

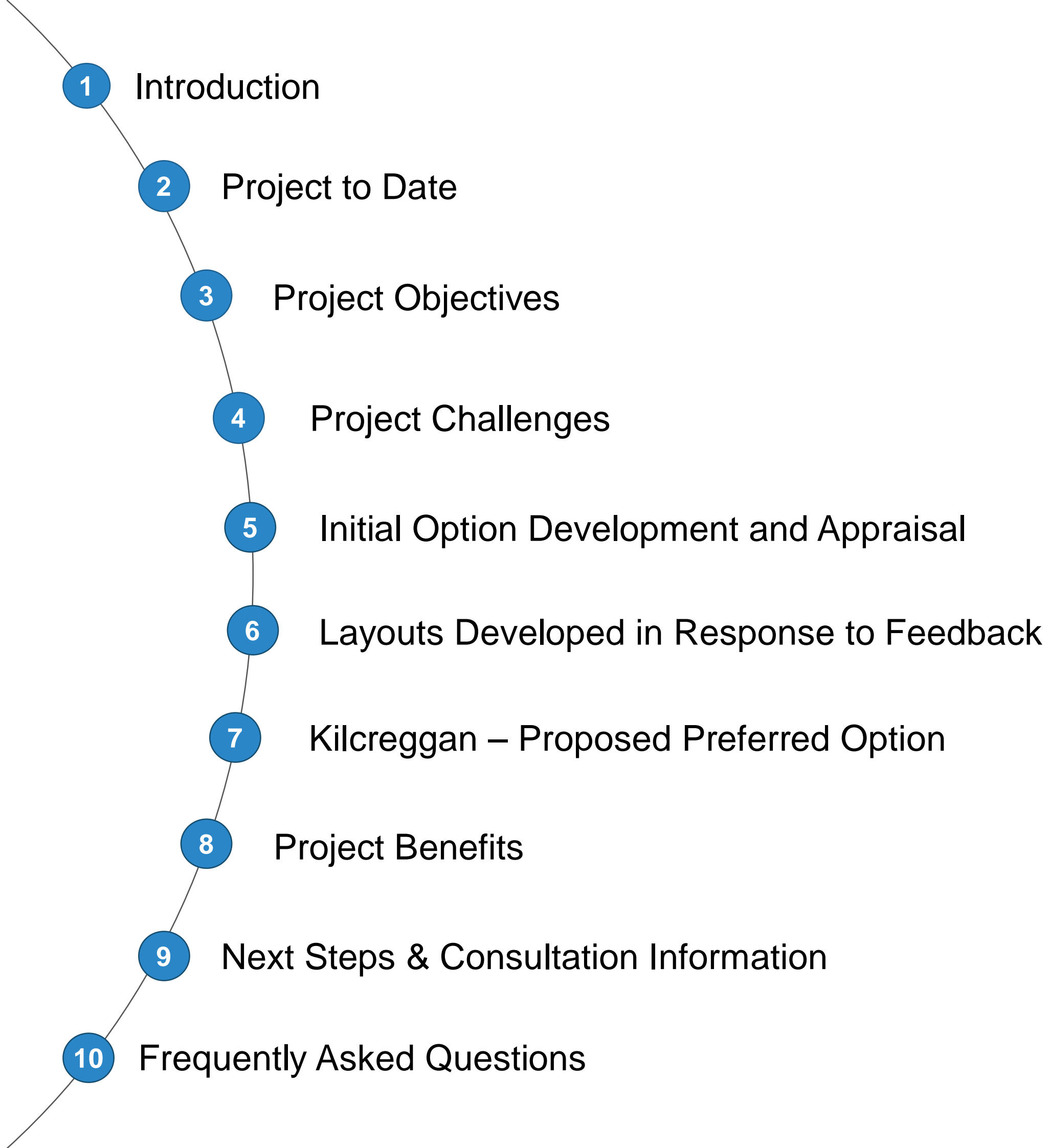


Dunoon and Kilcreggan Ferry Terminals – Outline Business Case

Kilcreggan Ferry Terminal: Public Consultation



Contents



- 1 Introduction
- 2 Project to Date
- 3 Project Objectives
- 4 Project Challenges
- 5 Initial Option Development and Appraisal
- 6 Layouts Developed in Response to Feedback
- 7 Kilcreggan – Proposed Preferred Option
- 8 Project Benefits
- 9 Next Steps & Consultation Information
- 10 Frequently Asked Questions



1. Introduction

Introduction

- Transport Scotland has made a commitment to provide a **new passenger-only vessel for the Kilcreggan to Gourock ferry service**.
- The vessel is expected to enter service from November 2025, however, the ferry terminal infrastructure at Kilcreggan, Dunoon and Gourock will need to be upgraded to ensure safe and reliable berthing and Equality Act 2010 compliant access, as part of the **wider project**.
- This booklet focuses **solely on the proposed infrastructure upgrades at Kilcreggan**, and its purpose is to:
 - To inform you of Argyll and Bute Council's (ABC) progress on developing solutions to accommodate the new ferries at **Kilcreggan** and Dunoon
 - Gain feedback on the proposed preferred option for ferry terminal upgrades at **Kilcreggan**

You can give us your views on the proposals by taking part in our consultation.

Introduction

- This booklet explains why the Council is undertaking the project and provides a summary of the engineering options developed, the preferred option and its benefits.
- **‘Frequently Asked Questions’** and responses specifically relating to the Kilcreggan component of the overall project are provided at the end of this booklet.
- A short questionnaire is provided, which will give you with the opportunity to provide feedback on the preferred option and the project overall. The feedback received from this consultation will be used to further develop, refine and finalise plans.
- The consultation will run for a period of four weeks from 30th January 2023 to 13th March 2023, and the FAQs below will be updated as the consultation progresses based on the questions and feedback received.



2. Project To Date

Project to Date

- The first stage of this project, the **Strategic Business Case**, was undertaken by **Transport Scotland** which was completed in August 2020.
- In summary, the outcome of this stage identified that:
 - The infrastructure at Kilcreggan and Dunoon ferry terminals should be improved to ensure that the **berths can accommodate the planned future vessels** to be used on the routes
 - The **resilience and reliability** of both the Gourock-Kilcreggan and Gourock-Dunoon passenger only ferry services **should be improved**
 - **Improvements should be made to passenger access to the vessels** at Gourock, Kilcreggan and Dunoon
- The Strategic Business Case did not develop engineering options for the infrastructure at Kilcreggan.
- This current stage of the project, the **Outline Business Case**, develops and appraises ferry terminal infrastructure options at Kilcreggan, arrives at a preferred option and identifies how this will be funded, procured and delivered.

Project to Date

- The proposed preferred option, which is presented in this booklet, has been selected following appraisal against project specific objectives and the Scottish Transport Appraisal Guidance (STAG) criteria.
- The proposed preferred option has also been agreed with the project Working Group and the project Reference Group, which includes representation from community bodies.

The **Working Group** is the key decision maker for the **wider project** and ensures that all aspects of the ferry service are considered. The Working Group consists of:

- Transport Scotland
- Argyll & Bute Council
- Caledonian Maritime Assets Limited (CMAL)
- CalMac Ferries Ltd (CFL)

Argyll and Bute Council's Harbour Board determines decisions relating to the council's harbour infrastructure.

Project to Date

For Kilcreggan and Dunoon, there is a wider **Reference Group** consisting of:

- ABC
- Cove and Kilcreggan Community Council
- Dunoon Community Council
- Gourock Community Council
- Inverclyde Community Council
- Inverclyde Council
- HMNB Clyde
- Highlands and Islands Transport Partnership (HITRANS).

The Reference Group is consulted at key stages of the project. Each member represents the views of a wider group including ferry users, the local and wider communities and commercial users etc.

The Outline Business Case stage of the project will be reported to the Council, Working Group and Reference Group during early 2023 and will be published thereafter.

The timelines for the overall programme will be determined through the wider Gourock Dunoon Kilcreggan Vessels and Infrastructure Project.



In partnership with



3. Project Objectives

Kilcreggan – Project Objectives

There are several requirements for the ferry berth at Kilcreggan that have been established through a combination of the Strategic Business Case, discussion with relevant personnel from Argyll and Bute Council and discussion with CFL. These are:

- One berth is to be provided for berthing of the **new and existing passenger-only vessels**, including relief vessels (up to 40m long)
- Solutions are to be **future-proofed** for a 60-year design life (2 generations of vessels)
- **Improve the reliability** of the ferry service
- The approaches are to allow safe navigation for ferries **at all states of the tide**
- Facilities should allow for **continued use by PS *Waverley***
- **Improved passenger access** to ferries to meet current legislation and guidance
- Passenger waiting facilities and parking should be maintained – the options will be explored during detailed design stage
- Options for improvements to onward transport connections are to be explored during detailed design stage, but should be located in close proximity to the ferry berth

Several options have been developed with the aim of meeting the above agreed project requirements.

Kilcreggan – Transport Planning Objectives

Each infrastructure option has been appraised against project specific Transport Planning Objectives (TPOs) and Transport Scotland's Transport Appraisal Guidance (STAG) Criteria.

The TPOs are formed with reference to the problems, issues, opportunities and constraints specific to this project. These are listed below:

- TPO 1** The provision of appropriate terminal infrastructure capable of accommodating the in-scope vessels for a minimum 60-year window.
- TPO 2** The future infrastructure including local approaches should improve the reliability and punctuality of scheduled services.
- TPO 3** The future terminal infrastructure should provide EA compliant access to ferry services, as far as reasonably practicable.
- TPO 4** Minimise negative service impacts by managing the construction works and phased introduction of new vessels.
- TPO 5** Infrastructure designs should maximise flexibility in future use by passenger ferry services and other users.



