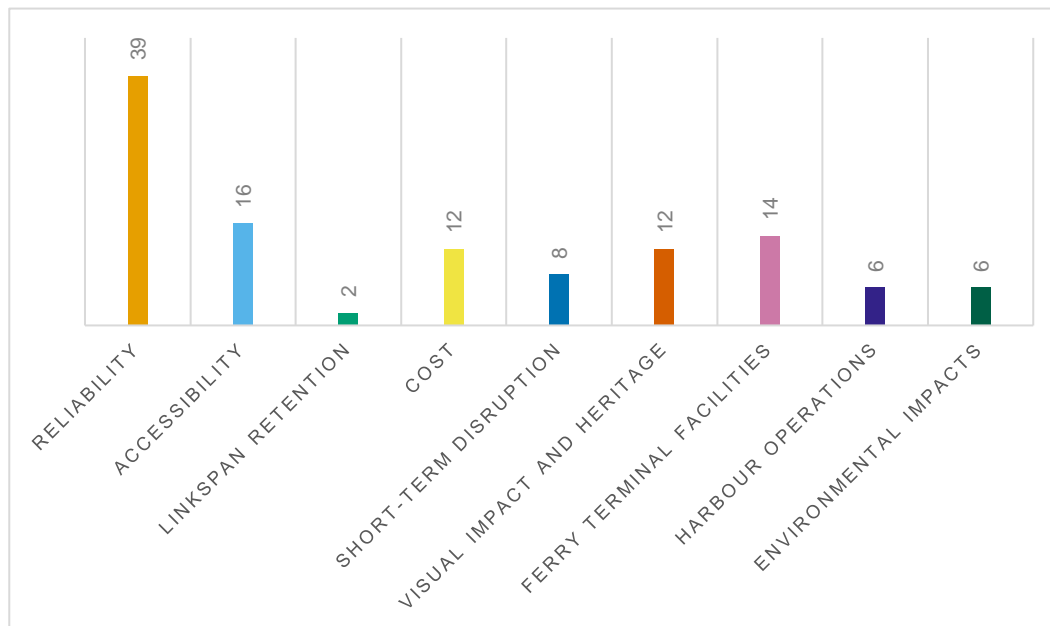
The feedback from those who 'Don't Know' or who did not identify a preferred option is provided at the end.

The detailed responses are provided in [Appendix B](#).

2.1 Summary of Written Feedback for Option 1d

The written feedback from those respondents who prefer Option 1d most frequently mentions service reliability, improvements to accessibility and ferry terminal facilities. This is illustrated in Figure 2.1 below which shows the number of respondents who mentioned each theme.

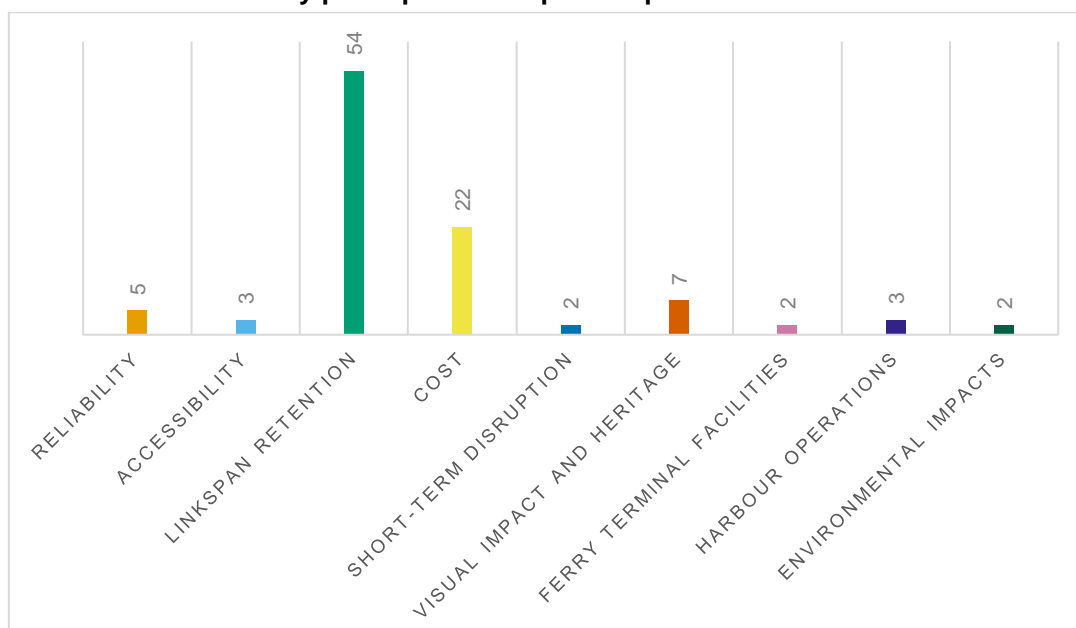
Figure 2.1: Themes identified by participants who prefer Option 1d



2.2 Summary of Written Feedback for Option 1c

The written feedback from those respondents who prefer Option 1c most frequently mentions retention of the linkspan and cost. This is illustrated in Figure 2.2 below which shows the number of respondents who mentioned each theme.

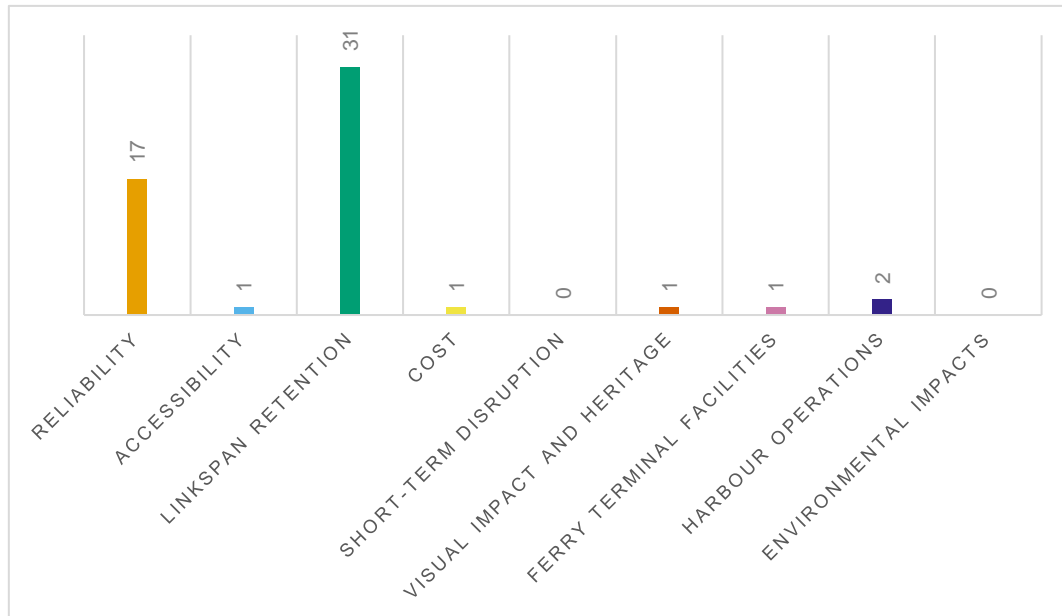
Figure 2.2: Themes identified by participants who prefer Option 1c



2.3 Summary of Written Feedback for Option 3b

The written feedback from those respondents who prefer Option 3b most frequently mentions retention of the linkspan and service reliability. This is illustrated in Figure 2.3 below which shows the number of respondents who mentioned each theme.

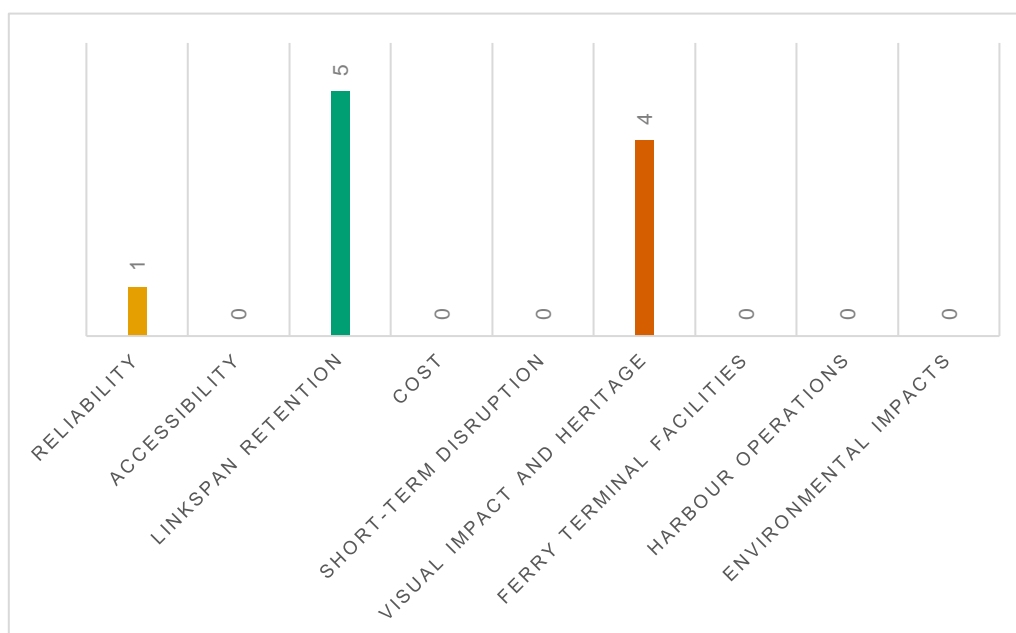
Figure 2.3: Themes identified by participants who prefer Option 3b



2.4 Summary of Written Feedback for Option 2c

The written feedback from those respondents who prefer Option 2c most frequently mentions retention of the linkspan and the Victorian Pier. This is illustrated in Figure 2.4 below which shows the number of respondents who mentioned each theme.

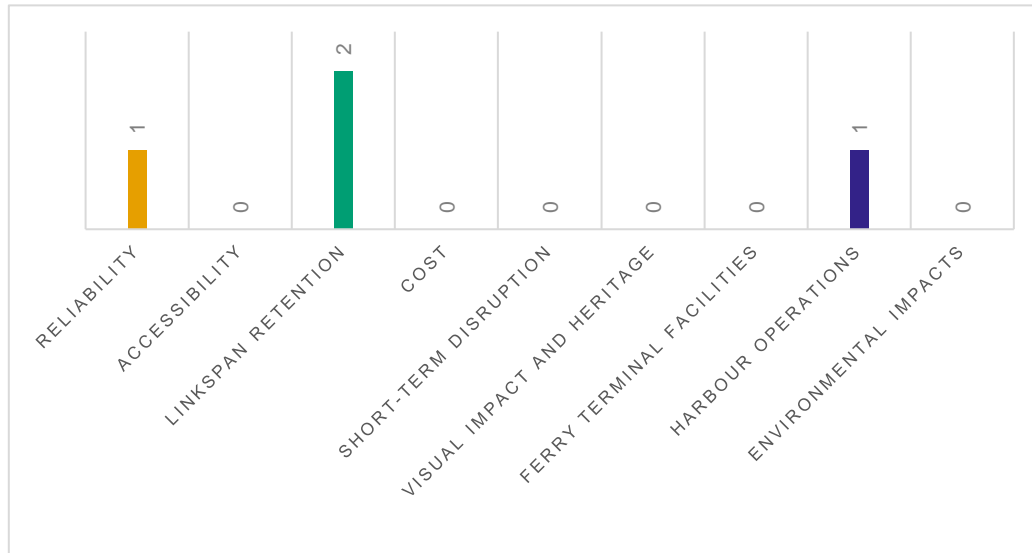
Figure 2.4: Themes identified by participants who prefer Option 2c



2.5 Summary of Written Feedback for Option 4c

The written feedback from those respondents who prefer Option 4c most frequently mentions retention of the linkspan. This is illustrated in Figure 2.5 below which shows the number of respondents who mentioned each theme.

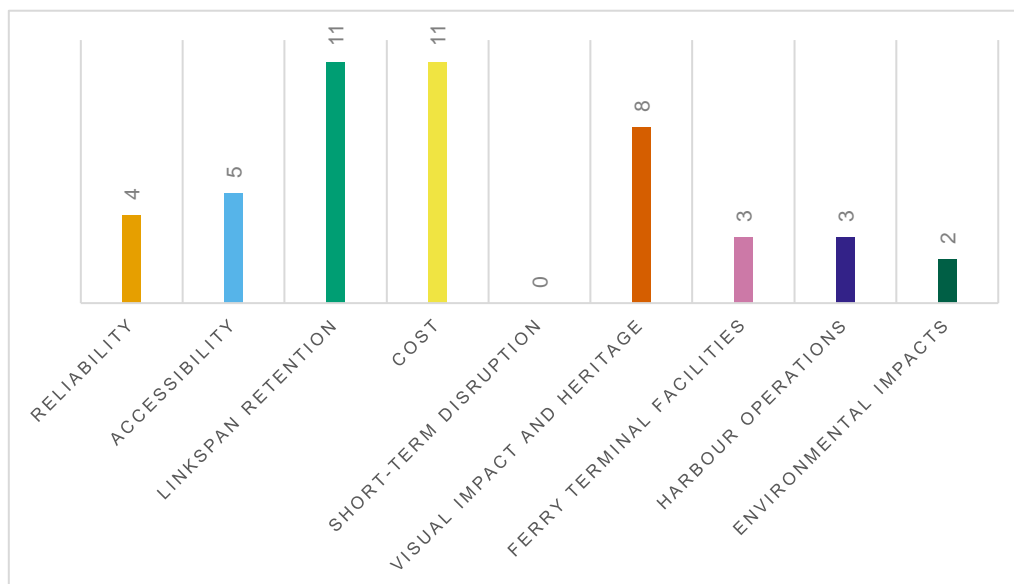
Figure 2.5: Themes identified by participants who prefer Option 4c



2.6 Summary of Written Feedback for 'Don't Know' Responses

The written feedback from those respondents who 'Don't Know' most frequently mentions retention of the linkspan and cost. This is illustrated in Figure 2.6 below which shows the number of respondents who mentioned each theme.

Figure 2.6: Themes identified by participants who selected 'Don't Know'



2.7 Feedback From Participants Who Did Not Select a Preferred Option

The written feedback from those respondents who did not select a preferred option most frequently mention retention of the linkspan.

3 Conclusions

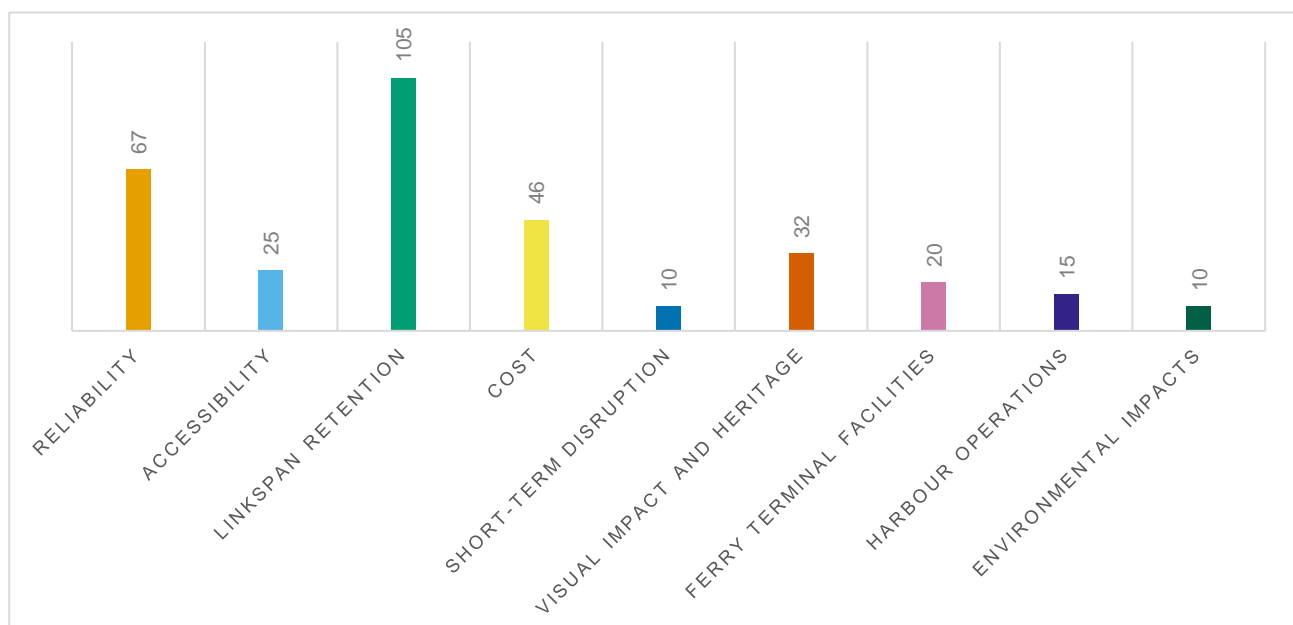
Overall, the feedback allows us to conclude that the majority of respondents do not support Option 1d as the preferred option. The results do not show a clear preference, however Option 1d and Option 1c both receive notable support over the other options presented. Of the total number of responses, **32%** prefer Option 1d and **29%** prefer Option 1c.

