
NORTH AYRSHIRE COUNCIL

15 May 2019

North Ayrshire Council

Title: Ardrossan Harbour Improvements

Purpose: To update Council on harbour works at Ardrossan that will improve service reliability, long term port resilience and allow Ardrossan to remain the mainland harbour for the Arran and Campbeltown ferries as set out in the Council approved prospectus to Transport Scotland

Recommendation: That Council notes the update provided including:

- the approval of a design solution for Ardrossan Harbour by the Minister for Energy, Connectivity and the Islands, chair of the Ardrossan Taskforce
- the arrangements in place to facilitate the next steps in the harbour regeneration plans at Ardrossan

1. Executive Summary

- 1.1 The Council were provided with a report on 17th January 2017 which agreed the nature of the Council's support to facilitate the investment required at Ardrossan Harbour to ensure a continuation of the Arran and Campbeltown ferry services. This led to the submission of a prospectus to Transport Scotland making the case for the retention of the ferry services at Ardrossan Harbour over the long term. This submission informed a review of the location of the mainland port for the routes, which involved the Save Our Ferry campaign and ultimately led to confirmation of Ardrossan as the mainland port for the Arran and Campbeltown services in April 2017.
- 1.2 Considerable work has since been undertaken to further develop plans for investment in the Harbour infrastructure at Ardrossan. Significant analysis and technical studies have helped to consider a range of options for the configuration of the harbour infrastructure in terms of service reliability, operational efficiency and cost. This process has now identified a design solution for improvements. The design solution proposes:
- The realignment of the Arran berth to significantly increase the level of manoeuvrability available for the turning of ferries when docking;
 - The continued use of the Arran berth as the primary berth, with the Irish berth also available for the Cambeltown service and for the berthing of vessels in easterly wind conditions; and,

- Landside infrastructure improvements including a redeveloped terminal building, improved car park/marshalling area, and improved public realm links into Ardrossan town centre.

- 1.3 The agreement on a design solution for the harbour works represents a significant milestone. The next stage is for detailed design work and the subsequent procurement process to proceed, with construction expected to begin in Mid 2020.
- 1.4 The completion of the new vessel for the route has been delayed and is the subject of procurement discussions between Transport Scotland and CMAL. The new agreed design solution will accommodate any of the vessels in the Caledonian MacBrayne fleet making it the most resilient choice. It is important that the harbour infrastructure work progresses to provide that additional resilience and is not delayed by the ferry negotiations.
- 1.5 Improvements to the harbour will be the first of a number of major investment proposals for Ardrossan. These include investment secured through the Ayrshire Growth Deal in marine tourism, investment proposals for the town centre and for improved active travel links, and potential proposals supporting a new community campus. These will be the subject of specific reports to Cabinet during 2019.

2. Background

- 2.1 Ardrossan has been the mainland port for the operation of the Arran ferry service since 1834. The route to Campbeltown which operates 6 sailings per week was also introduced in 2013. The Arran ferry link is the primary source of visitors to the town, with total passenger numbers of c.850,000 anticipated to grow to over 1,000,000 within the next decade.
- 2.2 Given ageing infrastructure and the need for additional investment to accommodate the provision of a new ferry on to the Arran route (MV Sannox), the Council championed the need for a Ministerial Task Force to be established to look at the operational effectiveness of the Ardrossan facilities in supporting lifeline ferry services and how improvements could be delivered. The Scottish Government agreed to the formation of a Task Force and duly appointed the Minister for Energy, Connectivity and the Islands as its chair in February 2016.
- 2.3 The Taskforce includes representation from North Ayrshire Council, the owner of the port assets Peel Ports (PPG), Transport Scotland, Caledonian Maritime Assets Ltd (CMAL), Caledonian MacBrayne and Kenneth Gibson MSP. The role and remit of the Taskforce is to review and ensure improvement of the Ardrossan ferry service including operation of the new vessel procured for the Arran route. The scope includes:
 - works required to make the harbour operationally effective;
 - continuity of integrated services during the period(s) of works;
 - possible ownership/lease and funding options; and,
 - the entry into service of the new vessel.
- 2.4 A bid to relocate ferry routes to the Port of Troon in August 2016 led to analysis of options for the mainland port by Transport Scotland. This considered a range of factors

including the impact on users in terms of travel time, fares, connectivity, reliability, socio economic impacts and costs to the public purse. The analysis found that the mainland port for the ferry routes should remain at Ardrossan and this position was confirmed by the Scottish Government in April 2017.