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4. Kilcreggan – Project Challenges

Kilcreggan – Project Challenges

There are several challenges associated with Kilcreggan ferry terminal that have to be considered prior to developing solutions to accommodate the new passenger-only ferries. These are:

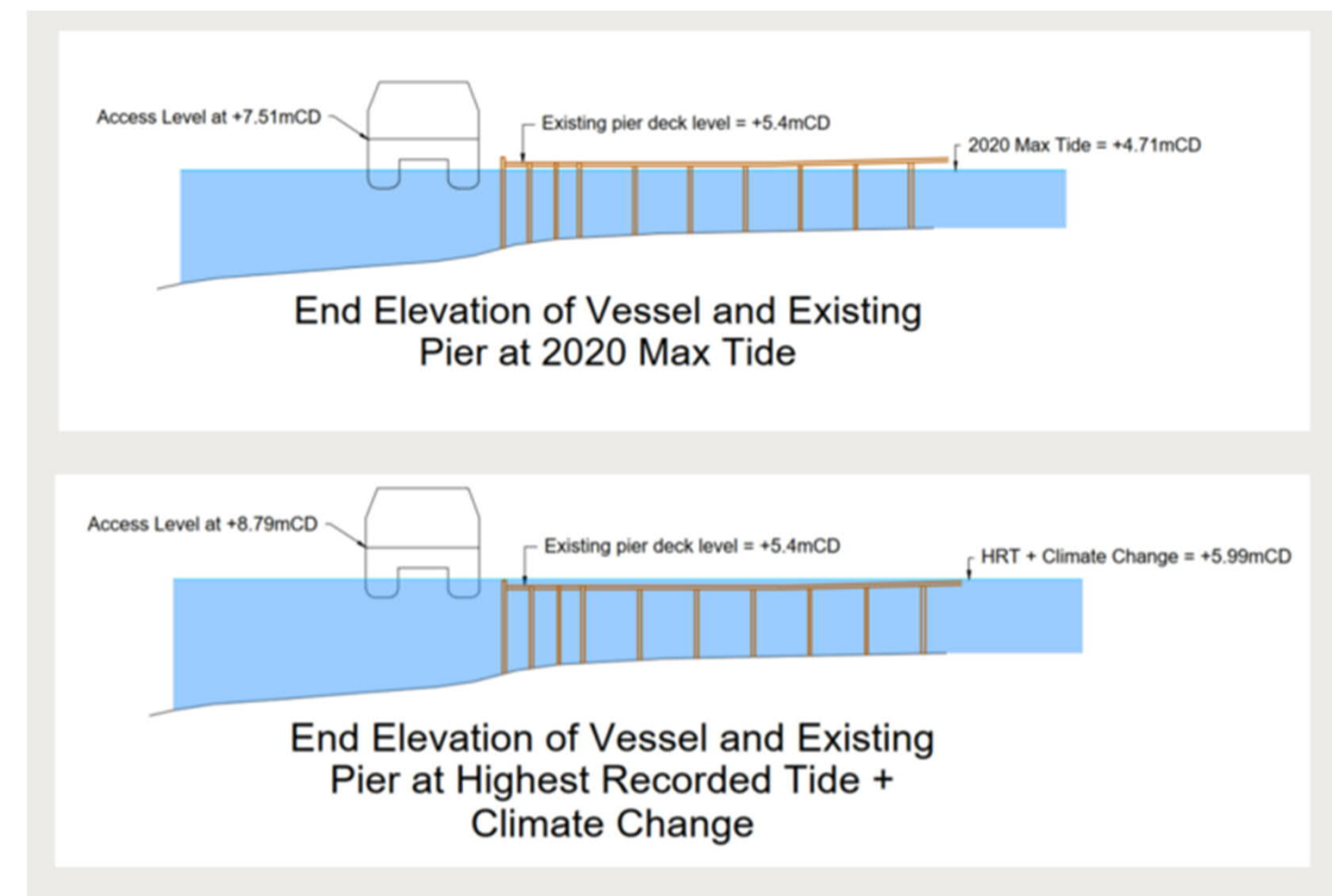
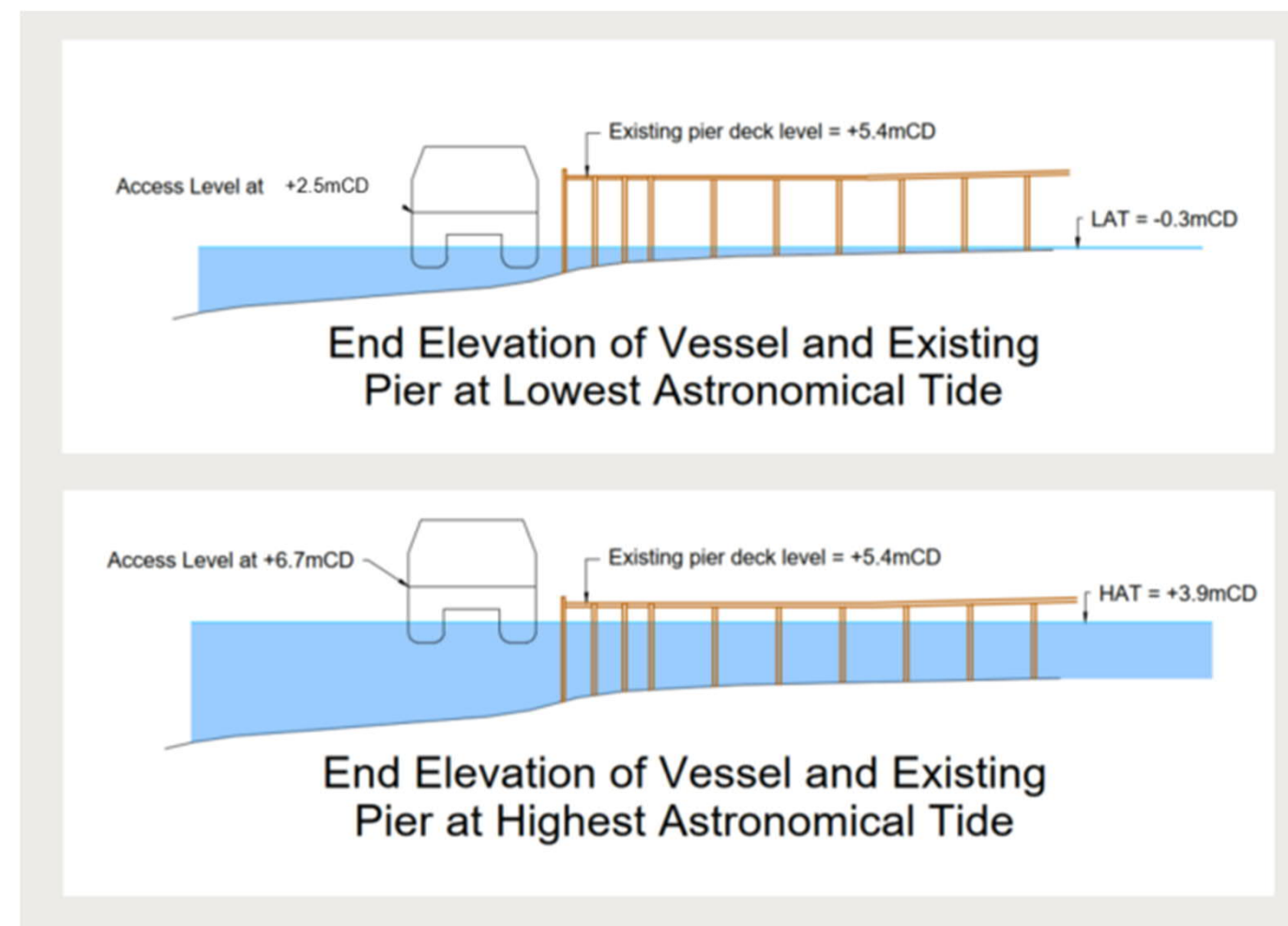
- The existing pier is 125 years old, is Category B listed and is in suitable condition for current ferry operations,
- There is limited structural capacity to accommodate the new, larger ferries (which would reduce the residual life of the pier). This has resulted in options being developed which are largely independent of the existing structure,
- The current ferry service is tidally constrained, and we must consider the impacts of climate change over the life of the new infrastructure (60 years), posing further constraints on the use of the existing pier at high tides,
- To minimise the requirement for ongoing maintenance dredging, options have been located in water deeper than 4m below Chart Datum,
- Where a pontoon is proposed, it is appropriately sized to ensure stability in all sea and weather states, to provide adequate moorings and to ensure fit with the doors of the new ferry. Note that any proposed pontoon is 60m long, 10m wide, 3m above the water line and 3m below.

The next page displays sketches of the new passenger-only ferry at various tide levels at Kilcreggan pier, and the associated access levels onto the new ferry.