There are 9 key themes identified from participant written feedback in this survey. These include:

1. **Linkspan Retention.** This was the most common theme mentioned in the feedback. Many participants want infrastructure that can be adapted in the future to accommodate a new car ferry service and believe that retaining the linkspan would make this more viable.
2. **Reliability.** This was the second most common theme mentioned, and it is clear from written feedback that improved service reliability is a high priority for participants in this survey.
3. **Cost.** This was the third most common theme mentioned, emphasising the fact that project cost is important to the participants in this study. Many participants have noted interest in seeing cost information for the options developed.
4. **Visual Impact and Heritage.** This theme resulted from participants interest in preserving the existing Victorian Pier.
5. **Accessibility.** Many participants welcome infrastructure which is compliant with the Equality Act 2010, with some concerns raised by participants who would like more information on the stability of the pontoon.
6. **Ferry Terminal Facilities.** Many participants mentioned improved passenger waiting facilities and toilets.
7. **Harbour Operations.** Participants noted they would like facilities for other marine users.
8. **Environmental Impact.** Participants mentioned the impact of the project on wildlife and the impact of a breakwater extension and dredging on the landscape.
9. **Short-term disruption.** Given the relatively low number of respondents citing short-term disruption as opposed to the relatively high numbers citing linkspan retention as a factor, it is clear that the focus is on long term solutions rather than short-term disruption.

Figure 3.1 illustrates the frequency of the common themes mentioned in written responses.

Figure 3.1: Common Themes Mentioned in Participant Feedback

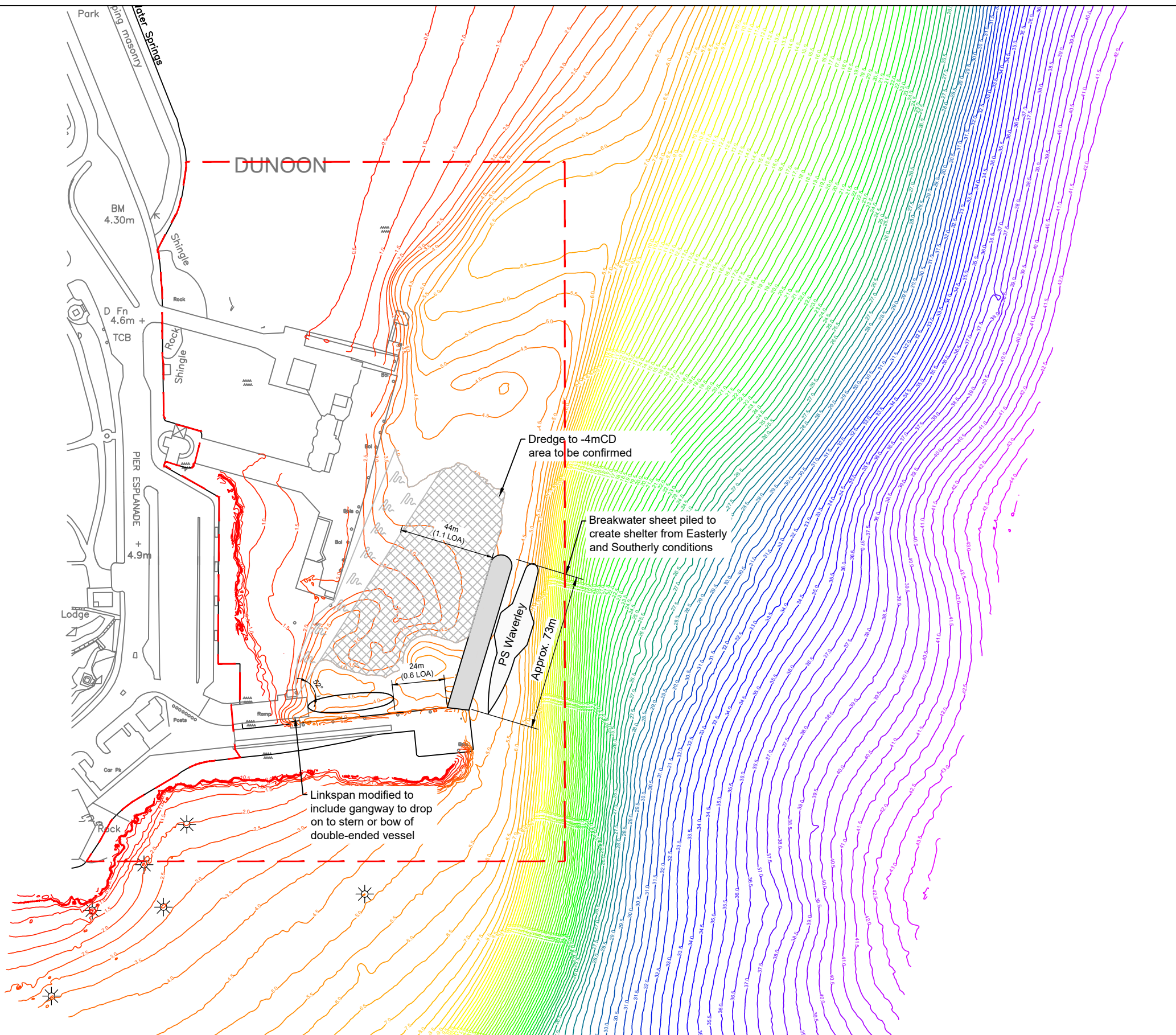


Taking account of comments received, the focus of public opinion is on retention of the linkspan and provision of a RoRo service, followed by improving reliability, selecting a cost-effective solution and preserving the Victorian Pier.

Given the feedback received, consideration should be given to addressing public concerns in relation to retention of the linkspan and how this fits with current Scottish Government and A&BC policies.



A. Options Presented



Dunoon and Kilcreggan Ferry Terminals OBC

Dunoon Ferry Terminal

Option 1c - Concept Arrangement

Modify linkspan to fit new vessel, include breakwater extension to provide shelter

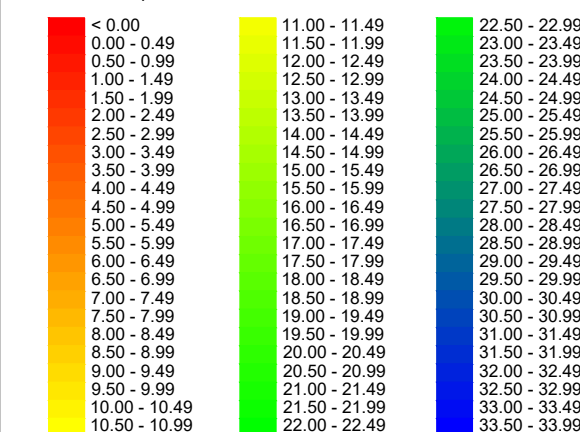
Notes:

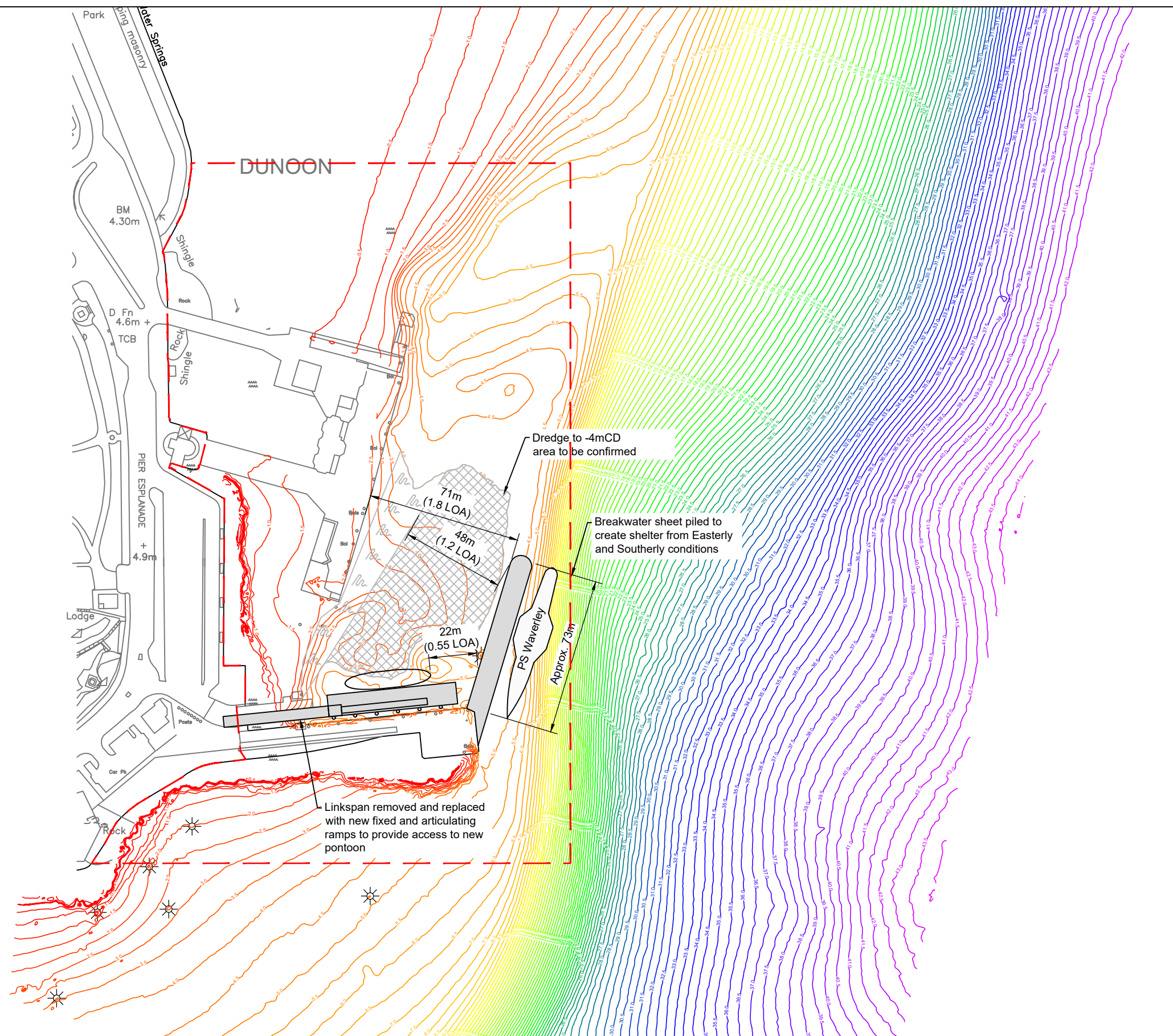
1. Design vessel 40m length, highly manoeuvrable (vessel end loading)
2. Linkspan modified to include gangway to drop on to stern or bow of vessel. Passenger access to continue across linkspan.
3. Extension to existing breakwater to provide shelter from easterly conditions and to improve shelter from southerly conditions.
4. Breakwater to be sheet piled structure.
5. Design of breakwater to be determined on completion of wave modelling.
6. P.S Waverley to berth on outer face of breakwater, similar location to existing berthing arrangement.
7. Dredging to -4mCD to provide 1m UKC plus an allowance for siltation of the harbour area

Key:

— Proposed Harbour Limits

Coloured Depth Bands:





Dunoon and Kilcreggan Ferry Terminals OBC

Dunoon Ferry Terminal

Option 1d - Concept Arrangement (Pontoon Variant)

Pontoon berth with access from existing linkspan location, including breakwater extension to provide shelter

Notes:

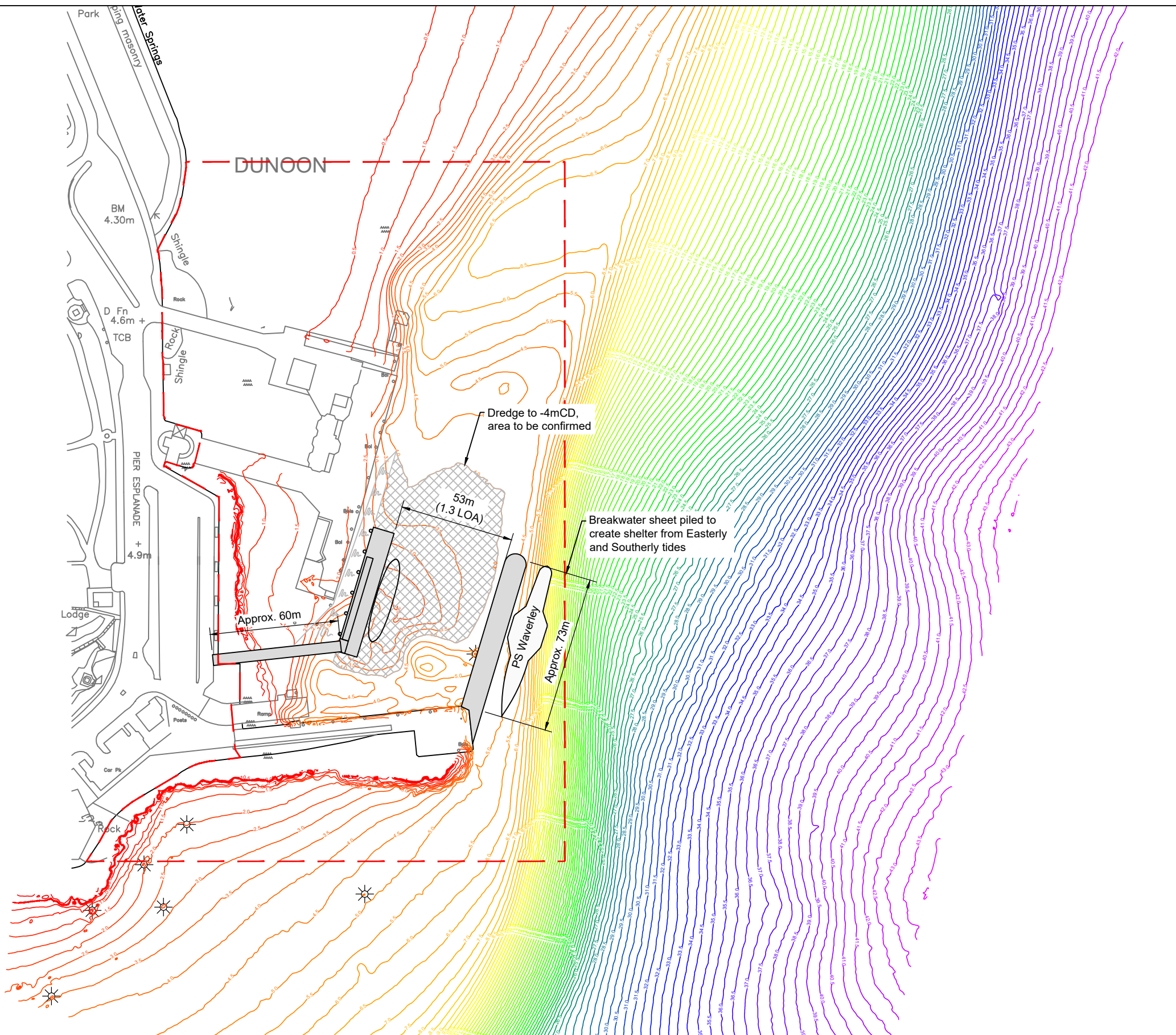
1. Design vessel 40m length, highly manoeuvrable vessel (vessel side loading)
2. Pontoon shown is 60m long and 10m wide
3. Pontoon shown in same orientation as existing breakwater
4. Pedestrian access via fixed and articulating ramps to achieve access from shore to pontoon berth. Ramp arrangement to be confirmed
5. Extension to existing breakwater to provide shelter from easterly conditions and to improve shelter from southerly conditions.
6. Design of breakwater to be determined on completion of wave modelling.
7. P.S Waverley to berth on outer face of breakwater, similar location to existing berthing arrangement.

