

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

The contract for the works at Tayinloan was awarded to Graham Construction with works commencing on site on 24 October. The programmed completion is currently scheduled for 22 June 2012. The project management is being provided by MACE Consultants and the site supervision through URS who designed the scheme.

The form of contract for the works uses the New Engineering Contract and this allows for Early Warning Notices. This is a mechanism for the contractor to highlight events that may have financial implications or cause the project to overrun in respect of time. There have been a few such notices received although the most significant being the design proposal to use an in situ concrete solution to the slipway repairs. Graham's consider a pre cast solution to be preferable both in respect of health and safety but also providing a quicker installation time. This has also been prompted by the programme no longer suiting the availability of the M V Raasay. It is the intention to seek a solution that will enable the M V Lochranza to maintain a service during this element of the contract. The proposal to use pre cast beams instead of in situ concrete is being considered and meetings between all parties have taken place to determine the solution which will provide best value to the Council.

The contractor has constructed the temporary access way down to the slip and commenced repairs to the aligning structure. They have also applied the surcharge load to the area beneath which the new slipway

extension shall be built. This will limit the degree of any settlement once the permanent works are constructed.

A public meeting was scheduled for 23 November to be held on Gigha. One of the principal topics was the potential for disruption when the slipway works were in progress and how this would be accommodated and minimised. All key stakeholders were invited to attend.

There has been concern expressed by members of the Clyde Fishermen Association that the pier would be closed for the entire contract. Assurance has been given that this was not the intention and that access would only be denied when essential work was being undertaken to the pier.

The issue of the introduction of a hybrid ferry by Caledonian Maritime Assets Ltd (CMAL) remains on programme for service in 2013/14 and discussions continue with both the Scottish Government and CMAL 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 proposed new ferry and wrote to the Scottish Government on 7th October to advise them of the Council's position.

4. CONCLUSION

Contract works have commenced to implement these improvements and the appointed contractor has proven to be proactive in seeking alternative solutions to the design proposals where they are deemed to be in the best interests of all. Engagement with the local community and other key stakeholders has continued to take place.

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	none
Equal Opportunities	None

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