

TAYINLOAN FERRY BERTH IMPROVEMENTS – BRIEFING PAPER

1. SUMMARY

This report provides an update on the Tayinloan contract works to improve the ferry berth.

2. RECOMMENDATIONS

That members note the contents of this report

3. DETAIL

There were initial feasibility studies undertaken by Royal Haskoning that identified both the problems and potential solutions at both Tayinloan and Gigha, Ardminish bay. A preferred option for Tayinloan was selected and a contract to design the scheme was awarded to Scott Wilson, now known as URS. The funding for the scheme was limited to £2.65m and it was this that governed the decision to address the problems at Tayinloan first. There was a requirement to produce a cost estimate for the design solution and unfortunately this exceeded the available capital budget for the scheme. Further full business case addendums were carried out to review the method and scope of the required work which determined that the land based sand transfer and coastal work should be achieved by way of land access agreements with the landowners. This method ensured that the Council was exposed to both the least risk and cost and thereby made the project affordable.

The scheme was tendered on the basis of the revised scope and attracted interest from a number of contracting companies. They were all assessed under a pre-qualification questionnaire and those selected were requested to submit a tender. Five compliant tenders were returned and a preferred bidder nominated. The obligatory 10 day standstill period was held and the contract is now ready for award.

There had been early discussions with affected landowners and whilst it was understood that their concerns had to be addressed it did not appear that there would be significant problems since all parties were

in favour of the works progressing. However, one landowner transpired to have significantly greater demands than the others and this has led to protracted negotiations. Final sign off with landowners is anticipated before the end of September.

The future development of the hybrid ferries being undertaken by Caledonian Maritime Assets Ltd (CMAL), one of which has been recommended for this route, demand that further works will be necessary for the Gigha Ardminish bay slip. This ferry is currently scheduled for service in 2013/14 and discussions with both the Scottish Government and CMAL are in progress in order to ensure that this enhancement to the route can be funded and achieved.

The Council does not have any provision for these proposed additional marine works within the approved capital programme to accommodate the new ferry.

4. CONCLUSION

The scheme to implement these improvements has been hindered by both the requirement to re-scope the works to ensure that they come within the available budget but also by the protracted land negotiations. All parties within the Council and the appointed consultants continue to work towards implementing these works. It is envisaged that the Council will be in a position to appoint its preferred bidder by the end of September and is making provision to advise the local communities and other key stakeholders with respect to the works programme following confirmation of the contract award.

5 IMPLICATIONS

Policy	None
Financial	Contingencies and an optimism bias have been included in the financial assessment that give assurance for bringing the scheme in on budget
Personnel	None
Legal	agreement with landowners to be signed off
Equal Opportunities	None

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