- 2.5 The Council led Save our Ferry Campaign resulted in an extensive community campaign to keep the ferry port at Ardrossan. This illustrated the importance of the operation of the ferry services to the town in terms of employment and profile, and also the impact that investment in the harbour area could make to the future regeneration of Ardrossan.
- 2.6 A joint bid by the Council and PPG during the review process set out the case for the retention of the services at Ardrossan, and indicated the improvements required to the ageing marine and landside infrastructure at the harbour. A commitment by the Council and Peel Ports to provide funding towards improvement works was made, subject to a long-term commitment to the routes.

Design Solution – Marine Works

- 2.7 Since confirmation of Ardrossan as the mainland port for the continued operation of the ferry services, an extensive options appraisal process has been developed which considered:
- An upgrade to the existing facilities of the same configuration;
 - The use of alternative berths; and,
 - The reconfiguration of the Arran berth to lengthen the berthing facility available, and to create additional manoeuvring space through the realignment of the harbour wall geometry to varying degrees.
- 2.8 The options analysis considered the impact on the reliability of the lifeline ferry services, on operations during the construction period, and operating/capital investment costs. It involved extensive consultation with Caledonian MacBrayne and their ferry captains, and simulations of how vessels would operate in varying weather conditions with a view to maximising service reliability on the route.
- 2.9 The options analysis has concluded that the Arran and Irish berths should be upgraded, with the Arran berth remaining the operational berth for the Arran service.
- 2.10 A plan of the preferred design option is included at Appendix 1. The Arran berth will be realigned by increasing its angle from its current orientation on a north west/south east axis, to roughly a north/south axis, with a new harbour wall constructed. This will increase the adjacent area for manoeuvrability by some 2,400 sq m, by reducing the adjacent land area by the same extent.
- 2.11 This reconfiguration will avoid the need for the ferry to make a sharp turn on its entrance and exit to the Arran berth, increasing reliability given the difficulty making this manoeuvre in certain weather conditions. The preferred option therefore future proofs Ardrossan, providing a better port configuration and an improved service with fewer cancellations due to bad weather.
- 2.12 The Irish berth will be refurbished in line with the recommendations of a condition survey. No major changes are considered to be required to its existing configuration, and the Irish berth will continue to be used as an alternative berth for the Arran ferry

during certain weather conditions (i.e. an easterly wind), by the Campbeltown service and as an overnight berth.

- 2.13 Other marine infrastructure works will include the provision of two new two lane linkspans, dredging, and the provision of new fenders and navigational aids/lighting.

Design Solution – Landside Infrastructure

- 2.14 In terms of the landside infrastructure, the intention remains to provide:

- a new terminal building in the vicinity of the existing building;
- improvements to the car park and vehicle marshalling areas to accommodate additional provision given increased passenger and vehicle use of the route; and,
- improved links to Ardrossan town centre via a new public realm link.

- 2.15 Consideration of the operational efficiency of the harbour including consultation with Caledonian MacBrayne as operator has confirmed that the existing layout (i.e. the location of the car park, marshalling space, access roads and the terminal building) will in general terms be retained. Construction works are expected to begin in mid-2020.

New Vessel

- 2.16 As widely reported, the completion of the MV Glen Sannox which is being constructed for operation on the Ardrossan to Brodick route, has been delayed. Transport Scotland and CMAL are in discussions with the construction yard Ferguson Marine to resolve matters. In the meantime, discussions continue to ensure an appropriate service utilising existing vessels until the MV Glen Sannox is available to be brought into service.
- 2.17 The preferred design option for the harbour infrastructure has been designed to accommodate not only the MV Glen Sannox, but the variety of vessels on the Caledonian MacBrayne fleet.

Next Steps

- 2.18 While a design solution for the marine works has been agreed by the Minister as chair of the Taskforce, the final design will be subject to ongoing review through the development of detailed technical studies and development planning requirements. Construction works are expected to begin in mid 2020.
- 2.19 The development of the new facilities will seek to minimise disruption and ensure continuity of service. Every opportunity will be taken to plan the works to take advantage of the full extent of the site and to phase works to avoid disruption and maintain services.
- 2.20 Detailed plans for the operation of the service during construction have still to be developed and further information will be provided once plans have been formalised.

3. Proposals

- 3.1 That Council notes the approval of a design solution for Ardrossan Harbour by the Minister for Energy, Connectivity and the Islands, chair of the Ardrossan Taskforce as a significant milestone in the implementation of the works, part of a national scale and transformational regeneration programme in the town.