Kilcreggan – Project Challenges

The diagrams below show the indicative position of the new ferry against the existing pierhead, and the challenges regarding acceptable gradients for passenger access, at:

- Lowest Astronomical Tide (where the passenger access level is at 2.5m above chart datum)
- Highest Astronomical Tide (where the passenger access level is at 6.7m above chart datum)
- 2020 maximum recorded tide (where the passenger access level is at 7.5m above chart datum)
- Highest recorded tide plus an allowance for climate change (where the passenger access level is at 8.8m above chart datum)





5. Kilcreggan – Initial Option Development and Appraisal

Kilcreggan – Initial Options

Several engineering options for the future ferry berth at Kilcreggan were developed. These options included:

- Creating a new pontoon ferry berth to the east of the existing, with passenger access from the existing ferry terminal
- Creating a new pontoon ferry berth to the east of the existing, with passenger access from boatyard in Kilcreggan Bay
- Creating a new solid ferry berth to the east of the existing, with passenger access from the existing ferry terminal via a fixed ramp
- Creating a new pontoon ferry berth to the west of the existing, with passenger access from A&BC's car park (potential for breakwater to be needed to ensure suitable conditions at the berth)
- Creating a new pontoon ferry berth in front of existing of pier with pedestrian access from the existing ferry terminal
- Creating a new solid ferry berth to the west of the existing, with passenger access from A&BC's car park via a fixed ramp

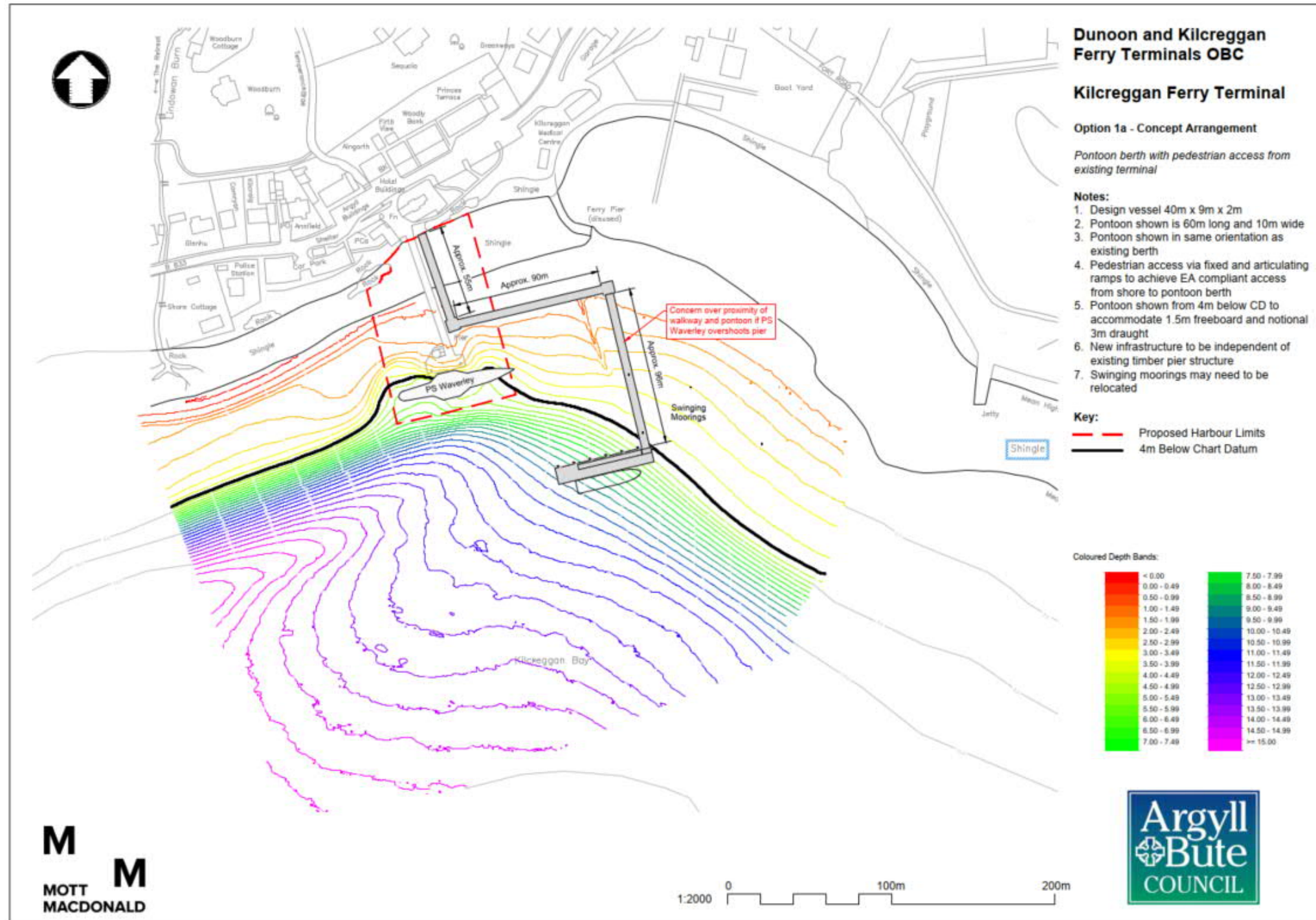
Variations of each option were developed to further explore each location in more detail.

For context, a single variation of each of the initial options is presented on the following pages.

Some options were not viable (either operationally, environmentally or financially) and were sifted out early in the process. These are therefore not presented.

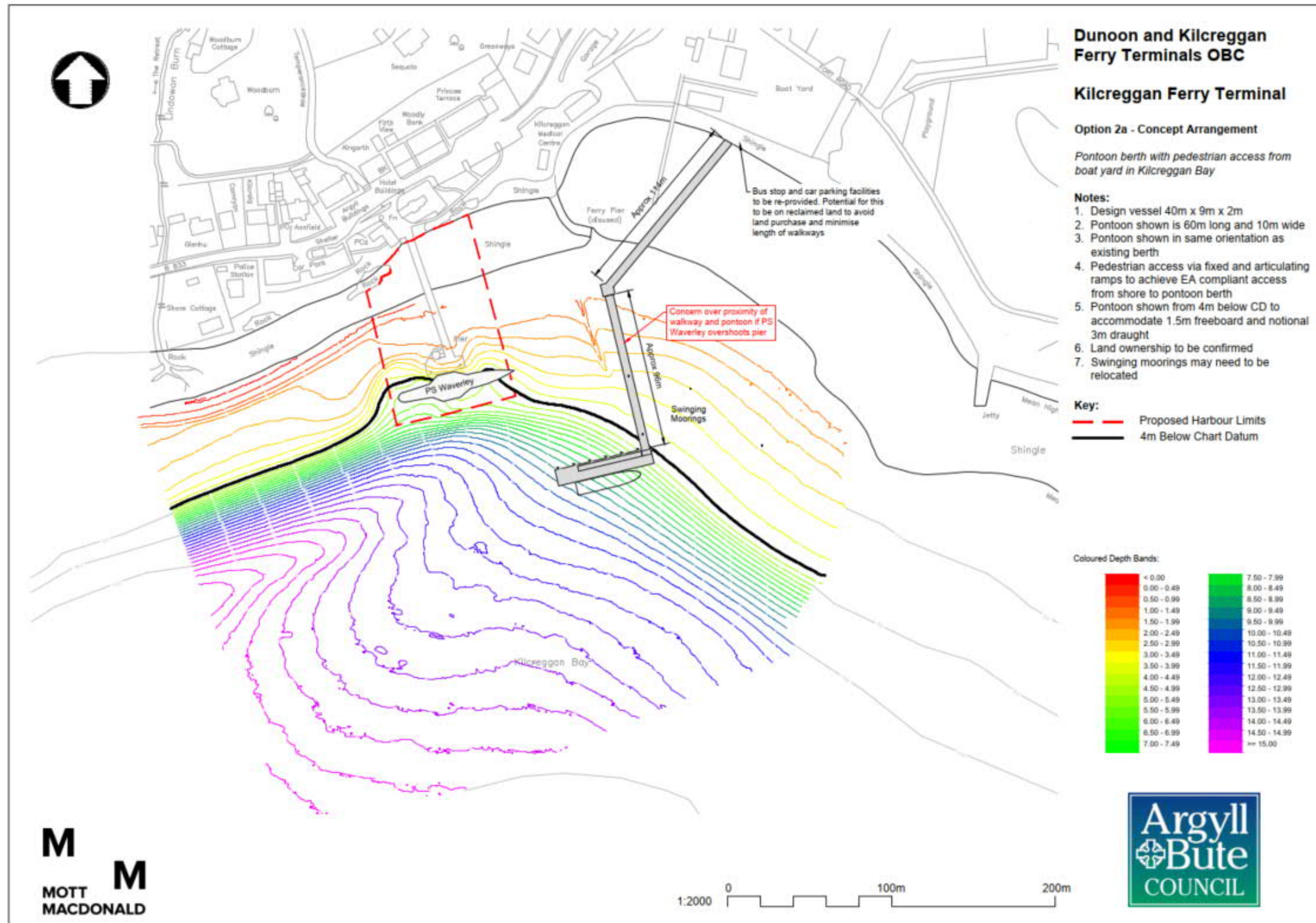
Kilcreggan – Option 1

Option 1a: Creating a new pontoon ferry berth to the east of the existing, with passenger access from the existing ferry terminal