Key:

— Proposed Harbour Limits

Coloured Depth Bands:

< 0.00	11.00 - 11.49	22.50 - 22.99
0.00 - 0.49	11.50 - 11.99	23.00 - 23.49
0.50 - 0.99	12.00 - 12.49	23.50 - 23.99
1.00 - 1.49	12.50 - 12.99	24.00 - 24.49
1.50 - 1.99	13.00 - 13.49	24.50 - 24.99
2.00 - 2.49	13.50 - 13.99	25.00 - 25.49
2.50 - 2.99	14.00 - 14.49	25.50 - 25.99
3.00 - 3.49	14.50 - 14.99	26.00 - 26.49
3.50 - 3.99	15.00 - 15.49	26.50 - 26.99
4.00 - 4.49	15.50 - 15.99	27.00 - 27.49
4.50 - 4.99	16.00 - 16.49	27.50 - 27.99
5.00 - 5.49	16.50 - 16.99	28.00 - 28.49
5.50 - 5.99	17.00 - 17.49	28.50 - 28.99
6.00 - 6.49	17.50 - 17.99	29.00 - 29.49
6.50 - 6.99	18.00 - 18.49	29.50 - 29.99
7.00 - 7.49	18.50 - 18.99	30.00 - 30.49
7.50 - 7.99	19.00 - 19.49	30.50 - 30.99
8.00 - 8.49	19.50 - 19.99	31.00 - 31.49
8.50 - 8.99	20.00 - 20.49	31.50 - 31.99
9.00 - 9.49	20.50 - 20.99	32.00 - 32.49
9.50 - 9.99	21.00 - 21.49	32.50 - 32.99
10.00 - 10.49	21.50 - 21.99	33.00 - 33.49
10.50 - 10.99	22.00 - 22.49	33.50 - 33.99



Dunoon and Kilcreggan Ferry Terminals OBC

Dunoon Ferry Terminal

Option 2c - Concept Arrangement

Pontoon berth with access from existing marshalling / car park area, include breakwater extension to provide shelter

Notes:

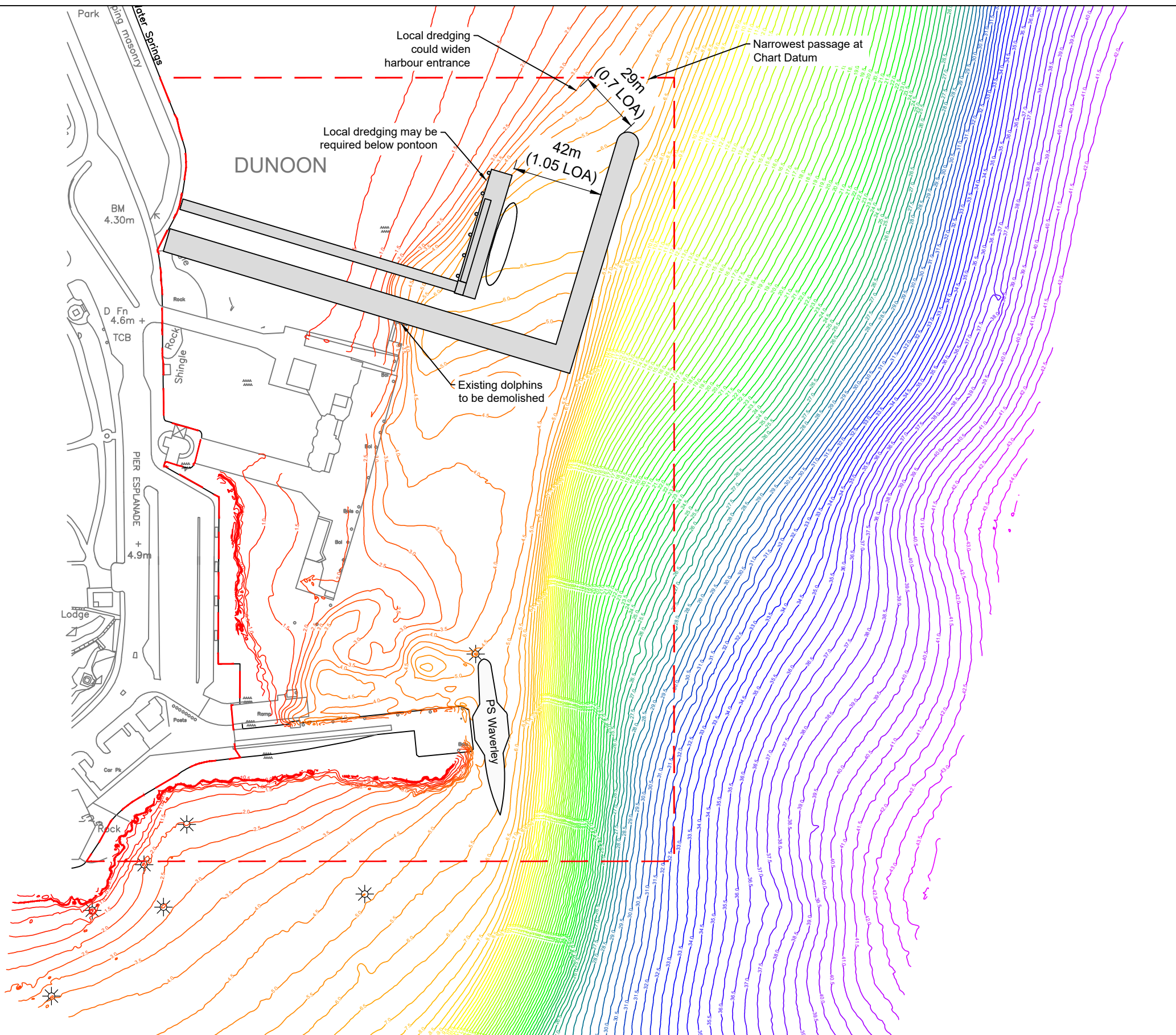
1. Design vessel 40m length highly manoeuvrable (vessel side loading)
2. Pontoon shown is 60m long and 10m wide
3. Pontoon shown in same orientation as existing Victorian Pier
4. Pedestrian access via fixed and articulating ramps to achieve EA compliant access from shore to pontoon berth. Ramp arrangement to be confirmed
5. New infrastructure to be independent of existing Victorian Pier structure
6. Extension to existing breakwater to provide shelter from easterly conditions and to improve shelter from southerly conditions
7. Breakwater to be sheet piled structure
8. Design of breakwater to be determined on completion of wave modelling
9. P.S Waverley to berth on outer face of breakwater, similar location to existing berthing arrangement
10. Dredging to -4mCD to provide 1m UKC plus an allowance for siltation of the harbour area

Key:

— Proposed Harbour Limits

Coloured Depth Bands:

< 0.00	11.00 - 11.49	22.50 - 22.99
0.00 - 0.49	11.50 - 11.99	23.00 - 23.49
0.50 - 0.99	12.00 - 12.49	23.50 - 23.99
1.00 - 1.49	12.50 - 12.99	24.00 - 24.49
1.50 - 1.99	13.00 - 13.49	24.50 - 24.99
2.00 - 2.49	13.50 - 13.99	25.00 - 25.49
2.50 - 2.99	14.00 - 14.49	25.50 - 25.99
3.00 - 3.49	14.50 - 14.99	26.00 - 26.49
3.50 - 3.99	15.00 - 15.49	26.50 - 26.99
4.00 - 4.49	15.50 - 15.99	27.00 - 27.49
4.50 - 4.99	16.00 - 16.49	27.50 - 27.99
5.00 - 5.49	16.50 - 16.99	28.00 - 28.49
5.50 - 5.99	17.00 - 17.49	28.50 - 28.99
6.00 - 6.49	17.50 - 17.99	29.00 - 29.49
6.50 - 6.99	18.00 - 18.49	29.50 - 29.99
7.00 - 7.49	18.50 - 18.99	30.00 - 30.49
7.50 - 7.99	19.00 - 19.49	30.50 - 30.99
8.00 - 8.49	19.50 - 19.99	31.00 - 31.49
8.50 - 8.99	20.00 - 20.49	31.50 - 31.99
9.00 - 9.49	20.50 - 20.99	32.00 - 32.49
9.50 - 9.99	21.00 - 21.49	32.50 - 32.99
10.00 - 10.49	21.50 - 21.99	33.00 - 33.49
10.50 - 10.99	22.00 - 22.49	33.50 - 33.99



Dunoon and Kilcreggan Ferry Terminals OBC

Dunoon Ferry Terminal

Option 3b - Concept Arrangement

Pontoon berth with pedestrian access from north of terminal, include new breakwater structure to provide shelter on pontoon berth

Notes:

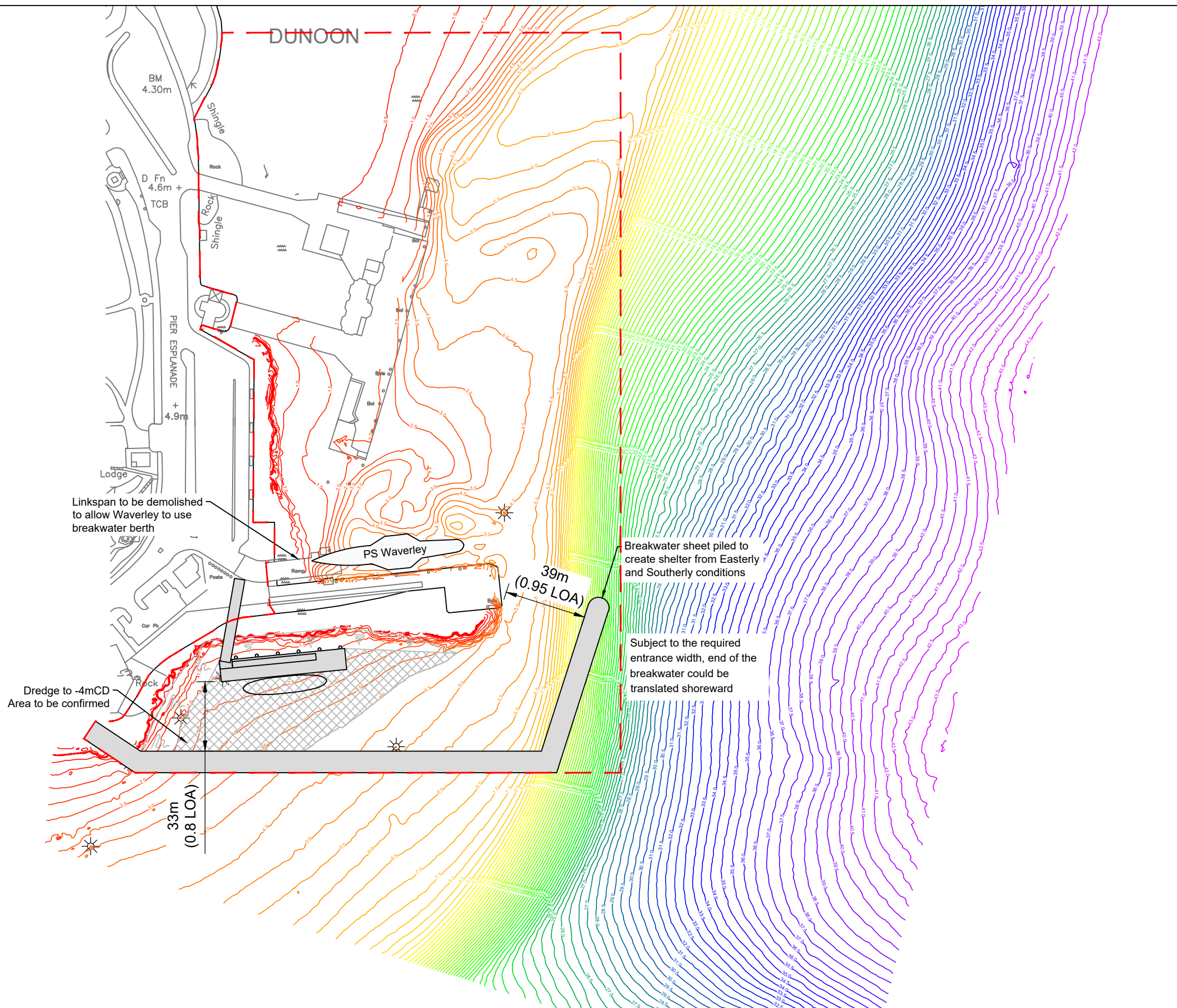
1. Design vessel 40m length, highly manoeuvrable (vessel side loading)
2. Pontoon shown is 60m long and 10m wide
3. Pontoon shown in same orientation as existing Victorian Pier structure
4. Pedestrian access via fixed and articulating ramps to achieve EA compliant access from shore to pontoon berth. Ramp arrangement to be confirmed.
5. Breakwater to provide shelter from easterly and southerly conditions
6. Breakwater to be sheet piled structure
7. Design of breakwater to be determined on completion of wave modelling
8. P.S Waverley berthing arrangements to remain at end of existing breakwater
9. Dredging may be required in harbour entrance

Key:

— Proposed Harbour Limits

Coloured Depth Bands:

< 0.00	11.00 - 11.49	22.50 - 22.99
0.00 - 0.49	11.50 - 11.99	23.00 - 23.49
0.50 - 0.99	12.00 - 12.49	23.50 - 23.99
1.00 - 1.49	12.50 - 12.99	24.00 - 24.49
1.50 - 1.99	13.00 - 13.49	24.50 - 24.99
2.00 - 2.49	13.50 - 13.99	25.00 - 25.49
2.50 - 2.99	14.00 - 14.49	25.50 - 25.99
3.00 - 3.49	14.50 - 14.99	26.00 - 26.49
3.50 - 3.99	15.00 - 15.49	26.50 - 26.99
4.00 - 4.49	15.50 - 15.99	27.00 - 27.49
4.50 - 4.99	16.00 - 16.49	27.50 - 27.99
5.00 - 5.49	16.50 - 16.99	28.00 - 28.49
5.50 - 5.99	17.00 - 17.49	28.50 - 28.99
6.00 - 6.49	17.50 - 17.99	29.00 - 29.49
6.50 - 6.99	18.00 - 18.49	29.50 - 29.99
7.00 - 7.49	18.50 - 18.99	30.00 - 30.49
7.50 - 7.99	19.00 - 19.49	30.50 - 30.99
8.00 - 8.49	19.50 - 19.99	31.00 - 31.49
8.50 - 8.99	20.00 - 20.49	31.50 - 31.99
9.00 - 9.49	20.50 - 20.99	32.00 - 32.49
9.50 - 9.99	21.00 - 21.49	32.50 - 32.99
10.00 - 10.49	21.50 - 21.99	33.00 - 33.49
10.50 - 10.99	22.00 - 22.49	33.50 - 33.99



Dunoon and Kilcreggan Ferry Terminals OBC

Dunoon Ferry Terminal

Option 4c - Concept Arrangement

New harbour to south of existing. Shelter provided via solid breakwater. Pontoon berth to be provided within new harbour.