4. Implications/Socio-economic Duty

Financial:	<p>The capital funding for the marine works will be provided by a combination of Transport Scotland and Peel Ports Group. Approval in principle for the funding package required to deliver the design solution has been secured with final approval expected later in 2019.</p> <p>Capital funding for the landside works will be provided by a combination of Peel Ports Group and North Ayrshire Council. Construction costs for the landside works are being updated from the original submission approved by the Council and made to Transport Scotland in January 2017 to reflect inflation and the implications of the now preferred option on the landside works. The final package is to be finalised with TS and will need to be state aid compliant.</p> <p>The overall final package of funding is to be agreed with Transport Scotland and will be subject of a Cabinet paper once the discussions have been concluded.</p>
Human Resources:	<p>A Regeneration Manager post to lead on the proposals for Ardrossan Coastal Regeneration has recently been appointed and this will provide dedicated resource to progress the Harbour redevelopment works as well as other investments within Ardrossan.</p>

Legal:	<p>To allow the Council to lead investment in the landside infrastructure and to secure external funding support, it is intended that a long-term lease agreement is entered into with Peel Ports. Approval for the terms of this lease will be sought from Cabinet.</p> <p>The Council's investment would be made on a commercial basis with the breakdown of capital investment reflected by income share. As this would represent a commercial venture, it is considered that the proposals comply with State Aid rules and regulations.</p> <p>Proposals for the procurement of works with Peel Ports will be further considered and subject of a report to Cabinet. This will also see a partnership agreement entered into with Peel Ports to ensure effective governance of the capital works programme.</p>
Equality/Socio-economic Duty:	<p>The importance of the ferry service operations to both the Ardrossan and Arran communities has previously been highlighted.</p> <p>The investment in the harbour will be the first of a series of major investments which has the potential to transform Ardrossan. Every effort will be made to ensure maximum socio-economic impact from the various proposals.</p>
Children and Young People:	<p>Ongoing consultation will consider the use of the proposed new facilities. An aim of the plan will be to consult with children and young people in support of the proposals. This will be advanced through the locality partnership model.</p>
Environmental & Sustainability:	<p>All works designed through the project development stages will ensure an approach based upon environmental sustainability including relevant environmental assessments. The new ferry will operate on dual fuel LNG, reducing the overall carbon footprint of the ferry service.</p>
Key Priorities:	<p>The Ardrossan Harbour redevelopment proposals have been identified as a key development site in the draft of the Council Plan.</p> <p>The proposals will support the Council Plan through developing an inclusive, growing and enterprising local economy. The proposals will also support national tourism priorities identified in the Tourism Scotland 2020 strategy by helping to make Scotland a "first choice destination for a high quality, value for money and memorable customer experience".</p>

Community Benefits:	Ardrossan Harbour supports community area regeneration priorities supporting increased visitor spend in the local economy, with an improved environment that supports local jobs and businesses.
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5. Consultation

- 5.1 Extensive public consultation was undertaken during the Save Our Ferry campaign, which illustrated the importance of the ferry services to the town, and the depth of support for their retention and for new investment
- 5.2 Further public consultation to update and engage with ferry users and stakeholders took place with events hosted at Brodick and Ardrossan 23rd /24th October 2018. Additional detail was provided on the project objectives, indicative layouts and the arrangements for project delivery. Details of the engagement and feedback are available on the Council website for the project.
- 5.3 There is significant interest from both the Arran and Ardrossan communities in seeing the successful delivery of the major investment in facilities at Ardrossan, in addition to those recently completed at Brodick. The main point of contact for representatives from Arran to discuss ferry matters with the national agencies and Scottish Government is the Arran Ferry Committee, with North Ayrshire Council represented on the Committee by an Elected Ward Member (Councillor McMaster).
- 5.4 In addition, as was the case with the delivery of the Brodick Harbour investment, engagement with the wider community will be maintained both in advance of and during the construction contract. This will include meetings and events on both Arran and at Ardrossan. The appointment of a dedicated resource to oversee the regeneration at Ardrossan will support and facilitate more and regular consultation and engagement.