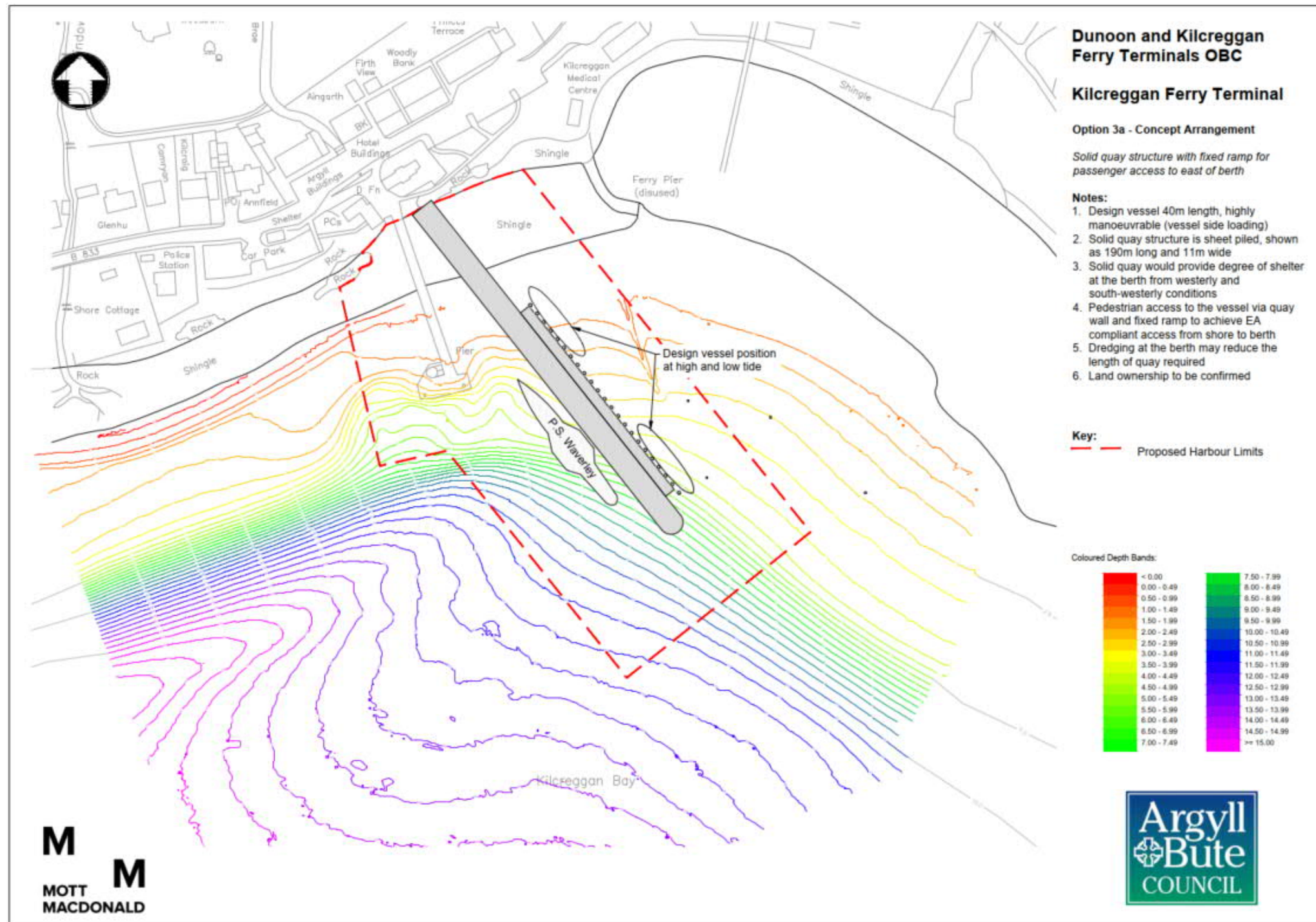
Kilcreggan – Option 2

Option 2a: Creating an new pontoon ferry berth to the east of the existing, with passenger access from boatyard in Kilcreggan Bay



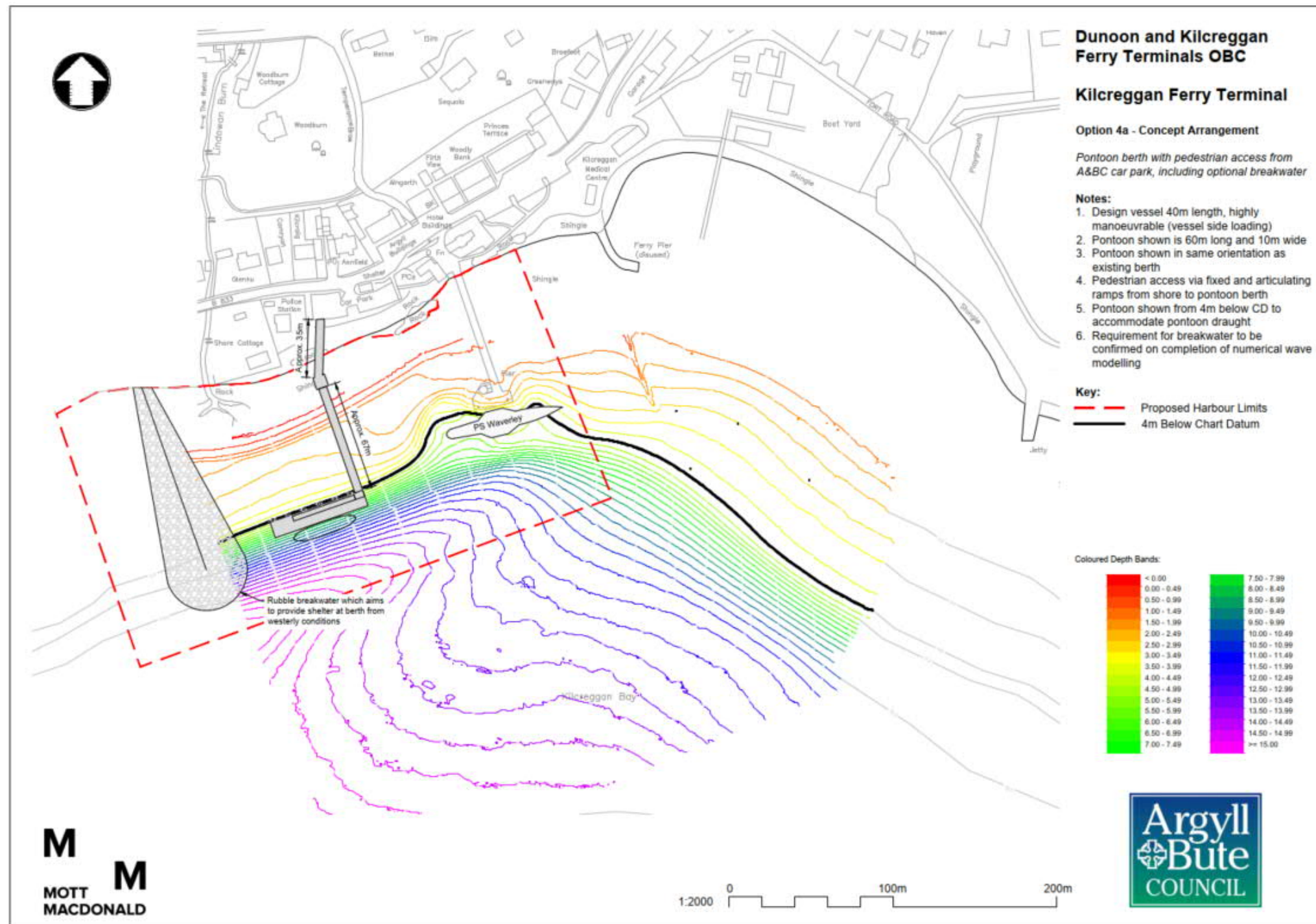
Kilcreggan – Option 3

Option 3a: Creating a new solid ferry berth to the east of the existing, with passenger access from the existing ferry terminal via a fixed ramp



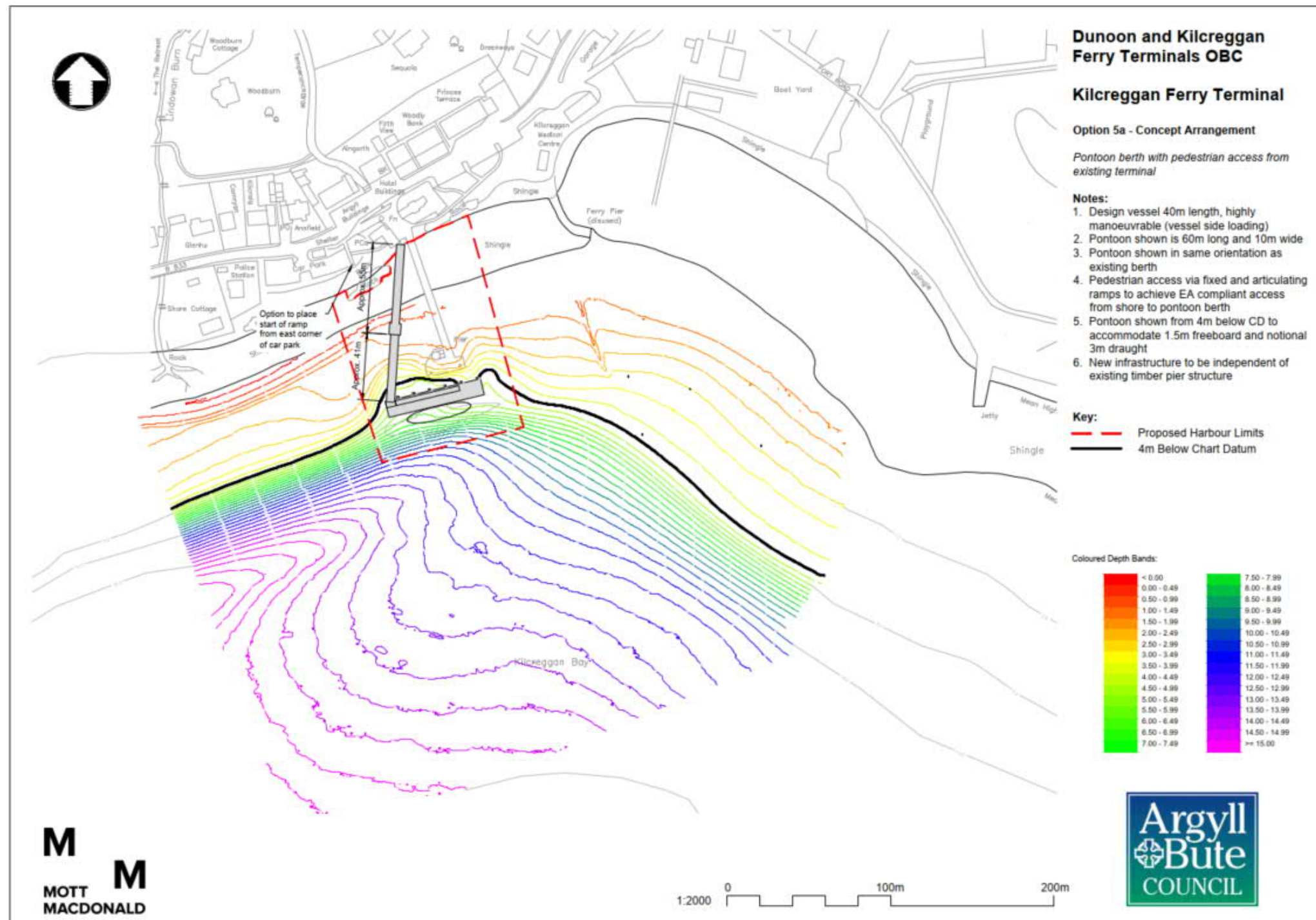
Kilcreggan – Option 4

Option 4a: Creating a new pontoon ferry berth to the west of the existing, with passenger access from A&BC's car park