Notes:

1. Design vessel 40m length, highly manoeuvrable (vessel side loading)
2. Pontoon shown is 60m long and 10m wide
3. Pedestrian access via fixed and articulating ramps to achieve EA compliant access from shore to pontoon berth. Ramp arrangement to be confirmed
4. New harbour to provide shelter from southerly and easterly conditions
5. Breakwater to be solid structure, potentially combi or tubular piles, depending on retained height
6. Design of breakwater to be determined on completion of wave modelling
7. P.S. Waverley to berth on outer face of new breakwater
8. Dredging to -4mCD to provide 1m UKC plus an allowance for siltation of the harbour area

Key:

— Proposed Harbour Limits

Coloured Depth Bands:

< 0.00	11.00 - 11.49	22.50 - 22.99
0.00 - 0.49	11.50 - 11.99	23.00 - 23.49
0.50 - 0.99	12.00 - 12.49	23.50 - 23.99
1.00 - 1.49	12.50 - 12.99	24.00 - 24.49
1.50 - 1.99	13.00 - 13.49	24.50 - 24.99
2.00 - 2.49	13.50 - 13.99	25.00 - 25.49
2.50 - 2.99	14.00 - 14.49	25.50 - 25.99
3.00 - 3.49	14.50 - 14.99	26.00 - 26.49
3.50 - 3.99	15.00 - 15.49	26.50 - 26.99
4.00 - 4.49	15.50 - 15.99	27.00 - 27.49
4.50 - 4.99	16.00 - 16.49	27.50 - 27.99
5.00 - 5.49	16.50 - 16.99	28.00 - 28.49
5.50 - 5.99	17.00 - 17.49	28.50 - 28.99
6.00 - 6.49	17.50 - 17.99	29.00 - 29.49
6.50 - 6.99	18.00 - 18.49	29.50 - 29.99
7.00 - 7.49	18.50 - 18.99	30.00 - 30.49
7.50 - 7.99	19.00 - 19.49	30.50 - 30.99
8.00 - 8.49	19.50 - 19.99	31.00 - 31.49
8.50 - 8.99	20.00 - 20.49	31.50 - 31.99
9.00 - 9.49	20.50 - 20.99	32.00 - 32.49
9.50 - 9.99	21.00 - 21.49	32.50 - 32.99
10.00 - 10.49	21.50 - 21.99	33.00 - 33.49
10.50 - 10.99	22.00 - 22.49	33.50 - 33.99



B. Survey Responses

ID	Start time	Completion time	Are you a:	Are you a regular commuter on this route?	Approximately how many return journeys do you make per week on this route for the purpose of commuting?	Do you agree with the proposed preferred option for Dunoon Ferry Terminal?	Which option do you think should be the preferred option?	Why do you prefer your chosen alternative, and what features have influenced this decision?	Why do you prefer Option 1d, and what features have influenced this decision?	Please provide any other comments that you may have in the box below. Please do not include any personal information in your response.
1	11/24/22 16:14:15	11/24/22 16:21:33	Dunoon resident?	No		Yes, I agree with this option (Option 1d).			All redundant infrastructure should be removed for a clean, modern passenger experience. Passengers deserve a reliable service which links to the public transport network.	I would strongly disagree with any proposal which includes a provision for a car service. Dunoon doesn't need the traffic and why should public money be used to invest in putting a successful Western Ferry service out of business.
2	11/24/22 17:42:59	11/24/22 17:45:48	Non-Dunoon / Cowal resident?	Yes	Once per week	No, I prefer another option.	Option 1c	Easterly winds traditionally cause issues with the current boats berthing. Option 1c changes the orientation of the boats when berthed. They would face out into the wind rather than have it beam on.		The preferred option doesn't look as though it allows a lot of room for the boats between Dunoon pier and the breakwater.
3	11/24/22 17:46:59	11/24/22 17:52:37	Dunoon resident?	No		No, I prefer another option.	Option 4c	I do jonot east any of hem, but the survey didn't give that option.		This survey is rugged - most people don't want any of these options
4	11/24/22 18:18:59	11/24/22 18:23:02	Non-Dunoon / Cowal resident?	No		Yes, I agree with this option (Option 1d).			for the same reasons that you have this as your preferred option.	good luck bringing this project to life. a better service for all will make the run more appealing to more people.
5	11/25/22 10:21:27	11/25/22 10:25:50	Dunoon resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d).			Option D will provide shelter from East winds and utilise existing shore space and allow for modern facilities to be built. This option looks like the most cost effective and realistic in the timescale quoted.	The public must get behind a vastly improved passenger service as future dictates that car travel will become greater restricted and expensive and public transport should be enhanced for future needs.
6	11/25/22 11:28:00	11/25/22 11:29:07	Cowal resident?	No		No, I prefer another option.	Option 4c	Cause		None
7	11/25/22 13:43:36	11/25/22 13:48:26	Dunoon resident?	Yes	4 days per week	Don't know.				This expensive ferry and pier project is poorly thought through and has already become too expensive. The boats are over Spec'd - 99% of journeys are under 150 pax. I can't see outdoor space on the ferry. You started designing the ferry's prior to any consultation. This forces specific infrastructure requirements. The ferry is way too big for Dunoon - and way to big for Kilcreggan as well. No doubt you will just do what you want anyway. But remember the words of Canon Kenyon Wright.
8	11/25/22 13:43:18	11/25/22 13:51:52	Dunoon resident?	No		Yes, I agree with this option (Option 1d).			An improvement to the reliability, and resilience to bad weather, of the passenger ferry is badly overdue. Incorporating a connection with Kilcreggan will enhance the value of the passenger ferry. I like being able to walk from my property in Dunoon to the ferry port and catch the train to Glasgow, but the existing vessels are far too unreliable to provide an assured service. The whole area in Dunoon by the ferry, with the portakabin waiting rooms and toilets are a shambles and give a very poor impression of Dunoon to visitors	A direct ferry connection to Kilcreggan from Dunoon will be of great benefit to both areas. I hope that the plans when implemented will preserve, or otherwise assure the future of, the iconic Victorian pier building that Dunoon people and visitors love so much
9	11/25/22 13:21:49	11/25/22 13:59:51	Non-Dunoon / Cowal resident?	No		Yes, I agree with this option (Option 1d).			Option 1d, offers the greatest improvement in facilities, meeting anticipated needs for the least disruption, the least environmental impact, the best utilisation of existing facilities & infrastructure, the quickest project completion time and the best value for money. Whilst other plans do each have their merits none of the others offer the combination or extent of benefits as those offered by Option 1d.	I have used this service regularly in the past (though not for a few years now, but I know and am in touch with people who are regular users. Option 1d, is clearly offers some of the best compromises and is easily the best value for money in the most reasonable timescale. The improvements in service particularly reliability, offered by Option 1d (and also most other options) will make the service much more useable and would encourage me to use it again in the future.
10	11/25/22 14:17:51	11/25/22 14:26:39	Dunoon resident?	No		No, I prefer another option.	Option 4c	Car parking is already in place and has scope to be extended. Marinas have been spoke about for years in the town now and maybe this area would be best suited for that purpose with a passenger ferry service running from a lesser exposed area for weather and sea conditions. A breakwater of some sort would still be required for further protection		None.
11	11/25/22 15:09:13	11/25/22 15:11:11	Cowal resident?	No		Yes, I agree with this option (Option 1d).			Improved berthing for the passenger-only service.	What are the proposals for the shoreside waiting room facilities?
12	11/25/22 16:22:48	11/25/22 16:24:12	Cowal resident?	No		Yes, I agree with this option (Option 1d).			Improved berthing. Easier boarding link span is just a white elephant	Western provide a great service just improve the bus service to that port
13	11/25/22 16:21:46	11/25/22 16:26:07	Dunoon resident?	Yes	5 or more days per week	Don't know.				I don't agree with any of them. I think the councils needs to go back to the drawing board as we need to find suitable vessels for the route first not the pathetic bath tubs we currently have!
14	11/25/22 15:56:53	11/25/22 16:27:30	Cowal resident?	No		No, I prefer another option.	Option 2c	It retains the linkspan, ready for a return of vehicle ferries		As so feel in windy weather especially a north easterly wind a pontoon will back dangerous! By the sounds of things these proposals were made up by someone who has never used the route or an accountant!
15	11/25/22 16:26:57	11/25/22 16:32:05	Dunoon resident?	No		Yes, I agree with this option (Option 1d).			The current vessels employed on the Gourock ferry service were both designed to have passengers accessing them on either side, not over the transom as they do at present. Getting rid of the 'white elephant' linkspan and replacing it with a pontoon would allow increased reliability in the service. The dogleg extension to the existing breakwater should allow for better shelter to the pontoon, and increase overall reliability of the ferry service.	Argyll and bute Council should be ashamed of themselves the state for the victorian pier!
16	11/25/22 16:35:32	11/25/22 16:37:20	Dunoon resident?	No		Yes, I agree with this option (Option 1d).			Presumably the building of the breakwater extension to the north east will preclude WAVERLEY from accessing her current berth across the end of the pier while it is under construction.	Removing the linkspan is folly.
17	11/25/22 17:05:05	11/25/22 17:05:39	Cowal resident?	No		Yes, I agree with this option (Option 1d).			Just agree with it.	
18	11/25/22 18:40:45	11/25/22 18:42:51	Dunoon resident?	No		Yes, I agree with this option (Option 1d).			No point having car ferry optio	We need a reliable passenger ferry service. Currently I use western and then a bus and then train / bus. I rarely use the current passenger ferry because of reliability issues
19	11/25/22 20:08:12	11/25/22 20:20:49	Non-Dunoon / Cowal resident?	No		No, I prefer another option.	Option 1c	Completely removing the linkspan - while I completely understand the reasoning kills stone cold any idea of a vehicle ferry ever linking the town centres of Dunoon & Gourock again. Completely relocating the terminal would require too many other interventions on provision of parking, bus stops & passenger facilities when a perfectly adequate space already exists - particularly when the old terminal marshalling area/bus stops have only just been removed & redeveloped. Moving the terminal to the Coal Pier is a completely hairbrained idea? The structure is ancient and has enough problems being a car park let alone becoming an active port. This would create too big a headache for a competent public body to handle, let alone ABC.	Best option available	Surely there is a way to have a similar passenger gangway system to that at Rothesay - of course scaled down to suit smaller vessels - to have passengers side load from the existing breakwater? I assume this would have been the original intention with the design as built 17 years ago. This seems like a much cheaper and easier solution than replacing linkspans and providing new pontoons? Granted an extension to the breakwater to improve harbour conditions has become a necessity but this is in part also due to the dimensions/handling of the current vessels rather than actual sea conditions.
20	11/25/22 21:36:58	11/25/22 21:38:01	Dunoon resident?	No		Yes, I agree with this option (Option 1d).			It doesn't hinder any progression with the Victorian pier which should be preserved without interruption from new works. It makes logical sense to keep the existing placement for traffic purposes.	I still do not see any plans for a proper terminal building or decent passenger facilities? Some 11 years after the move to the new terminal and the operation is still being run out of portacabins which gives an extremely poor first impression of the town. It does not need to be on the scale of that recently built at Brodick but a permanent structure would be nice, preferably outside of the former marshalling area of the terminal. On that note the marshalling area needs to be re-lined to become an actual car park at the very least.

							A large number of local residents want to see a retained links panel so that a car ferry option is available in the future. The Dunoon project may 8ncrease demand for a vehicle ferry and the project should not preclude this option for the future even if current policy is for a passenger only ferry. Leaving open the possibility for a future car ferry is essential for the future economic development of Dunoon. We should not be limited just because the govt. says it will only fund passenger services. A & B council should fight hard to provide additional car services as Western Ferries, whilst an excellent service is in private ownership & therefore not under any public obligation to provide a service. It is also very crowded at certain times often involving long waiting times.		
21	11/26/22 0:37:35	11/26/22 0:46:13 Dunoon resident?	No		No, I prefer another option.	Option 1c		See above. The council is not being creative enough in its thinking. The people of Dunoon need A & B council to fight harder for Dunoon's future.	
22	11/26/22 9:34:13	11/26/22 9:35:55 Cowal resident?	Yes	3 days per week	Don't know.			Would it not make sense to use the Victorian Pier? Imagine being the only place in the UK with a Victorian Pier in use. It would kill two birds with one stone and finish the programme of investment the pier desperately needs!	
							The break water around the Victorian pier would help protect it.... And why build a new breakwater and pier access on front of the Victorian pier... Simply use the money allocated and upgrade the Victorian pier to accommodate a passenger ferry.....and aslo why is there no thought of pontoons /berths for visiting boats		
23	11/26/22 9:58:05	11/26/22 10:00:45 Dunoon resident?	No		No, I prefer another option.	Option 3b		See above	
24	11/26/22 10:24:58	11/26/22 10:30:09 Dunoon resident?	Yes	Once per week	Yes, I agree with this option (Option 1d).		Clean, low profile eco-friendly option	Town and commuters need this reliable upgrade	
								I believe Cowal is already well serve in regards to a car ferry. Western Ferries provide an excellent service and an additional car service in the town centre would not be a good use of funds. I believe it would increase congestion within Dunoon town centre. The priority for this service should be reliable links with the rail service for commuters, which this proposal provides.	
25	11/26/22 10:32:00	11/26/22 10:37:41 Dunoon resident?	No		Yes, I agree with this option (Option 1d).		It would appear to increase reliability for commuters. It also is less visible structure with lower ecological impact.	The ferry service currently is not reliable in the bad weather. Hope the new ferries are more able to cope with the storms	
26	11/26/22 11:22:02	11/26/22 11:24:01 Dunoon resident?	Yes	3 days per week	Yes, I agree with this option (Option 1d).		A pontoon allows better access for all. Plus it will be more sheltered rather than being further out		
								I used to travel this route daily for work so it is very important to have both toilets and an enclosed waiting area close to the ferry berthing and a view from the waiting room so that folk who are less mobile can judge when they need to move/begin to make their way to the exit. Pontoons and ramps are excellent idea. It is worth looking at what is done in Stockholm at Gamla Stan. Very frequent and reliable ferry services where the infrastructure is robust. Please ensure that this is planned to accommodate future vessels. I would really like to see scope to allow for a small yacht marina berthing as in Oban	
27	11/26/22 13:12:20	11/26/22 13:17:51 Dunoon resident?	No		No, I prefer another option.	Option 3b	Larger breakwater giving much more protection longer term. Also giving potential for example for small cruise ships much later and short term marina like in Oban. This would be a real financial benefit to the town		
28	11/26/22 14:18:40	11/26/22 14:23:36 Cowal resident?	No		Don't know.			Need more information on accessibility for getting on and off ferries, more details of passenger waiting area provision and more details on active travel considerations (bike access / bike parking).	
29	11/26/22 16:26:07	11/26/22 16:27:35 Non-Dunoon / Cowal resident?	Yes	Once per week	No, I prefer another option.	Option 1c	Fuck knows	F	
30	11/26/22 16:27:40	11/26/22 16:27:56 Cowal resident?	Yes	5 or more days per week	Don't know.			V	
31	11/26/22 16:27:58	11/26/22 16:28:16 Dunoon resident?	Yes	3 days per week	Yes, I agree with this option (Option 1d).		V	Fu	
							Should the preferred option of the Council proceed, this will confirm that there is no prospect of the Victorian Pier ever coming into use or being invested in. Option 2c at least indicates that the berthing area would give more protection to the already crumbling structure and give hope that something positive could be done with the pier in the future.	Having made reference to the "preferred option", this suggests that this consultation is merely a "tick-box" exercise and a decision has already been made. Will you publish the number of individuals or organisations that engage in this process?	
32	11/26/22 17:41:36	11/26/22 17:49:55 Dunoon resident?	No		No, I prefer another option.	Option 2c		Surely as part of any work to be carried out to improve the passenger ferry crossing then would it not make sense to refurb the Victorian Pier before it falls completely into ruin. In turn won't this affect the new plans if the Victorian Pier collapses?!	
33	11/26/22 21:40:59	11/26/22 21:48:18 Dunoon resident?	No		Don't know.			Scottish government policy on passenger only ferries is totally wrong for much of the west coast. Especially as road infrastructure is so so poor.	
34	11/26/22 22:21:10	11/26/22 22:22:37 Dunoon resident?	No		No, I prefer another option.	Option 1c	Dunoon needs passenger and car. Passenger only is a waste of money		
35	11/26/22 22:37:19	11/26/22 22:39:02 Dunoon resident?	Yes	Once per week	Yes, I agree with this option (Option 1d).		Looks more sheltered. Less disruption docking etc and coveted gangway. Better linkspan and passenger facilities at dock.	Can it be used for larger vessels?	
36	11/27/22 6:18:34	11/27/22 6:19:52 Dunoon resident?	Yes	5 or more days per week	Yes, I agree with this option (Option 1d).		Least environmental impact and most cost effective	I would simply like to see a ferry service that is reliable	
37	11/27/22 13:15:27	11/27/22 13:27:46 Dunoon resident?	No		Yes, I agree with this option (Option 1d).		I am placing my trust in the expertise of those involved in taking the project forward, in the hope that eventually we will have a safe, reliable ferry service.	Western Ferries has always provided an excellent, reliable vehicle service and I feel that, but for the strong opposition to a passenger only service on this route, we would have had suitable ferries built many years ago.	
								Given that the there are two large projects on the horizon for the Dunoon area, each of which will result in a material increase of vehicle traffic to the area, why are the Council not lobbying Government for a change to their "policy" of passenger only; dereliction of your duty to promote and support the area	
38	11/27/22 15:02:10	11/27/22 15:05:34 Cowal resident?	No		Don't know.				
39	11/27/22 17:31:30	11/27/22 17:32:28 Dunoon resident?	Yes	5 or more days per week	Yes, I agree with this option (Option 1d).		It meets the required criteria and it provides better berthing facilities for PS Waverley	none	
								My preferred option would be the Victorian pier to be one of the options. It needs to be maintained anyway and if it is not used for ferry all expense to maintain it is in addition to maintaining a ferry pier. Why was this option not considered? Why is the ferry plan not part of an integrated plan for the whole of Dunoon rather than being considered separately? I believe the current link span should be kept. if you are planning 60 years ahead then it's likely a car service will be reinstated and even if the current link span is obsolete there will be space to reinstate it if the Victorian pier isn't used. I don't understand the gradient restriction as Western Ferries can load foot passengers at all states of tide. Question about regular commuting is poor. Many people, including myself, cannot rely on calmac service running and it no longer connects with fast train to Glasgow so use Western Ferries instead. Has anyone considered the effect on West Bay of extending the pier? The current breakwater has changed the shape of the beach, has there been an environmental impact assessment of the proposed change?	
40	11/27/22 19:38:19	11/27/22 20:01:36 Dunoon resident?	No		No, I prefer another option.	Option 1c	It keeps the link span. Option of using coal pier has been discounted and using current pier doesn't seem to have been considered	I can't understand how you can spend so much money on a link span, not use it, now talking about taking it away and still our original pier sits derelict. We have a sub standard service in cal Mac and I'd like to hear more about how that's to be developed and plans for our original pier. Sorry I can't be more helpful	
41	11/28/22 15:21:50	11/28/22 15:23:35 Dunoon resident?	Yes	Once per week	Don't know.				