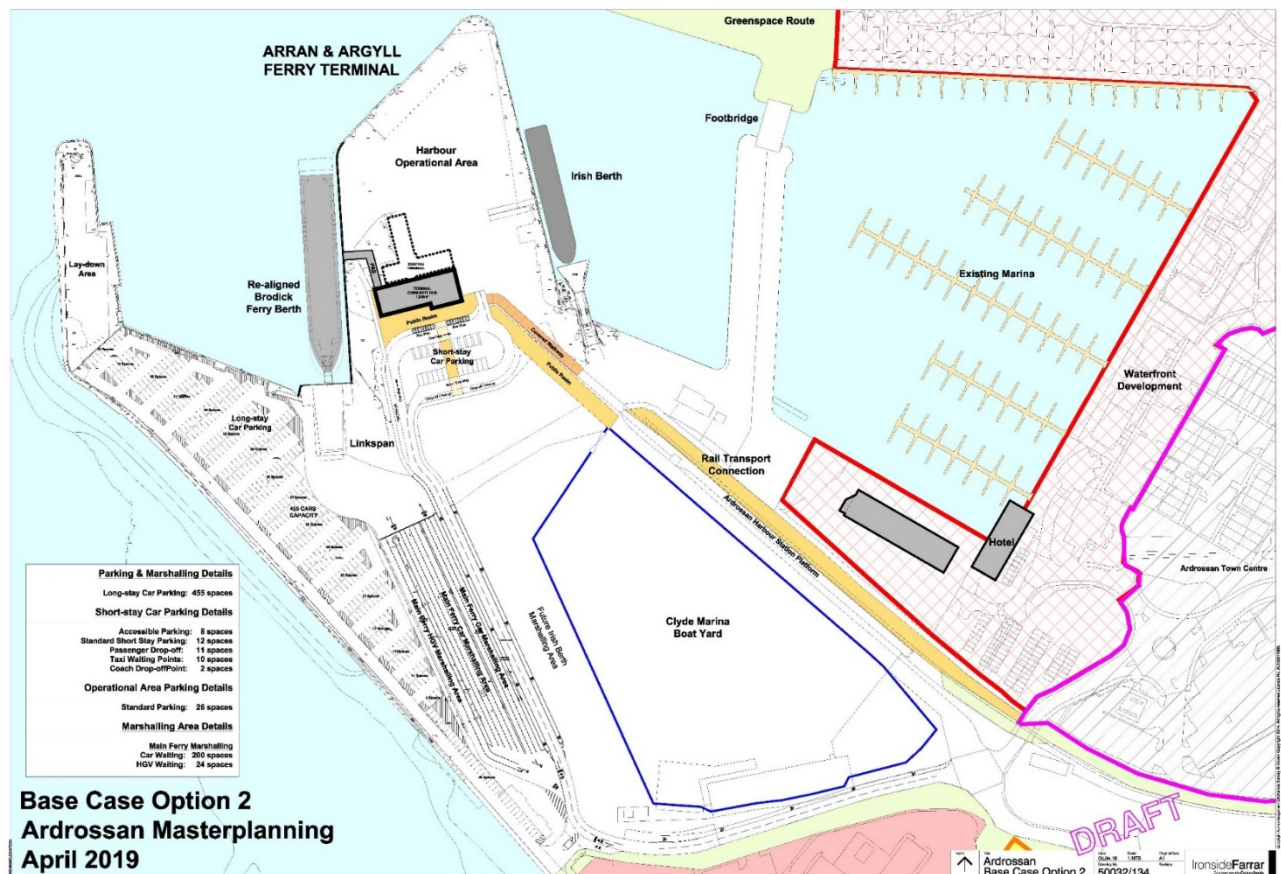
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For further information please contact **Alasdair Laurenson, Senior Manager (Regeneration)** on **01294 324758**.

Background Papers

Appendix 1: Design Solution for Ardrossan Harbour Upgrade

Appendix 1 – Design Solution for Ardrossan Harbour Upgrade



The proposed design is based upon Sponsors Requirements prepared by Transport Scotland. The main elements and assumptions are as follows:

- Existing Terminal Building (retained in Base Case) is not retained
- New Terminal Building is located adjacent/on site of the existing building
- New PAS connects to MV Glen Sannox or other vessels
- Pierhead surfaces / pavement required repair/resurfacing post quay wall reconstruction and development of the LNG facility (CMAL)
- Irish Berth and linkspan to remain accessible and operational
- Developing simple general arrangement (marshalling/car parking) capable of safe operation that minimises pedestrian/vehicular conflicts and keeps control points to minimum whilst facilitating ready access/egress to ferry and facilities
- Strong connections to be provided between Terminal Bldg and Rail Station and thereafter Town Centre with a focus on active travel modes
- Access for HGV vehicles to LNG facility(assumed Wilton Pier Area)
- Multi-modal transport interchange developed to the Building frontage providing for public transport / taxi's / cycle-pedestrian access / DDA parking / Pick-Up-Drop-Down Zone / Emergency Vehicles
- Public realm and place-making suitable /reflecting a public facility
- Car Park to meet 450 + spaces plus staff parking
- Marshalling to meet 150% largest vessel capacity (HGV's/Cars)
- Sea wall repairs completed to include assessment of issues of over-topping and long-term resilience