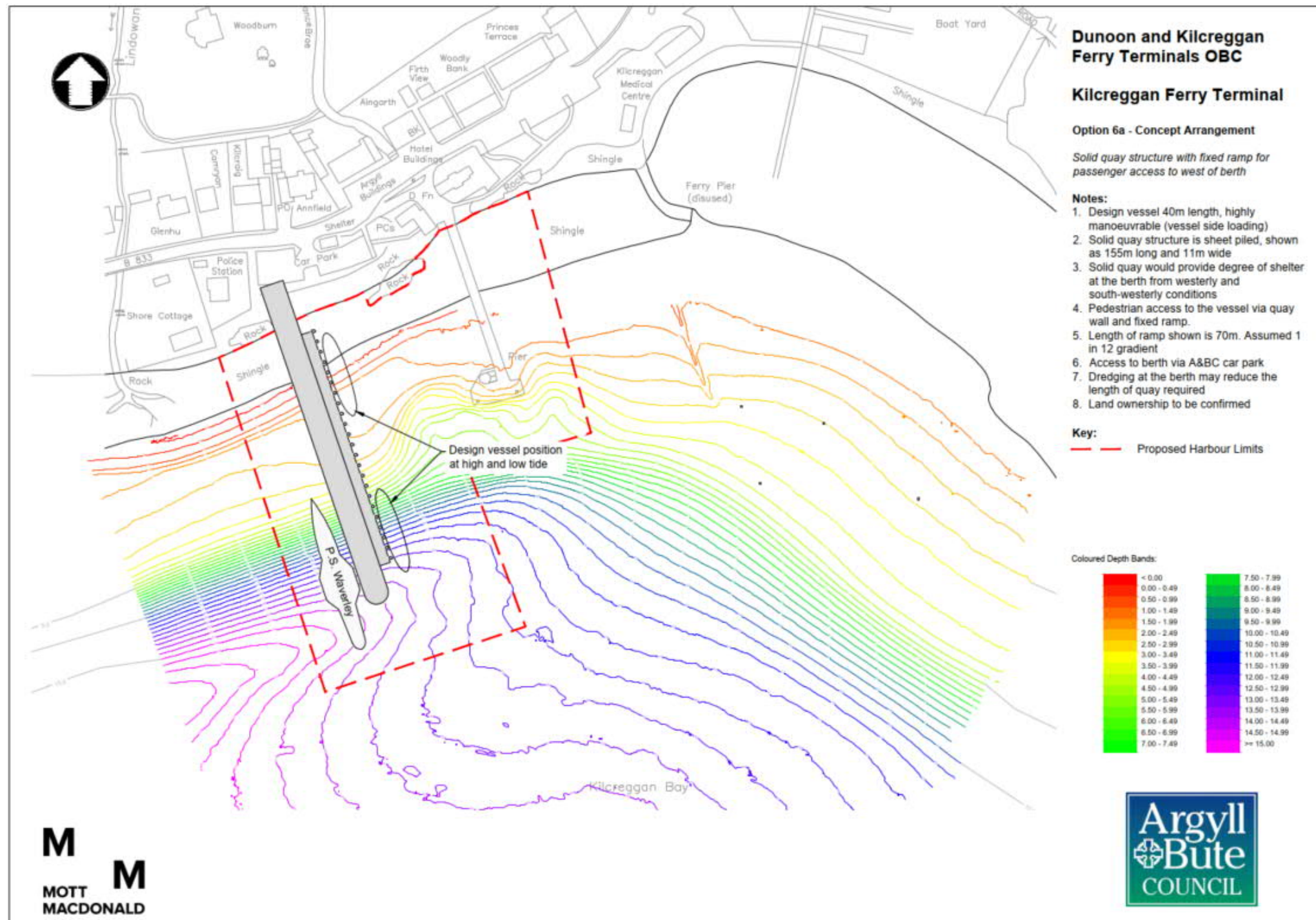
Kilcreggan – Option 5

Option 5a: Creating a new pontoon ferry berth in front of the existing pier with pedestrian access from the existing ferry terminal



Kilcreggan – Option 6

Option 6a: Creating a new solid ferry berth to the west of the existing, with passenger access from A&BC's car park via a fixed ramp



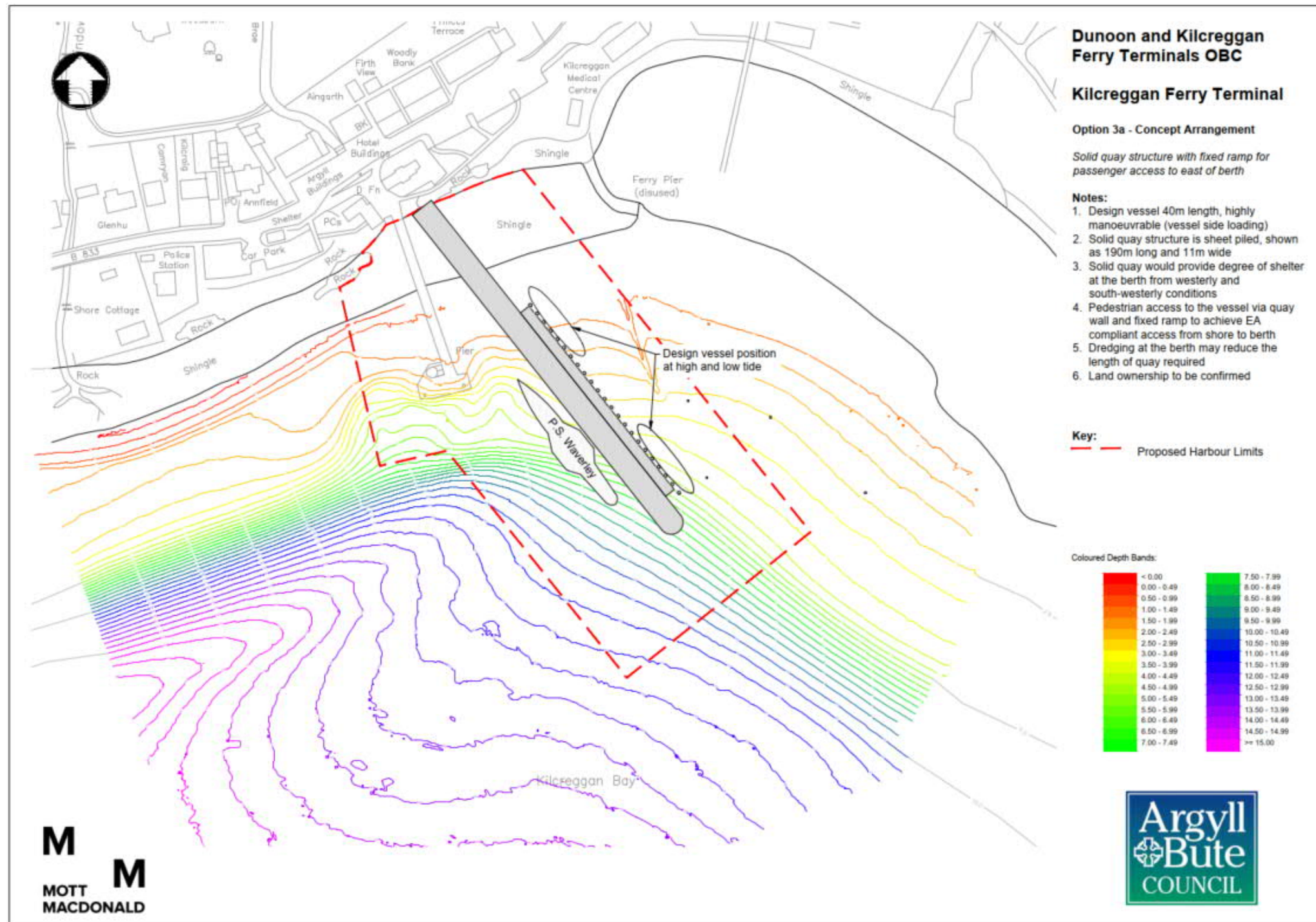
Kilcreggan – Initial Option Sifting

Prior to the detailed appraisal process, several of the option variations were discounted to eliminate any layouts that could not realistically meet the project objectives e.g., those that may cause unnecessary disruption, will be too expensive or require extensive maintenance dredging.

The following options are those that were taken forward to the appraisal process.