42	11/28/22 15:26:21	11/28/22 15:35:21	Cowal resident?	No		No, I prefer another option.	Option 3b	I disagree with the proposed removal of the linkspan, in particular, as it would prevent the 're-introduction of a vehicle carrying ferry which is the preferred option of ANYONE living in Cowal/Dunoon I have spoken to in the last 10 years!!	It is outrageous that the views of the inhabitants of this area (and across the water in Inverclyde) are completely ignored. Meeting after meeting, consultation after consultation, have shown that what is required is a reliable, vehicle carrying service. Passenger only boats will not provide this as they are not large enough to deal with the weather in this part of the world. Why do you pretend to carry out a consultation when you have already decided what you are going to do and are not interested in what the local community requires.
43	11/28/22 15:32:09	11/28/22 15:37:44	Cowal resident?	No		Yes, I agree with this option (Option 1d).		I see no reason nor do I have technical expertise sufficient to critique the preferred option suggested. It seems to include the key features I am interested in by means of protected berthing for new vessels which offer greater reliability. Though I am not a commuter, when I do travel by passenger ferry, I need to be able to rely on it running to schedule, and that I can be confident of a return journey - particularly when I have left a car in town and may plan to use the final service of the day to return.	Nothing to add.
44	11/28/22 15:36:18	11/28/22 15:37:51	Dunoon resident?	Yes	Once per week	Yes, I agree with this option (Option 1d).		I would refer a car ferry but if that is never going to happen then 1d is the least worst option.	I would refer a car ferry but if that is never going to happen then 1d is the least worst option.
45	11/28/22 15:24:01	11/28/22 15:38:30	Dunoon resident?	Yes	2 days per week	Don't know.			Do not have enough information to make a decision
46	11/28/22 15:49:08	11/28/22 15:49:43	Dunoon resident?	No		Yes, I agree with this option (Option 1d).		Case made	N/a
47	11/28/22 15:48:28	11/28/22 15:50:54	Cowal resident?	No		Don't know.			Disheartening that a huge amount of money has been spent building the ferry terminal that is there already and there is no option for a car ferry. Lack of competition with western will lead to even higher prices for using the car. Add in the money wasted on the poor forward planning when doing up the Victorian pier (an amazing opportunity completely squandered by the council) and it is hard to feel positive about any of the options put forward.
48	11/28/22 15:52:50	11/28/22 15:57:16	Cowal resident?	No		Don't know.			What is the difference in cost between this suggestion and providing four electric shuttle buses to run to Western Ferries and the Gourock Railway Station three times per hour, via Dunoon Car Parks? How can the Government afford it if it is spending £20 million on promoting Scottish independence?
49	11/28/22 15:50:07	11/28/22 15:57:28	Dunoon resident?	No		Don't know.			I like the idea of the ferry pontoon and the extended breakwater, however I feel that there should be further work to allow the PS Waverley to berth on the Victorian Pier. The pier is an iconic part of the Clyde and could become important to the town, as it once was, also there was a major spend on refurbishing part of the pier a few years ago, money that would look wasteful if there isn't an end result of a functional pier. This area badly needs a place where visiting boats can berth and I would like to see the breakwater able to accept visiting boats and / or pontoons, this could be extend round the back of the pier. Finally, this should be part of a further phase of extending a breakwater from the coal pier round to form a larger dredged harbour with pontoon facilities.
50	11/28/22 16:01:41	11/28/22 16:10:40	Dunoon resident?	Yes	2 days per week	No, I prefer another option.	Option 1c	Question 5 needs to be modified to provide an option for alternative. The assumption being you must pick an option as this is happening. Is this really the case? A very poor but somewhat probably deliberate attempt at manipulating results.	Why is the Council proceeding with this project when there remains a clear public feeling and indeed an active campaign group for the return of a town centre vehicular service. Where is the option for retaining or developing vehicle access? Why are Council officers pursuing such options? Who is tasking them with this? Argyll and Bute Council is playing into the hands of the Scottish Government and Transport Scotland by giving them this get of out jail card. Does the local area committee support the development and pursuit of these options?
51	11/28/22 16:16:20	11/28/22 16:27:14	Dunoon resident?	No		Don't know.			Have we got the ferries that will fit this new option. Previously built link span cost millions to never see adequate vessels supplied, can we be assured it will not occur again. Is the present link span not adaptable?
52	11/28/22 17:15:56	11/28/22 17:17:43	Cowal resident?	Yes	2 days per week	Don't know.			As part of the options it would be good to see more detail on the distance people would have to walk to get on the ferry. Also more detail on passenger facilities - waiting areas etc and also would the plan is for active travel (bikes, etc.).
53	11/28/22 18:11:32	11/28/22 18:12:22	Dunoon resident?	No		Yes, I agree with this option (Option 1d).		Simplest addition to the existing	Non
54	11/28/22 19:33:25	11/28/22 19:36:59	Dunoon resident?	Yes	Once per week	Yes, I agree with this option (Option 1d).		Because I do not think that rejecting it would influence change to the preferred option. Because all I want now is the whole project to progress asap with a NEW reliable and frequent crossing and connection with public transport: integrated transport enabling	Speeding up prject for the benefit of the local and wider economy and improved quality of life for local people
55	11/28/22 23:43:14	11/29/22 0:01:54	Dunoon resident?	Yes	Once per week	Don't know.			It is essential for disruption to the service during work to be minimised. It is an essential public service for younger people going to college and employment. The ferry was inaccessible (going upstairs to disembark) last week due to gourock harbour works. The ferry isnt just uncompliant with the equalities act 2010 because of the gradient, we need to consider the entire experience from arrival. The gangways are too small for electric wheelchairs, there isnt a changing area onboard and the leg room area is small. It is essential that a thorough community consultation to comply with the duty to do an equality impact assessment is conducted not just an electronic survey (which doesnt offer reasonable adjustments like alternative formats or translations). What about womens safety waiting for ferries at night? What about the fact there is no bus arriving early enough for the first ferry? What about proper signage for people whose first language isnt English. If you remove much of the parking nearby, then the area is inaccessible to people with mobility challenges. I would also like to know more about the environmental impact of dredging to the local environment and seabirds. It seems like the ability for waverly to dock has been prioritised over residents and the natural environment. Additional cover from southerlies is essential, but what is the cost (carbon and monies) of continued buses to western ferries vs extensive construction and stirring up mud and sediment?
56	11/29/22 0:16:11	11/29/22 0:19:04	Dunoon resident?	Yes	3 days per week	Yes, I agree with this option (Option 1d).		Breakwater to provide shelter from easterly and southerly winds. Lack of interference with the Victorian Pier which should be restored and re-developed.	These improvements are welcome and long overdue. I commute much more regularly on the Western than the Cal Mac due to the unreliability of the service, and the lack of commitment from Cal Mac or Scotrail to lineup the service timetables to enable commuters to travel efficiently and quickly.
57	11/29/22 0:27:10	11/29/22 0:52:03	Dunoon resident?	No		Yes, I agree with this option (Option 1d).		I feel the additional breakwater should be longer say 100m, there are small passenger vessels on the west coast during summer months that could be interested in using the berth, so it should not just be for Waverley.	As a master and 45 years using piers within the Clyde, I feel that the existing breakwater was never long enough it should have been at least 40m longer then with option 1d would make it ideally suited for making extra income and with added advertising to incourage passerger vessels to come to Dunoon.
58	11/29/22 1:41:30	11/29/22 1:42:32	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 2c	Would like to retain the linkspan for possible future use.	N/A

										A history of politicians' broken promises and their shameful failure to rein in Transport Scotland's (and its pre-devolution manifestations) unyielding determination over 40 years to destroy the service has resulted in this mess.
59	11/29/22 8:56:53	11/29/22 9:19:38	Dunoon resident?	No		No, I prefer another option.	Option 1c	It retains the linkspan and retains the sensible option of getting vehicular ferries back on the route.		Would prefer the Victorian Pier to be upgraded and used, but that is never going to happen!
60	11/29/22 9:44:59	11/29/22 9:49:10	Dunoon resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d).			Using the existing space should make it an easier development a reliable service at a reasonable cost is an necessity especially to connect residents to Glasgow and Hospitals. A vehicle ferry option is unlikely to ever get approval and risks delaying the creation of a passenger service even further.	time for change
61	11/29/22 9:54:21	11/29/22 10:00:13	Dunoon resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d).		It would allow for vehicle ferries to use the link span. Should the Dunoon Project come to fruition, further vehicle capacity will be needed and Western Ferries have already said they will not increase their services.		None
62	11/29/22 10:58:58	11/29/22 11:01:54	Dunoon resident?	No		No, I prefer another option.	Option 1c			What are the relative costs of the various options?
63	11/29/22 11:38:32	11/29/22 11:39:14	Cowal resident?	No		Don't know.			As a young dunoon resident who travels to and from college using the ferries I think that it's important we upgrade the most sustainable transport option for a lot of us, especially young people using it to travel to and from education.	Although the works being put in place would disrupt the use of the service for a while it would be a lot more reliable for future instead of the current service that is always being cancelled on short notice. The Dunoon Project will be up and running within the next few years. It will bring lots of tourists with and without bicycles. We should be encouraging use of public transport for all these people, i.e. linked up trains, buses and ferries. The ferries would get far more use if they were reliable. The number of times the service has been cancelled recently is totally unacceptable. I'm very sorry there is no longer an option to have vehicle carrying ferries on this route.
64	11/29/22 22:45:27	11/29/22 22:47:39	Dunoon resident?	Yes	3 days per week	Yes, I agree with this option (Option 1d).				
65	11/30/22 12:26:19	11/30/22 12:33:25	Cowal resident?	No		Yes, I agree with this option (Option 1d).		Option 3b is the only realistic option that preserve the present linkspan. This will facilitate larger ferries' access as may be required. With the costs of the re-development of Dunoon harbour this will add to the increased subsidy for the passenger only service, which can only increase over the years, whereas, with a vehicle carrying service this increasing burden of subsidy could be significantly reduced.	The covered gangway for passengers and breakwater extension to allow easier access during bad weather .	As a long-standing resident of Dunoon, with a clear sight of shipping in the firth, I have noted that the passenger service has seriously deteriorated. In addition to the usual weather factors there have been 'technical reasons,' overhauls and the service reduced to a single vessel. The disruption to the travelling public is growing worse.
66	11/30/22 16:24:05	11/30/22 17:32:52	Dunoon resident?	No		No, I prefer another option.	Option 3b			Having transport options that include routes between Dunoon and kilcreggan as well as from both to Gourock would be beneficial for residents and tourists alike. It's difficult to get from Dunoon to coulport and faslane, for example
67	12/1/22 0:02:23	12/1/22 0:05:31	Non-Dunoon / Cowal resident?	No		Don't know.				As above really. It will be a huge shame to see the victorian pier unused, look at other places, seaside poets and towns that have regenerated their piers. Having a ferry that allows people to step off and back onto something historical starts that journey. Oban, Brighton, Scarborough all evidence of. Just to name 3 random places visited in recent times and the pier is still a huge pull for tourists.
68	12/1/22 13:38:26	12/1/22 13:41:49	Dunoon resident?	No		No, I prefer another option.	Option 2c	To utilise the Victorian pier again, can't be understated how much visitors like to step off on an old pier! May encourage investment into buildings on the actual pier too.		
69	12/1/22 14:49:18	12/1/22 14:52:39	Cowal resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d).			It is focused on a reliable service and the safety of passengers accessing the ferry. A covered accessible gangway. Focus on a passenger only service rather than to keep car options open.	Whatever it takes to make the service better is fine with me This survey is set up to give a misleading response. We need a 'no change' or 'keep the link span' option. It's a joke, just like the school clusters 'consultation'
70	12/1/22 19:41:54	12/1/22 19:45:06	Cowal resident?	Yes	5 or more days per week	No, I prefer another option.	Option 1c	I don't want any of the options but this survey is rigged so I can't say that.		Any improvement to the reliability of the passenger service has got to be welcome
71	12/1/22 21:31:49	12/1/22 21:34:23	Dunoon resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d).			Improved reliability of service	I hope the new boarding arrangements will include better information for travellers - current signage and information is appalling to non-existent, particularly at Gourock station. People unfamiliar with the area are completely at a loss as to where the ferry actually is, which is not likely to encourage folk to use this service rather than the car ferry. There is also very little information about times and cancellations (we're generally left guessing.)
72	12/1/22 21:31:09	12/1/22 21:36:29	Dunoon resident?	No		Yes, I agree with this option (Option 1d).		I have no great knowledge of the technicalities, but the option seems to suit navigational requirements and offer improved facilities without impacting on the future of the Victorian pier.		The ferry service is a disgrace. It is almost as if Transport Scotland has been controlled by a saboteur. I do not expert Pippa Milne to follow suit.
73	12/1/22 21:56:41	12/1/22 22:00:07	Cowal resident?	Yes	Once per week	No, I prefer another option.	Option 3b	I want a linkspan to take a passenger car ferry service as per MVA repot.		Will this affect the Dunoon project's bike park plan? And who's paying for the ferry terminal project? I'd say the town just needs a ferry service that doesn't go off in bad weather, adequate waiting room with a ticket office and can accommodate all disabilities.
74	12/1/22 22:19:40	12/1/22 22:29:05	Dunoon resident?	No		Don't know.				Do it right this time so Dunoon is not left with a half hearted attempt. If Dunoon is to thrive a then it needs good transport links. Also these new ferries that are promised also need to be fit for purpose. No point having a functioning berthing area for ferries. If the ferry's can't actually use it or the ferries are off alot due to technical reasons. Local council and government must leason together over this it's to important and to much money at stake to get it wrong again. We need ferries with the correct instruments to run in fog and perhaps ones that don't have mini tidal waves in there wak. For such small ferries they shouldn't be cause the wash from them as they do. Lastly come over on the boat and look at it with fresh eyes does it look welcoming is it somewhere you'd like to visit just by stepping off the boat. By all means make it functional but it can be beautiful too with some imagination
75	12/1/22 22:53:27	12/1/22 23:10:48	Dunoon resident?	No		Yes, I agree with this option (Option 1d).			I have read all the proposals and this one seems to make the most sense to go ahead and do. Also I am not delusional to think we will ever have a car ferry running again from Dunoon. However a good reliable passenger service is something we do need. However, I think if the plan is cut short in anyway then people should be held accountable. The last plan was cut short as the breakwater was meant to have basically came out to where it is now proposed.	I think these options are well thought through and that the proposed option by Argyll & Bute council is the correct way to proceed in this instance
76	12/2/22 10:00:04	12/2/22 10:03:30	Dunoon resident?	No		Yes, I agree with this option (Option 1d).		Dunoon people want the linkspan to remain ad we want a vehicle and passenger ferry not just a passenger ferry and council should not comprise on this ti.e you started listening to people	Dedicated Passenger Access System will be beneficial. No major blockage of the Old pier unlike with plans 2C etc.	It's. A car ferry we want to improve the towns growth time council started thinking this way and tell Scottish gov
77	12/2/22 13:44:07	12/2/22 13:48:22	Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 3b			It's important that we keep the linkspan as we will almost certainly need it when the Dunoon Project is near completion. We have to think in the long term.
78	12/2/22 14:52:04	12/2/22 14:57:51	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 1c	Adapting the facilities we already have will be more cost effective and take less time.		
79	12/2/22 14:54:43	12/2/22 15:17:32	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 1c	1C option would still allow for a future car ferry which could may be introduced by a more forwardthinking government.A government that can be trusted to keep their word to introduce a town centre to town centre car ferry t		When will SNP government keep their word regarding the matter of supplying a car ferry for this route? We need decent ferries that can sail the Clyde and not be deterred by fog mist and rough seas.
80	12/2/22 19:13:18	12/2/22 19:16:03	Dunoon resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d).			The present ferry situation is awful and 1d seems better than present situation	