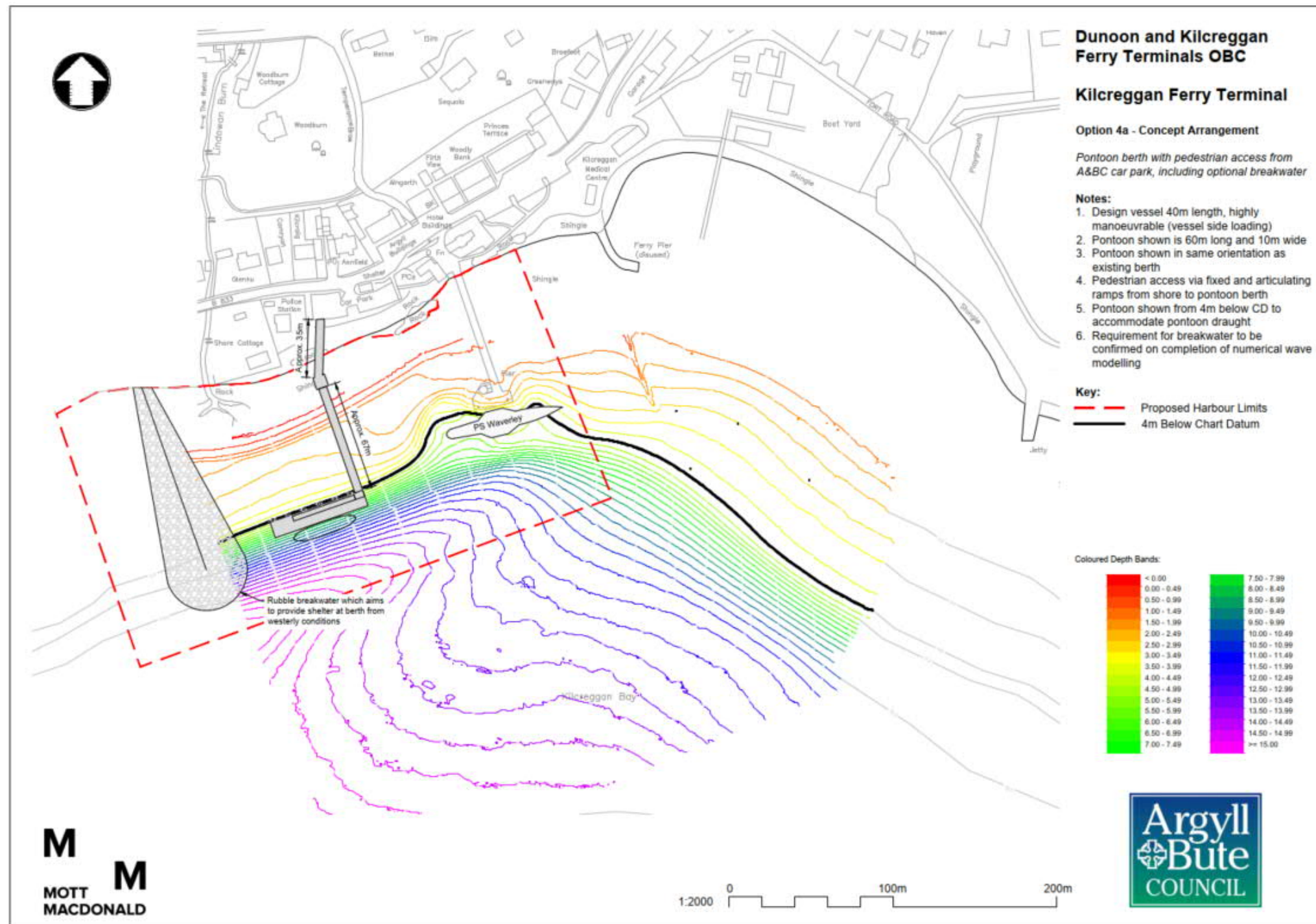
Kilcreggan – Option 3a

Option 3a: Creating a new solid ferry berth to the east of the existing, with passenger access from the existing ferry terminal via a fixed ramp



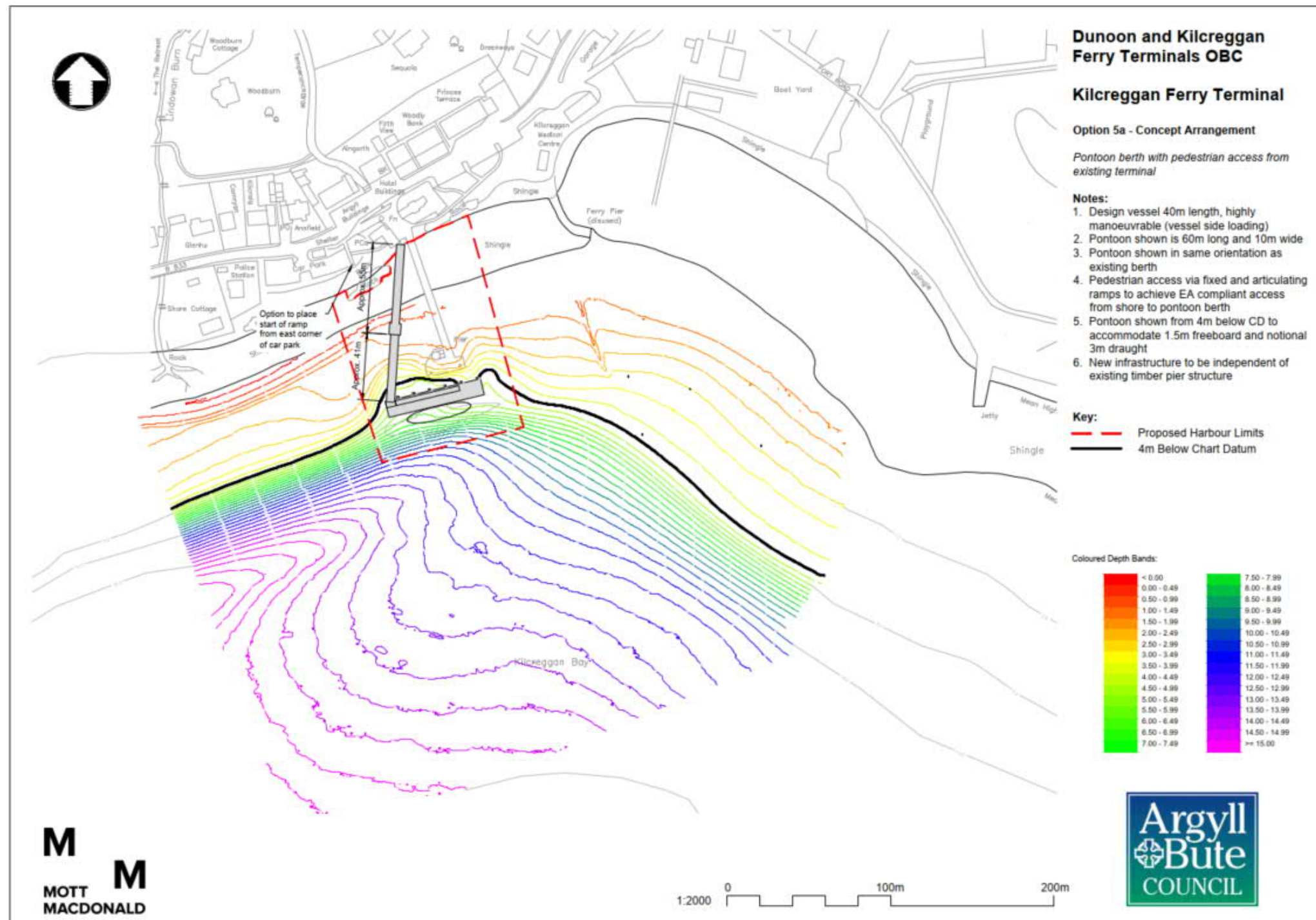
Kilcreggan – Option 4a

Option 4a: Creating a new pontoon ferry berth to the west of the existing, with passenger access from A&BC's car park