									I live in Kilcreggan and I welcome any improvements in ferry services but I am really concerned at the systematic proposed size of the boat which will inevitably affect the berth structure in our village since the plans appear to be for “one boat does it all” . All this for 2 weeks of maintenance a year? It feels unnecessary and costly. The Ali Cat does a grand job when it serves us. Why not design a boat that size and consolidate the Kilcreggan berth area to last well over the 60 years projected at the moment? Here in Kilcreggan, we would really be very grateful for our opinions to be taken into consideration. There has been very little evidence of this sadly.
81	12/3/22 9:58:19	12/3/22 10:20:25	Cowal resident?	No		Don't know.			
82	12/3/22 10:42:37	12/3/22 10:43:55	Dunoon resident?	Yes	5 or more days per week	Don't know.			None of the options. This new infrastructure is required due to selected a boat that is needed. Most journeys on this route are less than 150 passengers. We don't need a 250 seater vessel. And we don't need this infrastructure. We need the car ferry.
83	12/3/22 12:19:58	12/3/22 12:32:45	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 3b	The number of cancellations due to “adverse weather conditions” on this route is completely unacceptable due to the unsuitability of the vessels. Larger, vehicular carrying vessels would overcome this problem and would also bring much needed tourism to Dunoon by providing a town centre to town centre route.	For foot passengers the alternative Western Ferries route is very inconvenient involving travel by bus at both legs of the journey and without direct access to Gourrock railway station which the Cal Mac service provides. Why has the Road Equivalent Tariff, promised years ago, not yet been applied on this route?
84	12/3/22 12:53:18	12/3/22 12:55:54	Cowal resident?	Yes	5 or more days per week	No, I prefer another option.	Option 3b	We need to keep the linkspan and in future have a car ferry	This option is the best of a bad set of options
85	12/3/22 13:17:36	12/3/22 13:21:21	Cowal resident?	No		Don't know.			The size of ferry you are forcing on the Kilcreggan route is way to big . What if in a few years time you say it's not viable then withdraw the ferry altogether then we have nothing but a monstrous floating pontoon. There has been no consultation with the houses on the front of Kilcreggan where it will impact them the most .
86	12/3/22 13:20:15	12/3/22 13:27:45	Non-Dunoon / Cowal resident?	No		No, I prefer another option.	Option 3b	Apparently the only option which permits the operation of traditionally sized ships on the route.	It is, in my opinion, unlikely that the proposed new passenger only vessels will suffice, bearing in mind the conditions that can prevail off Dunoon.
87	12/3/22 15:19:12	12/3/22 15:20:33	Dunoon resident?	No		No, I prefer another option.	Option 1c	Removing the linkspan should NOT be considered. Use and adapt the facility we already have put in at great expense	Non
88	12/3/22 19:33:18	12/3/22 19:36:45	Dunoon resident?	No		No, I prefer another option.	Option 3b	It retains the linkspan for possible future use	I would use the service at least once a week if it was more reliable
89	12/3/22 19:37:33	12/3/22 19:40:10	Dunoon resident?	No		No, I prefer another option.	Option 3b	I want to take my car on the ferry.	Western Ferries should not have a monopoly on this very profitable route
90	12/3/22 19:40:13	12/3/22 19:45:07	Dunoon resident?	Yes	5 or more days per week	No, I prefer another option.	Option 3b	I hope there will be a car ferry in the future	A car ferry would be more reliable, being able to continue in worse wind and sea conditions than a 40ft passenger only, as it would be bigger. The service at the moment is very unreliable.
91	12/3/22 22:50:00	12/3/22 22:54:08	Non-Dunoon / Cowal resident?	Yes	Once per week	No, I prefer another option.	Option 3b	To keep the option of a vehicle ferry in the future to re-established town centre vehicle ferry	Moved away because of loss of reliable vehicle town centre ferry
92	12/4/22 13:04:28	12/4/22 13:06:39	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 3b	More options for the future.	Don't think a u turn is cost effective.
93	12/4/22 17:46:03	12/4/22 17:55:20	Dunoon resident?	Yes	2 days per week	No, I prefer another option.	Option 1c	It seems to allow for a car ferry service and this is essential for Dunoon. Also to demolish the linkspan is a waste of the money used to build it.	The councillors responsible for this proposal should be reminded that they were elected to use money responsibly and in keeping with the views and wishes of the electorate and not to serve the management of Western Ferries or the Scottish government.
94	12/4/22 18:18:46	12/4/22 18:22:44	Cowal resident?	Yes	2 days per week	No, I prefer another option.	Option 3b	I strongly believe Dunoon needs a town centre car ferry service which will require retention of the link span.	I have attended many public meetings over the years to discuss the ferry service. It is extremely disappointing that no progress has been made and we are left with a service which is characterised by cancellations and disruptions.
95	12/4/22 19:12:45	12/4/22 19:14:50	Dunoon resident?	Yes	5 or more days per week	Don't know.			You don't give the option to refuse all designs. Do not remove the link span We rejected the boat via survey. We want a car ferry. We don't need a large passenger ferry -250 seats is too big! Please don't use a catamaran style boat of this size (40m) as it will ruin the Clyde and destroy Kilcreggan as well.
96	12/4/22 19:48:14	12/4/22 20:18:55	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 3b	Because I believe it is essential for Dunoon residents and businesses to have the vehicle ferries returned, as promised and they will need the Linkspan	It is time that this is sorted (it is long overdue) and we should be given what we were promised. Distorting the history of this with a lot of council verbosity is definitely NOT what we need. Having left the issue so long, many people have given up hope and will probably not bother to answer these questions: do you call this democracy?
97	12/4/22 21:30:13	12/4/22 21:30:56	Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c	Doesn't remove link span.	Ideally I want a car ferry.
98	12/4/22 21:51:54	12/4/22 21:55:09	Cowal resident?	Yes	Once per week	Don't know.			I don't have the knowledge to evaluate the options. But what I do know is that as I get older driving on the other side is less attractive and I need a service which is reliable in order to get to the train. If the proposal will do that along with improved ferries then the sooner the better.
99	12/4/22 21:59:30	12/4/22 22:01:48	Dunoon resident?	No		Yes, I agree with this option (Option 1d).		Most practical solution to provide an affordable, viable and reliable service with best access for pedestrians.	The retention of the linkspan is unviable and a waste of funds.
100	12/5/22 7:57:34	12/5/22 7:58:36	Cowal resident?	Yes	4 days per week	No, I prefer another option.	Option 1c	Keep the linkspan	I'd prefer a car ferry. I'd also prefer regeneration and repair of the old pier
101	12/5/22 10:07:27	12/5/22 10:16:06	Cowal resident?	No		No, I prefer another option.	Option 3b	It represents the best of a collection of poor options.	It would be pleasing to have the provision of a reliable ferry operation in place within my lifetime. Residents cannot rely on the present service and employment prospects are being put in jeopardy as a result.
102	12/5/22 8:25:48	12/5/22 10:16:10	Non-Dunoon / Cowal resident?	No		Yes, I agree with this option (Option 1d).		I am confident that people who do this for a living are fully compliant with every aspect of the design requirements and have looked at every sensible option.	I wish you every success in delivering this project on time and on budget.
103	12/5/22 12:43:07	12/5/22 12:47:34	Dunoon resident?	Yes	4 days per week	Yes, I agree with this option (Option 1d).		It will give flexibility to new concept vessels design and manoeuvrability. I think it will also facilitate the embarkation and disembarkation of the elderly, mothers with prams and those who are not able bodied	None

								I do know, but none of the options presented cover it. I'm quite happy with a passenger service only - we have an excellent car service from Hunters Quay. But if this amount of money is going to spent, why not spend a little more and consider other potential marine uses, such as pleasure boat trips from the pier itself and the addition of transit berthing for sailing vessels and motor cruisers from other parts of the Clyde? That will give the Pier a new economic purpose which the Council themselves have said is necessary before spending any further money on it.
								If you are dredging, dredge a larger area. Build the new N/S breakwater further north than planned. Have the new ferry berthing along the new breakwater on the inside rather than the old one, this freeing up space for transit pontoons. Please be more imaginative that just building something for the foot ferry and Waverley berthing.
								And has any consideration been given the impacts of the new breakwater on silting in the dredged area – will dredging become a necessary maintenance activity which if not done will result in the new harbour area becoming unusable?
								And why must Dunoon Pier/Breakwater be one of the few in the country that does not allow fishing from its sides?
104	12/5/22 13:56:20	12/5/22 14:07:30	Dunoon resident?	Yes	Once per week	Don't know.		
105	12/5/22 17:59:09	12/5/22 18:01:15	Cowal resident?	Yes	Once per week	No, I prefer another option.	Option 3b	We need to retain the link span for future possible ferry access.
106	12/5/22 19:18:47	12/5/22 19:20:19	Cowal resident?	Yes	3 days per week	No, I prefer another option.	Option 1c	Keep link span
107	12/7/22 16:39:21	12/7/22 16:43:24	Cowal resident?	No		No, I prefer another option.	Option 1c	The linkspan should be retained or a commitment to build a new one obtained from the council and Transport Scotland.
108	12/8/22 14:23:17	12/8/22 14:27:22	Dunoon resident?	Yes	5 or more days per week	No, I prefer another option.	Option 1c	I want to keep link span
109	12/8/22 14:35:47	12/8/22 14:37:05	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 4c	I want car ferry to centre of 'Gourock Keeps the linkspan
110	12/8/22 16:04:43	12/8/22 16:17:57	Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c	it seem a bit counter productive to "update" the infrastructure to support higher passenger numbers while taking away functionality(the linkspan) that may well be needed in the future. seems an awful waste of money for something that isnt going to see out the century.
111	12/8/22 17:25:56	12/8/22 17:32:12	Cowal resident?	No		No, I prefer another option.	Option 1c	the Waverley is meant for Victorian piers. not breakwaters or pontoons.
112	12/8/22 20:58:09	12/8/22 21:00:07	Non-Dunoon / Cowal resident?	No		Yes, I agree with this option (Option 1d).		Dunoon requires a very reliable ferry to link with the trains in order to prosper as it did when the car ferries were running.
113	12/9/22 8:44:19	12/9/22 8:45:38	Cowal resident?	No		Yes, I agree with this option (Option 1d).		Most appropriate use of public money, considering it is not a lifeline ferry service.
114	12/9/22 9:51:14	12/9/22 9:56:03	Dunoon resident?	No		Don't know.		n/a
115	12/9/22 11:51:52	12/9/22 11:53:05	Dunoon resident?	Yes	5 or more days per week	No, I prefer another option.	Option 3b	Hope it can be done quickly
116	12/9/22 13:54:54	12/9/22 13:58:21	Cowal resident?	Yes	2 days per week	No, I prefer another option.	Option 1c	Visitor pontoons for pleasure craft need to be included, it would bring much needed economy to the town Center, Rothesay and Oban are great examples of this success. This was a missed opportunity when the break water was put in, let's not ignore this time round.
117	12/9/22 14:27:33	12/9/22 15:04:33	Dunoon resident?	No		No, I prefer another option.	Option 3b	The linkspan must be kept! why werent new vessels designed with the existing infrastructure in mind, instead we are buying new boats that arent fit for purpose and upgrading the system around them.... bit of a waste of money if you ask me
118	12/9/22 17:05:49	12/9/22 17:15:30	Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c	The consultation document contains no evidence of strategic planning for the longer-term public interest, only expedient short-term political and governmental interference. By contrast, Option 3b at least offers the prospect of a better future for residents, visitors, local businesses and commercial interests here in Dunoon and the Cowal Peninsula (Argyll's Secret Coast), Additionally, the emerging Dunoon Project would appear to be among the potential beneficiaries of a revived competitive vehicle and passenger-carrying service between town centres with better road and rail transport links beyond.
119	12/11/22 19:48:06	12/11/22 19:54:23	Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 1c	I'm worried about the demise of the Victorian Pier at Kilcreggan and other piers on the Clyde. The proposed design and size of the new vessels are not necessary for the routes.
120	12/12/22 14:59:52	12/12/22 15:01:37	Dunoon resident?	Yes	5 or more days per week	No, I prefer another option.	Option 1c	The Western Ferries is a private company. It is absolutely ludicrous that a lifeline car ferry service has no opposition.
121	12/12/22 19:04:10	12/12/22 19:10:11	Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c	The project has gone up and up in cost. Is there money for this. It would be sad if you half started this and it couldn't be finished and was not useable or useful.
122	12/13/22 11:19:13	12/13/22 11:20:04	Dunoon resident?	Yes	Once per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		
123	12/13/22 19:18:07	12/13/22 20:13:44	Cowal resident?	Yes	3 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I really want a car ferry from central Dunoon to Gourock. Don't remove the linkspan. The Dunoon class vessels are wrong for Dunoon and Kilcreggan. This whole thing is a farce. Dunoon has rejected this type of vessel. You are matching infrastructure to a ferry that's not built yet. It could be years away! And we will be stuck with this infrastructure and maybe no ferries and maybe no link span. What's the point of asking the public if you don't listen to us. I'm reminded of what Canon Kenyon Wright said. We say no and we are the state. We say yes and we are the people. The Scottish government can't be trusted on ferries.
124	12/13/22 20:13:51	12/13/22 20:25:02	Cowal resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I fully believe that a car and passenger ferry is what Dunoon and Cowal Require. It is absolutely critical for the future prosperity of our area that this happens. With the links span in place it also keeps the Private Company Western Ferry Honest.
								Friday and Sundays on Western Ferries is well over subscribed and any extra capacity is not possible. The Dunoon Project is gathering pace and without extra car capacity the Numbers will NOT stack up. Western ferries cant be allowed to dictate the economic future of our area.
								The economic future of Cowal is at stake and it is clear that a passenger ferry is not the answer a car ferry is what is wanted. Western ferries cant be allowed to dictate the furture growth of our area especially related to the Dunoon project. Friday and Sundays car ferries is at full capacity for many months of the year

							Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Don't remove the linkspan. The Victoria Pier should be kept and maintained.	
125	12/13/22 22:34:50	12/13/22 22:37:48	Dunoon resident?	Yes	5 or more days per week	No, I prefer another option.		Car ferry should be returned.	Car ferry please
126	12/14/22 7:38:11	12/14/22 7:41:40	Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).			I do not agree with the reinstatement of car ferry in the centre of town. It would be detrimental to increase traffic flow through the centre of town
127	12/14/22 7:51:48	12/14/22 7:53:41	Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Better access	The link span is an eyesore and not required. Why keep obsolete equipment?
128	12/14/22 8:10:28	12/14/22 8:12:20	Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Navigational safety	Best option for safe berthing and people with difficulty walking getting on and off the vessels
129	12/14/22 11:47:20	12/14/22 11:48:35	Cowal resident?	No		No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	It involves the least change and looks cheapest	This is a very confusing consultation, poorly organised
130	12/14/22 16:08:38	12/14/22 16:09:28	Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Keep linkspan. Have a car ferry.	The proposed passenger vessels are too big.
131	12/14/22 16:06:36	12/14/22 16:10:34	Dunoon resident?	Yes	4 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Improved service reliability while staying in the same location, keeping the victorian pier untouched and also the accommodation of the Waverly. Ticks all my boxes.	N/a
132	12/14/22 18:36:59	12/14/22 18:48:22	Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	Maintains possibility of restoration town centre car ferry service.	The passenger ferries are too small for the route. Western ferries are often overwhelmed and frequently queued onto the main roads, also they are a private monopoly and don't provide r.e.t. We want a reliable Town centre car ferry service equivalent to other calmac routes.
133	12/14/22 19:15:17	12/14/22 19:18:44	Cowal resident?	Yes	2 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I feel it would be the best option for commutter	This service is vital to develop the Cowal area and a regular reliable service is required that is accessible to all.
134	12/15/22 10:01:27	12/15/22 10:03:01	Cowal resident?	Yes	Once per week	Don't know.			Linkspan needs to be retained and new car ferry service introduced
135	12/15/22 21:16:27	12/15/22 21:22:37	Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Despite choosing this option, I have my concerns you haven't given me enough information to make this desicion. What about wildlife and environment. What about the effect of the vessel choice? We rejected your vessel. I'm not sure it's clear what vessel has been selected. What size is it. Why is it rear entry. But on other plans - side entry. Why not a vessel that has two doors at different heights and use current infrastructure. This project is so so expensive. Is it affordable? You haven't given me that information. How will this survey be tied up with other communities. What happened if the ideas and plans are rejected by the people? Will you impose these on us?	Why are the boats so big? More Smaller boats would make a better service. Link in Helensburgh or arrochar.
136	12/16/22 9:51:00	12/16/22 9:53:00	Cowal resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Why not just pick a boat that has proper disabled access that matches the infrastructure.	This feels like you've already made your decision. So much for public consultation. We will see.
137	12/16/22 10:07:57	12/16/22 10:20:17	Dunoon resident?	Yes	5 or more days per week	No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	Keeps the linkspan in a working condition for use by vehicle ferries which hopefully will return. Regardless of what is done to infrastructure I do not expect a passenger only service using small boats to be as reliable as a vehicle service.	Why is a vehicle service not being restored? Why is the Council going to spend millions when the MVA report said there could be a reliable service using the existing infrastructure?
138	12/16/22 16:57:55	12/16/22 17:00:36	Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Seems to be a well consider option and it won't deter from the prior but may enhance it's potential future use	A revitalisation of the Victoria pier should be written into the contract
139	12/16/22 20:11:22	12/16/22 20:17:54	Cowal resident?	Yes	4 days per week	Don't know.			I do know the option isn't available to me in this format. We should keep the linkspan until politicians and Transport Scotland realise the proposal for a passenger ferry only is economically disastrous for Dunoon and Cowal. This consultation does not meet the standards expected nor reflects or allows the upset in the dying community of Dunoon to be recorded accurately. We were told the options and ease of completion of this form would be made !
140	12/17/22 13:05:57	12/17/22 13:10:30	Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	People want a car ferry service no reason has been given why this cannot be restored. 3B is the best option for that.	All of these options are a huge waste of money as none will deliver a reliable service and none address the economic needs of the town
141	12/18/22 13:39:13	12/18/22 13:40:51	Cowal resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Keep link span. Car ferry would be ideal. I don't think this large passenger vessel is needed based on numbers. I just worry you'll build this large project and then it won't be used properly or maintained.	Don't remove link span. Car ferry please.
142	12/18/22 16:51:54	12/18/22 16:57:05	Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Appears to be as sensible solution to provision of ferry as any other. However, I do have reservations that providing a berth for PS Waverley as part of the new harbour structure will remove the last remaining user of the historic wooden pier and therefore reduce the business case for fixing the wooden pier! I am disappointed that none of the options appear to consider using the wooden pier for either the ferry and/or PS Waverley.	Access to the ferry should be prioritised for pedestrians, cyclists and bus users; and the existing 'car park' at Dunoon Ferry Terminal should be turned into an open public space to welcome people to Dunoon. A car park is not an attractive gateway and there is already plenty of car parking elsewhere in Dunoon for those of us who have to drive to the ferry.
143	12/19/22 13:51:53	12/19/22 14:04:07	Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	It makes no sense not to have a functional vehicle ferry linkspan in Dunoon when a new vehicle facility is to be built in Gourrock. What is being proposed will also not deliver the reliability of of the former Streaker Service.	I used to be a holder of an annual ferry & train season ticket. The unreliability of the current passenger only service meant there was no sense in having such a ticket. I do not believe that the proposed service will restore the level of reliability required for daily commuting as the proposed vessels will still fail to make the crossing. If you doubt that look at images of the MV Coruisk coming to Dunoon in bad weather. Instead of wasting money removing the linkspan the Council should be ensuring that ferries able to operate in bad weather are used
144	12/19/22 16:21:37	12/19/22 16:27:29	Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	For me getting on and off the ferries is not an issue but being marooned or throw from my seat is. The only way I will start using the town centre crossing again is if large car ferries return which only option 3B allows.	I used to use the Streakers both as a car user and as a foot/train passenger. I have not used the town centre service once since it started. As a result of the passenger only service I have had to cut back on my travel and when I do travel it is always by car even if I am just going to Glasgow or attending hospital in Gourrock.
145	12/19/22 23:38:06	12/19/22 23:40:12	Cowal resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I'd prefer a car ferry. Why is that not an options. The Dunoon survey on the pier was clear. I like the fact we keep the linkspan. Maybe design boats that suit the infrastructure we have. I have concern re cost of boats and scale of boats. Also. Why should we believe you'll maintain this infrastructure. You haven't manintained the previous pier.	Keep linkspan. car ferry. Or atleast a smaller passenger ferry.
146	12/20/22 6:03:16	12/20/22 6:05:56	Non-Dunoon / Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		I trust in the expertise behind this proposal	It is simply a good proposal

Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).							A simple solution whilst retaining the original features of the pier.		A simple solution whilst retaining the original features of the pier.
147	12/22/22 17:08:54	12/22/22 17:14:04 Non-Dunoon / Cowal resident?	No						
148	12/23/22 15:12:26	12/23/22 15:22:52 Cowal resident?	Yes	2 days per week	No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	For reliability and safety the service needs larger than passenger only vessels. I want the link span retained and I want to car carrying vessels back on the Dunoon Town Centre to Gourock Rail Terminal route. Car carrying vessels will increase the potential for a profitable service. Finally, I want local government to listen to and to act upon the wishes of the local community.		Please listen to the wishes of the local community and do not impose your pre-determined option.
149	12/24/22 11:09:25	12/24/22 11:17:57 Non-Dunoon / Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	The available options are Hobson's Choice. What people actually want is a return of a car ferry service and option 3B is the one keeps that open as a possibility.		The Council should be ensuring that there is RET on Western Ferries before even entertaining spending large sums of money on a passenger service that will fail, especially with the Rest decades from being fixed. Will the Council recoup the cost of the harbour changes in the lifetime of he next passenger ferry contract?
150	12/25/22 16:00:04	12/25/22 16:01:46 Cowal resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Keep the link span please so we can have a car ferry. Car ferry is preferred vessel type please. The 40m catamarans are too big for the route. Way to big. I'm sure a vessel could be designed that suits the existing passenger infrastructure.		This project is too expensive. What a waste of public money!
151	12/26/22 21:40:36	12/26/22 21:43:31 Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I have major concern with the intended cost here. The route does not need a large 40m catamaran with 250 seats. The average journey from your own data is much much lower. A large passenger ferry is not what is needed. Either a car ferry. Or a smaller passenger ferry that goes back and forward more frequently. The design of the vessel doesn't fit the Victorian infrastructure in Kilcreggan. Not sure why Kilcreggan with minimal passengers needs to be involved.		No cost information. No passenger numbers information. How can I make a desicion with inadequate information.
152	12/28/22 13:53:40	12/28/22 13:56:56 Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I'd prefer you maintained the original pier. I'd prefer a car ferry and not waste the link span. I'd prefer an appropriately sized vessel - not an over spec'd waste of money - what even is the cost of this project. I haven't seen fresh prices for this. How can I decide based on this information.		All these options are rubbish. You've just taken off the shelf designs that suit a Scottish government protocol that doesn't work in the real world. I bet you don't even take the public responses seriously. You'll just come up with a multitude of reasons why you need to push forward the designs / plans with out listening to the people #democracy
153	12/30/22 11:04:33	12/30/22 11:07:42 Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	This all seems very expensive and a waste of public money. I don't feel my voice was heard about the types of vessels. I'm not sure we have the passenger number for a large 250 seater boat. We'd all prefer a car ferry. I'm disappointed that you haven't maintained the Victorian pier. All these millions you've spent on various projects probably could have saved the pier. Craigendoran here we come. I'd prefer a car ferry. Keep the link span. Not sure why a this new vessel is needed for disabled access - have you considered just designing a vessel that fits the infrastructure we have. Might be cheaper.		Keep the link span.
154	12/30/22 15:29:46	12/30/22 15:31:58 Cowal resident?	Yes	2 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Until the exact details of the new ferries are known it seems rash to make major expenditure.		Until the exact details of the new ferries are known it seems rash to make major expenditure.
155	1/1/23 17:00:05	1/1/23 17:33:16 Dunoon resident?	No		No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Notwithstanding the age [19 years] of the linkspan the original stated life of the linkspan would have another 20 years to run had it been properly maintained. The requirements of the Equalities Act can be realistically and cost effectively met by modifying the existng infrastructure without prejudicing the ability to accomodate Ro-Ro ferries as soon as is practical.		The plans as proposeed are narrow in their approach to the solution which must endeavour to deliver not only accessible access/egress to ferries but also make provision to accomodate a larger and more vehicular based demand should the proposed tourist related development to the South West of Dunoon come to fruition. It is undeniable that any attempt to ignore this fact will have an adverse effect not only on the sucess of this development - and the benefit this would bring to Dunoon -but also be foolhardy when the adverse environmental effect of distance travelled between Gourock and McInroy's Point and that travelled between Dunoon and Hunter's Quay are taken into consideration. There is also the question raised as to why our local Councilors position on the matter is not acccepted by the Council as a whole.
156	1/2/23 12:05:17	1/2/23 12:08:19 Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	The linkspan original cost was high. To remove would extras costs at a time when the council are having to cut other services. The current linkspan could be used as part of the new 2 vessel initiative and would allow expansion of seafaring services/excursions.		none
157	1/2/23 16:09:55	1/2/23 16:21:58 Non-Dunoon / Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	In the long run Dunoon needs a town center vehicle ferry service. This option makes restoration of the service easier. I cannot understand how on the one hand The Dunoon Project is being promoted while on the other hand the Council is considering removing the linkspan that will be vital to its success.		This survey seems to be biased towards commuters but commuter numbers have been decimated since 2011. I used to commute to work daily by car. When the Streakers ceased my travel time increased beyond what was acceptable and I had to move from the area. As well as car commuters many people who commuted as foot passengers also left the area. Dunoon will not attract new car commuters because of the travel times and people not wanting to risk being held to ransom over ticket prices. Foot commuters will also not return because what is being proposed will still not have the reliability needed for daily work travel. The arrangement will also continue to make catching early morning business flights far too much of a gamble.
158	1/3/23 12:20:47	1/3/23 12:33:41 Dunoon resident?	No		No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Linkspan is safer and stable for access. Pontoon is not stable encase of weight distribution change (passengers), wave/swell, ferry contact/shift. An accident waiting to happen.		Maybe visit a marina?
159	1/3/23 15:52:56	1/3/23 16:04:13 Dunoon resident?	No		No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I would like to see an option which retains the ability to use car ferries on the Dunoon/Gourock route and reduces reliance on a private operator (currently Western Ferries) having a monopoly. I do not believe that the Council have been at all proactive in putting its case for this to happen. Car ferry please - that would be ideal. Vessel you have selected hasn't been confirmed or costed - how much will this cost? Do not remove the link span please. How much will this infrastructure cost. £20million?		Overall, I would like to see an option which provides for improvements to be carried out on the existing pier and extends its life for leisure and other activities.
160	1/4/23 12:40:23	1/4/23 12:43:16 Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	There is not sufficient information or quality of information to make a decision. There are only 2D plans. What will this look like in 3D. What are the costs. What are the on going costs of maintenance and dredging. Why design the infrastructure before designing a ferry. Why is the ferry so big. Keep the link span and re ll state a car ferry.		I don't believe you have provided enough information to make this desicion
161	1/5/23 9:21:55	1/5/23 9:26:23 Cowal resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I think that the amount of money spent on the linkspan for it now to be dismantled is, frankly, appalling. Like many people, I want a car ferry restored to Dunoon. The passenger ferries which replaced the vehicle ferry years ago are unfit for purpose (which is why I don't use them). Thank God for Western Ferries but we need a car/passenger ferry which comes into the centre of Dunoon.		Pointless waste of money this project will be. It will urbanise the small towns and villages of the Clyde. No one extra will move to the Dunoon and your council tax revenue will not go up! Services aren't good enough to make people move.
162	1/5/23 13:22:22	1/5/23 13:45:36 Dunoon resident?	No		No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension			The people of Cowal have been short-changed.

163	1/5/23 14:39:59	1/5/23 14:41:56 Non-Dunoon / Cowal resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		it is the most sensible and deliverable within a reasonable timescale	this scheme needs to be delivered as soon as possible along with upgrading the waiting rooms and toilets
164	1/5/23 14:40:14	1/5/23 15:02:48 Dunoon resident?	No		No, I prefer another option.	Option 2c - New pontoon berth in front of southern end of Victorian Pier and breakwater extension	2c is the best alternative in our view. Yes, it prevents development of the Victorian pier, but that is vanishingly unlikely to happen. 1d and the others require abandoning the linkspan, preventing the essential reintroduction of tourist and commuter vehicles to Dunoon town centre. 3b would be very expensive. 4c is silly as Waverley has enough trouble at Rothesay.	While I am not a regular commuter on this route, I am as regular a user as I can be, given the very poor reliability of both the vessels and their deployment.
165	1/5/23 15:12:52	1/5/23 15:43:06 Dunoon resident?	No		Don't know.			Option 1d seems to require less change than the other options which is good. Removal of the linkspan makes sense as it must be expensive to maintain and operate and is not ideal for foot passengers. However it is not clear why it was decided not to restore car ferries. In Q and A section there is a Q but no A!
166	1/5/23 16:04:56	1/5/23 16:09:05 Dunoon resident?	No		No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Should retain some aspect of the linkspan	Don't think any of these options are desirable as it removes possibility of any future car ferry use at the existing linkspan. No Dunoon councillors are in favour of removing the linkspan. Surely that tells you something.....!
167	1/5/23 18:58:18	1/5/23 19:05:42 Dunoon resident?	Yes	2 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	With ongoing developments for extension of caravan park and Dunoon Project additional car ferry option is required. Western Ferries causes road blockages at both sides due to increasing demand for cars. Keep the car ramp at linksman to future proof. Also to bring cars into the town rather than outside	We need another car ferry demand has already increased and will continue. Despite 4 ferries running at peak times you can queue for an hour to hour and a quarter to get a ferry mostly on the road. A 2nd car ferry subsidised gives people options and is a town to town route. The Dunoon project will further increase demand.
168	1/5/23 19:14:33	1/5/23 19:17:42 Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Keeping the link span is expensive if there is no chance of a car ferry service returning. This will allow the historic pier more protection without encroaching onto it or interference of its view	The view from the victorian pier must be preserved at all costs. Nothing must be done to interrupt its views or structure
169	1/5/23 19:46:10	1/5/23 19:56:08 Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 2c - New pontoon berth in front of southern end of Victorian Pier and breakwater extension	The proposals being developed now must include the return to use of the Victorian pier. The pier should be an asset to the town and should not be allowed to continue to disintegrate until it cannot be reasonably returned to use. The pier should be commercially developed to enhance the town centre and preserve history but to also generate income. The Dunoon Project anticipates large increase in traffic to the town and a second car ferry direct to town centre should not be excluded from future planning.	Look at the big picture and invest accordingly. Don't do piecemeal development that is effectively a short term fix.
170	1/5/23 20:16:01	1/5/23 20:19:55 Cowal resident?	No		No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Need to keep the option for future car ferry service.	Need to look forwards with the development of the Dunoon Project. There should also be provision of pontoons for visiting yachts and small boats in Dunoon.
171	1/5/23 21:58:54	1/5/23 22:02:42 Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		This option looks the most logical for both functionality and cost effectiveness meeting all requirements and having the minimum environmental impact.	There are additional benefits for the operations and boarding of the PS Waverly.
172	1/5/23 22:03:39	1/5/23 22:11:59 Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		It seems the most logical way to improve what's already there	Even though I'm not a regular user, I can see that the passenger ferry, is an important service for Dunoon, to keep going.
173	1/6/23 12:04:53	1/6/23 12:06:22 Non-Dunoon / Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	With two small children the ferry queues are horrendous and having to buy tickets before boarding, because of the cost, only adds to the hassle. Dunoon does not need a passenger service it needs another vehicle service	With two small children the ferry queues are horrendous and having to buy tickets before boarding, because of the cost, only adds to the hassle. Dunoon does not need a passenger service it needs another vehicle service
174	1/6/23 14:03:24	1/6/23 14:12:10 Non-Dunoon / Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	Only a car ferry meets my needs and option 3B is the closest to this	I don't come to Cowal as much anymore because of the cost and queuing. Why is the is the only ferry crossing in Scotland without RET
175	1/6/23 15:52:12	1/6/23 15:53:46 Dunoon resident?	Yes	5 or more days per week	Don't know.			Don't like any options. Waste of money could be used on refurbing old pier and using it again
176	1/6/23 20:41:31	1/6/23 20:43:32 Cowal resident?	Yes	3 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	None of the options are very good from what I can tell. There is insufficient details to make a decision. No cost information. No 3D information. Link span should be kept. The vessel choice is not yet known. This makes commenting hard. I have my concerns you will not listen to public responses.	I have concerns about the process and the way in which this project has been delivered.
177	1/7/23 9:05:05	1/7/23 9:12:32 Cowal resident?	No		No, I prefer another option.	Option 4c - New pontoon berth to the south of the existing breakwater and new breakwater to create new harbour area	The linkspan must be retained to allow for a future car ferry service. This is especially important given the exciting plans for The Dunoon Project and the extra traffic it will undoubtedly bring to the area.	The entire ferry fiasco has been a disgrace since the introduction of Ali Cat to replace the 'extra' peak time car ferry crossings. This was clearly the thin end of a wedge designed to facilitate a plan to hand the vehicle carrying monopoly to Western Ferries.
178	1/8/23 7:24:34	1/8/23 7:27:04 Dunoon resident?	No		Don't know.			Don't agree with any further investment in a failing transport service. The money already spent is ridiculous and further investment does not mean that the service will be any better.
179	1/8/23 9:25:48	1/8/23 9:28:18 Dunoon resident?	Yes	Once per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I have worked in Dunoon for years, have seen a rapid decline in visitors since the car ferry was taken away from the town centre. Taking away the link span is just another nail in the coffin for an already dead town	Does anyone actually listen to what the public of this town really want and desperately need

[illegible]

194	1/9/23 16:00:33	1/9/23 16:02:07	Dunoon resident?	Yes	4 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		I had to give up a job due to poor reliability of the service. I believe this is the best option to resolve this.	N/A
195	1/9/23 16:01:05	1/9/23 16:02:27	Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		This looks like the best option	no
196	1/9/23 16:01:49	1/9/23 16:03:23	Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Disabled access	Access and reliability are not good. Need to be much better
197	1/9/23 16:03:27	1/9/23 16:05:22	Dunoon resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Better means of getting on and off at Dunoon is needed	same as above. In bad weather it is difficult to get on and off the gangway
198	1/9/23 16:06:37	1/9/23 16:08:36	Non-Dunoon / Cowal resident?	Yes	Once per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I do not think we should get rid of the linkspan. If in the future this is something we would want back it would be crazy not to keep it and update it, rather than a pontoon!	I agree with the many residents of Dunoon to Keep the Linkspan
199	1/9/23 16:03:44	1/9/23 16:08:54	Non-Dunoon / Cowal resident?	Yes	Once per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		It seems to be the best option for helping the service be more reliable by adding more shelter	No further comment
200	1/9/23 16:08:58	1/9/23 16:13:19	Dunoon resident?	Yes	3 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		The addition of a pontoon and extended breakwater honestly feels like the best option. The service feels unreliable because of the lack of shelter when it docks and these additions appear the most efficient way to solve it.	I don't feel that altering the link span would be a solid, reliable way to solve the issue
201	1/9/23 16:12:49	1/9/23 16:14:15	Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		I would use it more if reliable	Don't need more cars in the town
202	1/9/23 16:14:39	1/9/23 16:17:11	Dunoon resident?	Yes	4 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		More reliable for me as I use the ferries regularly	Unfortunately the current ferry service has disrupted many of my personal and professional travel plans in the past. It is a cause of great stress for me. It would be a relief to have a system that I can rely on
203	1/9/23 16:17:20	1/9/23 16:20:32	Dunoon resident?	Yes	3 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		The current system is not good enough. Too many of my journeys have been delayed, disrupted and even cancelled because of the unreliability of our ferries. The ferry service should take into consideration typical west coast weather and work to accommodate for it. We cannot be left with no ferries every time it gets windy.	N/A
204	1/9/23 16:20:40	1/9/23 16:23:19	Dunoon resident?	Yes	2 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Luckily i don't have to rely on our ferries anymore as I now have a job closer to home. But i still feel strongly that we need better. The ferry service was a major influence in me leaving my job in glasgow, as I was regularly late or unable to get to the office and this caused me a lot of anxiety and negatively impacted my work performance. Not good enough!	.
205	1/9/23 16:23:57	1/9/23 16:28:18	Non-Dunoon / Cowal resident?	Yes	Once per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Anything would be better than the current services. I rely on this ferry to visit my partner. After a four hour journey, finding out that the ferry is cancelled is so frustrating and exhausting. Likewise, on my return journey all it takes is for the ferry to be cancelled to completely throw the rest of my journey into chaos. Its hard enough to plan my journey so that my ferry lines up with my train times without too much waiting around or rushing. What a shame, as Dunoon is a beautiful place, but its getting consistently more awkward to get to.	No comment
206	1/9/23 16:30:52	1/9/23 16:36:50	Non-Dunoon / Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Provides contingency for new, differently designed vessels. Sheltered so allows safe navigation for vessels. PS Waverley can continue to use the pier, a longer walkway improves passenger access.	It is essential that the new design is future proofed.
207	1/9/23 16:43:29	1/9/23 16:45:04	Cowal resident?	Yes	3 days per week	Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Meets longer term needs of local community and individual passenger travel needs.	Glad it's getting looked at!
208	1/9/23 16:51:00	1/9/23 16:52:16	Non-Dunoon / Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Keeping the Linkspan is a waste of public money, more so in the current climate.	No - see above!
209	1/9/23 16:46:37	1/9/23 16:54:46	Cowal resident?	No		Yes, I agree with this option (Option 1d - New passenger access system designed for new ferry and breakwater extension).		Going with the consultants recommendation	It would have been better to have this presented as part of a waterfront masterplan, presenting a vision for East Bay and the Victorian pier . Is this likely to be forthcoming anytime soon? Improved links between incoming passenger ferries and connecting buses needs looking at if this is truly to deliver positive impact for Cowal. For example the last bus to Ardentinnny is 8 55pm from the ferry terminal- if this is truly a transport node then can we have a joined up timetable of services please? This would be beneficial to the vibrancy of Dunoon or cinema, Queens Hall, pubs, restaurants etc. Improve our transport links and the offer in Dunoon will improve too.
210			Dunoon resident?	Yes	4 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Passenger only vessel have failed - no confidence in similar replacements. Cal Mac has also failed on route. Vehicle/Passenger service needs to be restored. Present and proposed vessels have had a devastaing impact on Dunoon.	Council must retain and improve vehicle linkspan. They must insist on change of government policy. Bth Dunoon and Gourrock linkspans should be leased lon trm or sold to private operator. In particular, Gourrock linkspan must be leased at cost plus reasonable profit not the outrageous proposed charges during the previous tendering exercise which was clearly designed to discourauge any interest by the private sector. Cal Mac must be replaced on the route by a private sector company. Proposed developments for the area including the "Dunoon Project" are destined for failure unless we have a reliable, comfortable vehicle/passenger service employing moderately sized vessels. Option 1d will just give this community "more of the same". All local councillors are opposed to linkspan removed and petition has yet to be presented to the council. N.B This questionnaire has been deliberately skewed towards what remains of th commuter traffic. It does not give an adequate voice to the occasional user for appointments, shopping and leisure. This is an important source of traffic/ revenue. The whole question of traffic (vehicle and passenger) potentially coming to Dunoon has been conveniently ignored so local businesses will continue to suffer. (Due to present vessels "footfall" in Dunoon has collapsed). The ferry issue for Dunoon must be properly addressed and Argyll and Bute Council must act for te community.

							Please retain the linkspan and get our new ferries (2025) up and running and no more delays I am not pleased that the new ferries are passenger only when so many residents have been calling for a combined vehicle/passenger service. Why wasn't it possible for one of the new ferries (2025) to be capable of providing for vehicles too? The current service is totally unacceptable in this day and age and has been for years, now we have to wait three more years for an improvement. I suspect there may well be more delays.
211	Dunoon resident?	Yes	2 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	I understand this option may leave the way open to a vehicle and passenger service which is what we have had years ago. This is what people have been asking for since the streakers left.	
212	Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	Saves the linkspan in a fully useable state	I want car ferries or in the worst case ;arg passenger ferries
213	Cowal resident?			No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter		
214	Cowal resident?	No		No, I prefer another option.	Option 3b - New pontoon berth to the north of the Victorian Pier and new breakwater to provide shelter	Look at the photograph of the Coruisk crossing to Dunoon in bad weather. The proposed small ferries will not be able to tackle the crossing, so we need the linkspan. Spending money on pontoons is tinkering at the edges of the problem. Large vessels are needed for reliability.	In the long run vehicle ferries, which need a linkspan, are the most reliable and economic option and will do the most to revitalise the local economy
215	Dunoon resident?		Once per week	No, I prefer another option.	N/A		The preferred option 1d seems to make it difficult, if not impossible for the Waverley and possibly the Queen Mary to berth at the pier. Does the plan not require future proofing? What consultation has taken place with those involved in the Dunoon Project? The car ferry capacity for Dunoon is very often stretched already and the preferred option removes any chance of increasing car ferry capacity once the Project is up and running. How will the increased numbers of people attracted to Dunoon as a result of this Project get to Dunoon, not just for a day trip but hopefully to explore the area by car while they are across the water. A future proofed option is required. The Council's preferred option, 1d, in the Master Document is the only option remaining as all other options have already been removed from further consideration. How can this be a considered a valid consultation as a decision has already been made by the Council? Taking account of the costs involved in the Glen Sannox, hull 802 and the other 4 new ferries in the pipeline, it's hard to see that the Dunoon/Kilcreggan ferries will be funded and be operational by 2025. It is wise, to spend money making irreversible changes now?
216	Dunoon resident?			No, I prefer another option.			The preferred option 1d seems to make it difficult, if not impossible for the Waverley and possibly the Queen Mary to berth at the pier. Does the plan not require future proofing. What consultation has taken place with those involved in the Dunoon project? The car ferry capacity is very often stretched already and the preferred option removes any chance of increasing car ferry capacity once the project is up and running. How will the increased numbers of people attracted to the town as a result of this project get to Dunoon, not just for a day trip but hopefully to explore the area by car while they are across the water. The area needs tourists, we need to encourage them a future proofed option is required. The council's preferred option 1d in the master document is the only option remaining as all other options have already been removed from further consideration. How can this be considered a valid consultation as a decision has already been made by the council? Taking account of the costs involved in the Glen Sannox, Hull 802 and the other 4 new ferries in the pipeline, it's hard to see that the Dunoon/ Kilcreggan ferries will be funded and be operational by 2025. Is it wise to spend money making irreversible changes now?
217	Dunoon resident?	No		No, I prefer another option.	Option 3b		
218	Dunoon resident?	Yes	2 days per week	No, I prefer another option.	Option 1c - Modify existing linkspan to fit new ferry and breakwater extension	Probably more cost effective	
219	Cowal resident?	No		No, I prefer another option.	Option 3b	3b is the only option that keeps the harbour open to large boats	Local councillors were elected to keep a working linkspan
220	Dunoon resident?	No	2 days per week	No, I prefer another option.	Option 3b	The motor boat option has been forced on us since 2011 and provided itself unsuitable. Carrying on on this tack will fail (perhaps that's what is wanted) we can then fall back to using the linkspans and a proper ship for prevailing conditions	What is the point? You are dictators who don't live here and quite comfortable with every amenity to hand in your place. We used to be able to commute easily too and comfortably with it. Not anymore. So much for social equality. You should research the Ritchie Bros Ferry services - that is what you are reinventing - perhaps the Lady Jane Ritchie. The portstar or the granny kempock are still about?
221	Dunoon resident?	Yes	Once per week	No, I prefer another option.		Access near car park	
222	Cowal resident?	No		No, I prefer another option.	Option 3b	Retains the Linkspan. Transport Scotland told us the present service would be world class. Once bitten twice shy. Transport Scotland's new service will fail. The option of using the linkspan needs to be kept open	Nicola Sturgeon signed off on a report that should have led to reliable ferries using the linkspan. The council should be keeping Transport Scotland to that plan not wasting money on a service that is not what people want and will fail.
223	Dunoon resident?	Yes	Once per week	No, I prefer another option.		Easier access to town centre and existing car parking.	