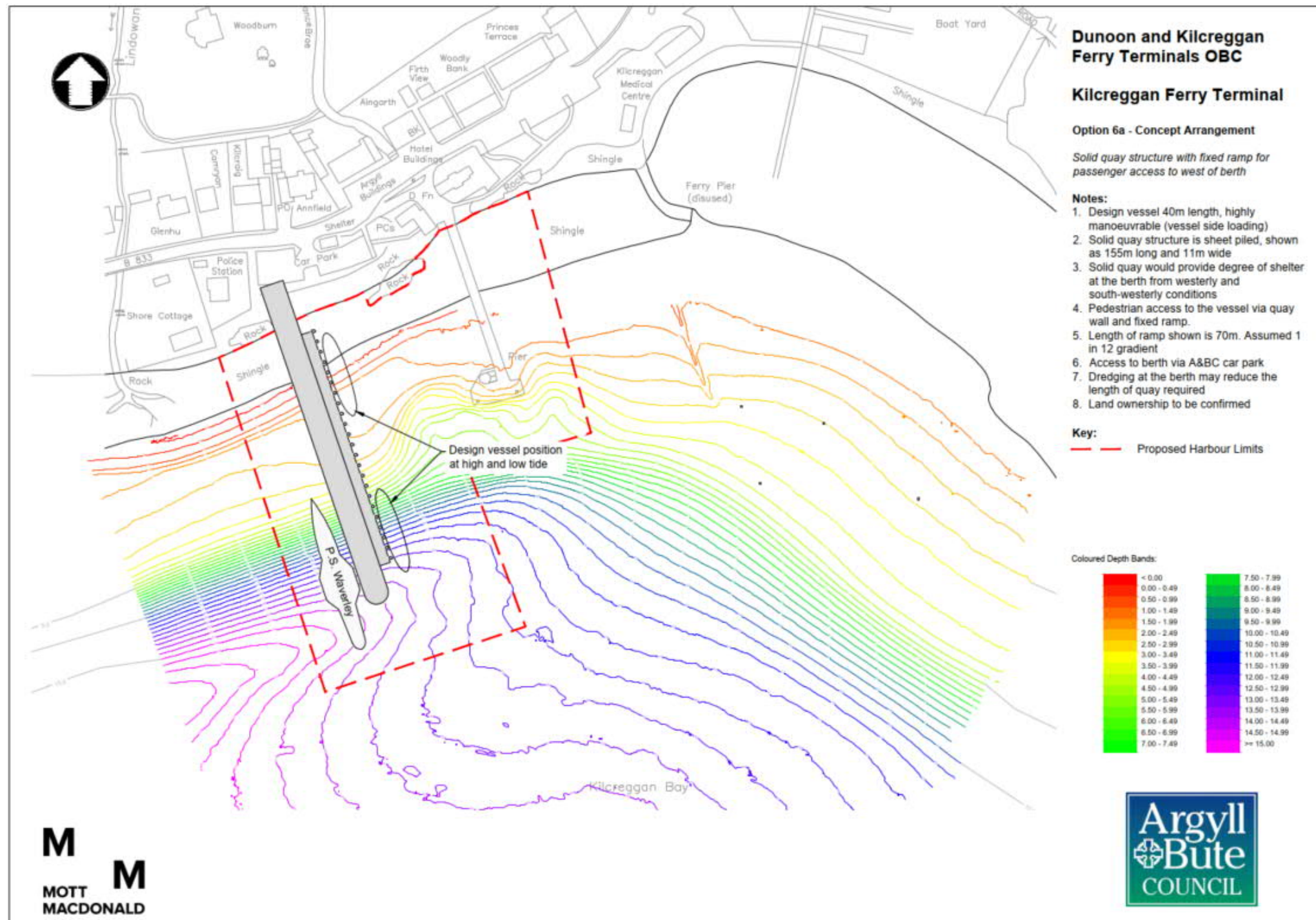
Kilcreggan – Option 5a

Option 5a: Creating a new pontoon ferry berth in front of the existing pier with pedestrian access from the existing ferry terminal



Kilcreggan – Option 6a

Option 6a: Creating a new solid ferry berth to the west of the existing, with passenger access from A&BC's car park via a fixed ramp



Kilcreggan – Results of the Options Appraisal

The appraisal process provided the following outcomes based on the previously mentioned TPOs and STAG criteria.

- **Option 3a (new solid ferry berth to the east of the existing, with passenger access from the existing ferry terminal via a fixed ramp).** As an output of the appraisal, this option will not be considered further due to less favourable navigational / manoeuvring areas, greater restrictions on vessel access, likely sedimentation in the lee of the pier and service disruption.
- **Option 4a (new pontoon ferry berth to the west of the existing, with passenger access from A&BC's car park, including breakwater).** This option includes a new pontoon berth to the west of the pier and accompanying breakwater with the aim of providing shelter to the berth from westerly conditions. Pedestrian access will be from the A&BC car park via fixed and articulating ramps to achieve EA compliant gradients from the shore to the pontoon berth. This is considered the '**proposed preferred option**' at this stage and, subject to feedback, agreement and sign-off, will be further developed once further passenger-only vessel details are confirmed.
- **Option 5a (new pontoon ferry berth in front of existing pier with pedestrian access from the existing ferry terminal).** As an output of the appraisal, this option will not be considered further due to potential service disruptions during construction, and it would restrict use of the existing pier by others.
- **Option 6a (new solid ferry berth to the west of the existing, with passenger access from A&BC's car park via a fixed ramp).** As an output of the appraisal, this option will not be considered further due to potential service disruptions during construction and would restrict use of the existing pier by others.



6. Kilcreggan – Layouts Developed in Response to Feedback

Kilcreggan – Layouts Developed in Response to Feedback

At the outset, Argyll & Bute Council confirmed that the existing timber pier in its current form could not be used to support the proposed new passenger-only ferries due to:

- its age and condition,
- designated status,
- limited deck height, and
- residual structural capacity

The project team received feedback in early 2022 from the Reference Group that the view of the local community was to incorporate the existing timber pier into the new design.

Argyll & Bute Council subsequently developed two layouts which retain the timber pier whilst safely accommodating the new ferry. Argyll & Bute Council invested in the production of visualisations to aid discussions with stakeholders and to further understand the proposals.

These additional layouts are presented in the following pages:

Kilcreggan – Layouts Developed in Response to Feedback

Layout A – Pontoon In front of Existing Timber Pier

- Layout A provides a pontoon berth directly in front of the existing timber berth.
- The pontoon is accessed via an articulating ramp extending down from close to the head of the existing timber pier, which will move up and down to meet the pontoon.



Kilcreggan – Layouts Developed in Response to Feedback

Layout B – Passenger Access System Extending from Existing Timber Pier

- Layout B consists of a covered passenger access walkway which extends from the existing timber pier head.
- The height of the walkway will be mechanically adjusted to meet the ferry door.
- Mooring piles with suitable fenders would be provided in front of the existing pier head to allow berthing of the new and existing ferry, however, the mooring piles would not be practical due to the large tidal ranges at Kilcreggan and crew access would be non-compliant.



Kilcreggan – Layouts Developed in Response to Feedback

The visualisations demonstrate that the modifications required to retain the current pier structure and location of the ferry berth, whilst safely accommodating the new ferry, significantly affect the appearance of the existing timber pier.

The project team have liaised with Argyll & Bute Council Planning Department and Historic Environment Scotland (HES) to gain their views on the likely impact. HES noted that both layouts to re-use the timber pier would have significant adverse impacts on the character of the existing structure by resulting in large modern extensions which would dominate the seaward end of the structure.

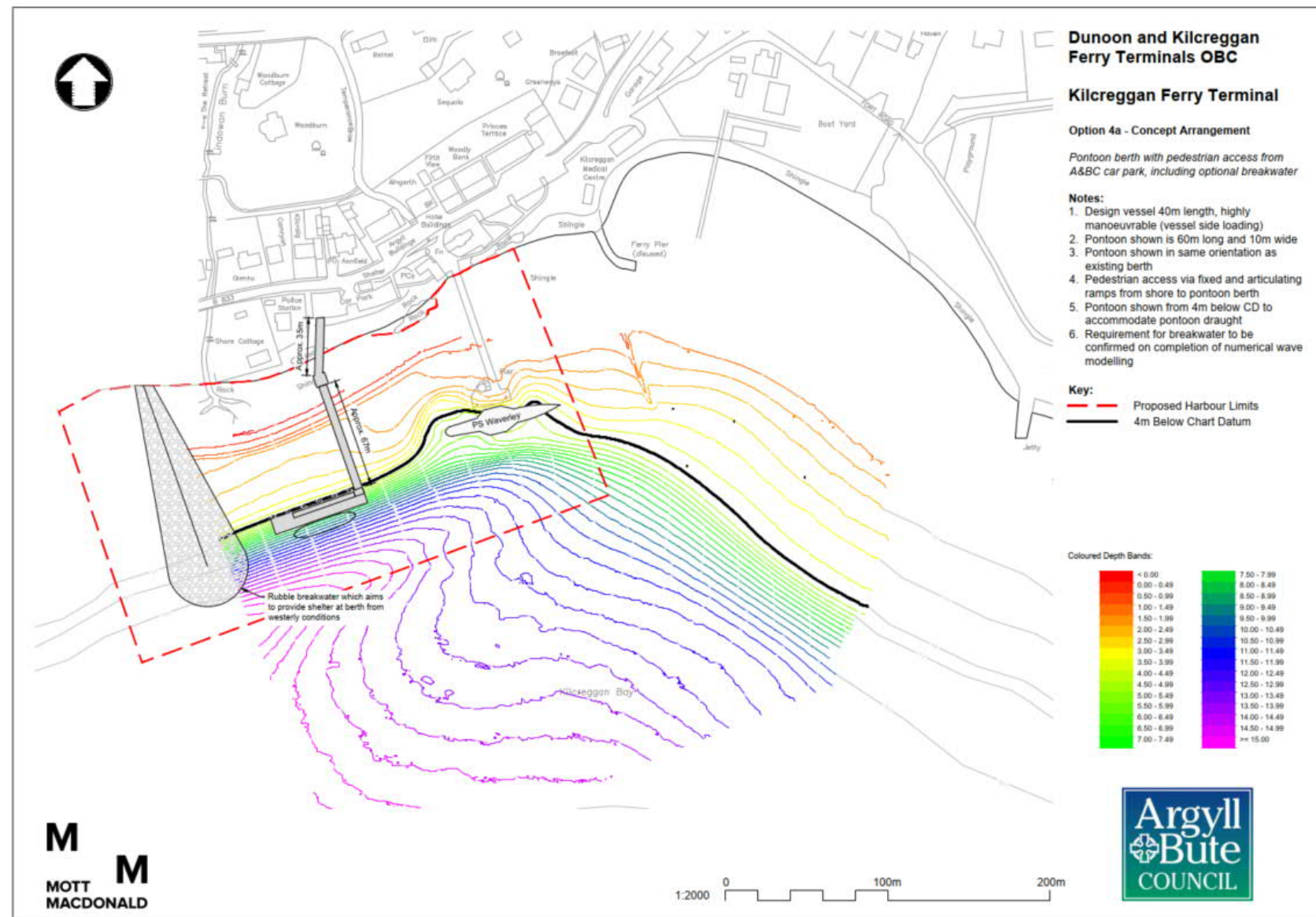




7. Kilcreggan – Proposed Preferred Option

Kilcreggan – Proposed Preferred Option

Option 4a is the proposed preferred option shown below.



- To improve access arrangements, a pontoon will be installed to the west of the existing pier to provide near-level access between the pontoon and the new ferry at all states of the tide,
- Access to the pontoon will be via a covered gangway of shallow gradient, originating from the A&BC car park,
- A breakwater will most likely be required to the west of the new pontoon to provide shelter to the new berth from westerly conditions,
- It is proposed that the existing timber pier would continue to be used for berthing of the PS Waverley and other potential harbour users, or if the pontoon were designed to accommodate Waverley this would reduce loads, wear and tear on the listed structure and extend its residual life, and
- Dredging will not be required to accommodate the new ferries



8. Project Benefits

Kilcreggan – Project Benefits

The benefits of the proposed preferred option are summarised below:

- The improved passenger access arrangements will **improve access for all** through reducing gradients and providing shelter from the weather
- Provision of a pontoon will remove tidal restrictions, which will **improve the reliability of the ferry service**
- The improved reliability of the ferry service will **improve the interchange with connecting public transport** (by rail, bus, etc.) from Gourock
- Off-site fabrication of the pontoon aims to **minimise disruption of ferry services during the construction** of the works
- The proposed **infrastructure will be able to accommodate both the existing and the new ferries**, safeguarding the service during the period of transition



9. Next Steps and Consultation Details

What Happens Next?

- We will consider the feedback received from this consultation prior to the final decision being made on the option to be taken forward
- Once a consensus is reached, the final option will be developed in more technical detail and the Outline Business Case will be completed, recommending the selected option
- The outputs of the business case will be considered and confirmed by the Argyll and Bute Council Harbour Board, who will thereafter explore funding options

Consultation

- Please find a paper copy of the consultation survey beside this booklet to provide feedback and return the consultation survey to Kilcreggan Ferry Terminal.
- Alternatively, below is a link and QR code to the Kilcreggan consultation survey that can be completed online.

- <https://forms.office.com/r/u8rnS8XZsB>



- For further information please visit the Kilcreggan project page on Argyll & Bute Council's website available at <https://www.argyll-bute.gov.uk/kilcreggan-ferry-terminal>
- Information regarding the proposals at Gourock can be found at:
<https://www.cmassets.co.uk/project/gourock-masterplan/>
- Information regarding the new passenger-only vessels can be found at:
<https://www.cmassets.co.uk/project/new-passenger-only-vessels/>



10. Frequently Asked Questions

Frequently Asked Questions

Why is the Council proposing works at Kilcreggan Ferry Terminal?

- Transport Scotland has committed to the provision of new passenger-only vessels for the Kilcreggan – Gourock ferry service.
- As a result, Argyll and Bute Council is required to ensure that Kilcreggan ferry terminal can safely and reliably accommodate these ferries, whilst also improving the passenger access arrangements to meet current standards.
- Information about new and existing vessels can be found in Presentation 1 and 2 on the dedicated project page available on the CMAL website (CMAL Caledonian Maritime Assets Ltd Gourock, Dunoon, Kilcreggan programme - CMAL Caledonian Maritime Assets Ltd (cmassets.co.uk))

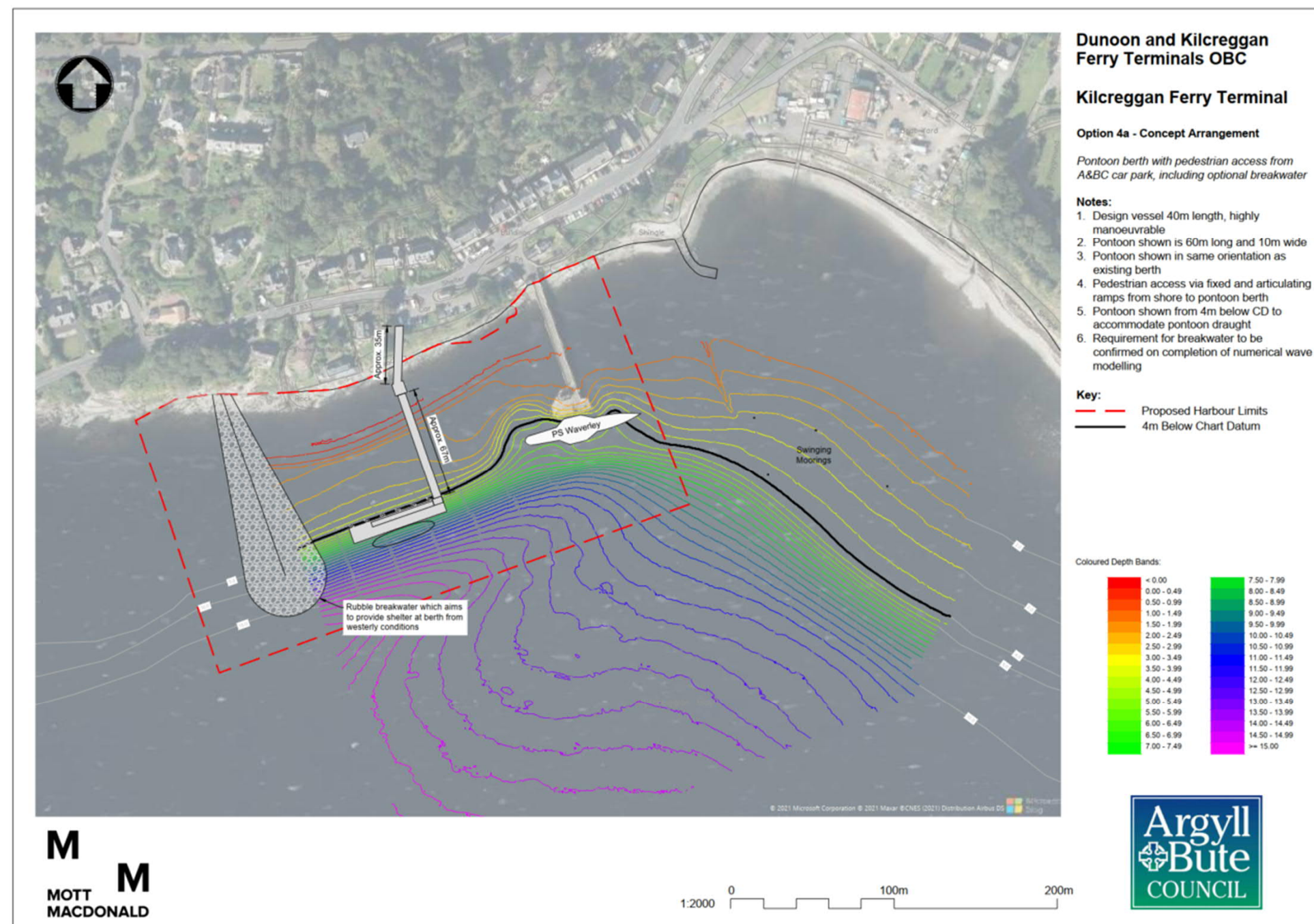
Will the existing timber pier be affected?

- Subject to adoption of the proposed preferred option, there will be no change to the existing timber pier at Kilcreggan as a result of this project. The existing timber pier would remain as a supplementary berthing facility for leisure and recreational use.

Frequently Asked Questions

What will the Council deliver at Kilcreggan?

- The proposed preferred option includes a new pontoon that will be installed to the west of the existing timber pier with passenger access via fixed and articulating gangways from Argyll & Bute Council's existing car park, and the potential construction of a breakwater to the west of the proposed pontoon to provide shelter to the new berth.



Frequently Asked Questions

Why is the existing timber pier not being used for the new vessels in the longer term?

- The existing timber pier's current condition and residual structural capacity means that it will not be able to safely accommodate the new, larger ferries at all states of the tide or in all weather conditions. Given the designated status of the pier, Argyll and Bute Council are limited in terms of alterations to the existing pier's appearance.
- Argyll and Bute Council have produced two additional layouts, based on feedback from the Reference Group where the existing timber pier would be utilised; however, in order to meet design requirements to accommodate the new vessels, to future proof for a minimum of 60 years and to improve accessibility arrangements in accordance with design codes and requirements, the options developed at the existing timber pier significantly change the appearance of the existing structure.
- The timber pier would be maintained for leisure and recreational use.

Why is this investment necessary?

- Transport Scotland has committed to the provision of a new passenger-only vessel for the Kilcreggan-Gourock ferry service. This project is required to ensure that Kilcreggan Ferry Terminal can safely and reliably accommodate the new operational and relief vessels, whilst also complying with legislative requirements in relation to access arrangements.

Frequently Asked Questions

How will the PS *Waverley* be affected by the works at Kilcreggan?

- The proposed preferred option will accommodate the PS *Waverley* either in the same location and orientation to the existing arrangements or on the pontoon. Liaison with PS *Waverley* will continue once the preferred option is confirmed.

Reliable vessels are required to provide certainty for commuters, attending hospital appointments, travelling on holiday, shopping, etc. How will this be achieved?

- The Kilcreggan ferry is being specifically designed to meet the needs of the route and the Kilcreggan works are subsequently being designed to accommodate the new ferry, with a view to improving overall route reliability and resilience. This will include the requirements for the Kilcreggan facilities to accommodate the larger Dunoon ferries as relief.

Will there be a consultation process prior to the preferred option being finalised

- Yes, that is what this information is provided to support. This consultation runs for six weeks and can be completed at the bottom of this page or hard copies are available on request by contacting MarineConsultation@argyll-bute.gov.uk.



Thank you