

**MINUTES of MEETING of COWAL TRANSPORT FORUM held via SKYPE
on MONDAY, 1 FEBRUARY 2021**

Present: Councillor Alan Reid (Chair)
Councillor Bobby Good
Councillor Jim Anderson

Attending: Stuart McLean – Committee Manager
Gordon Ross – Western Ferries
Alistair McLundie - Western Ferries
Iain Slorach – Client Manager, Calmac

As there was no one present from the Ferries Division of Transport Scotland to speak to the issues so the Forum agreed to continue the item.

Outcome

The Forum noted the position and agreed to continue the item.

(d) **Shore Side Infrastructure at Dunoon**

The Forum considered the update from Stewart Clark - Marine Operations Manager, Argyll and Bute Council, in relation to compilation of the Outline Business Case of various design solutions to ensure safe berthing of the proposed new vessel at both Dunoon and Kilcreggan.

The Forum noted the position and agreed to continue the item.

(b) **A83**

The Forum noted the letter from Kimberley Hughes - Project Administrator, Transport Scotland in relation to A83 Access to Argyll and Bute.

Neil MacFarlane, Transport Scotland circulated a list of notable Transport Scotland roadworks on A83 and A82 Loch Lomondside for the next quarter as follows;

Completed:

A83 Tarbet To Arrochar Footway

Ongoing:

A83 Tarbet To Arrochar, additional drainage improvements now underway; and A83 Rest and Be Thankful (RABT) – bund on OMR complete, daylight operation of A83 one way.

Upcoming:

A82 Loch Lomond side night time convoy resurfacing – all of February to 9 March;
A83 Clachan resurfacing from 18th to 22nd February;
A83 Lit sign faces and bollards refurbishment;
A83 Branch cutback proposals to be submitted w/c 25/01/2021;
A83 Glen Kinglas Bunds – subject to contract completion; and
A83 Cairndow Signing scheme design underway.

Discussion focussed on the intermediate solution at the RABT being weather dependent and the intention to increase resilience to work towards having the road open 24/7 and in both directions. Concern was expressed over the length of time the projected Local Public Inquiry would take to complete and by association the final solution for the RABT.

Iain Catterwell – Timber Transport Scotland stated that issues with Glenmhor road are subject to discussions with the council and that they were looking at inter-visible passing places or two way carriageway for short stretches, a bid will be submitted for 2021/22 with the intent to upgrade to these standards. The forestry road on the south side of Glen Croe will be upgraded for the use by timber transport and Mr Catterwell confirmed that they were not sure if this route would be further upgraded to become a permanent replacement for the trunk road traffic or reserved just for timber transport.

Outcome

The Forum noted the letter and the update from Transport Scotland.

7. PUBLIC TRANSPORT

(a) **Reduced Bus Services**

The Forum noted the letter from Trish McCotter, Bus Policy Officer, Transport Scotland in relation to funding for rural bus services.

Murray Rodger, West Coast Motors stated that they were in close dialogue with the council over service levels which are currently sitting at 80% of pre-covid levels; they employ a one man one bus policy; passenger levels are below 20% with 1.4 passengers per journey, with many journeys having zero passengers; vehicles capacity levels trackers on buses; some school journeys remain for key worker's children and they look forward to a new normal soon noting how peak service patterns are changing from 7am to 10am

Discussion on the importance of ensuring bus timetable at stanchions are up-to-date was had with local councillors agreeing to investigate through Casebook where appropriate.

Outcome

The Forum;

1. noted the letter from Transport Scotland; and
2. noted the update from West Coast Motors.

(b) Bus Stop at Rest and Be Thankful

In the absence of Officer attendance issues with the path from the OMR to the bus stop were discussed. Transport Scotland stated they believed it was the responsibility of the council as it was not part of the trunk road network and was constructed by a third party. Transport Scotland believed that the deterioration of the path had not been effected by the use of the OMR but due to it being poorly

aim being to keep the road open and/or a diversion in place with emergency vehicles access permitted throughout.

Mr Catterwell added that the B8000 would see large sale movements of about 20k tonnes of timber to add to smaller sales that are ongoing and encouraged any stakeholders to get in touch if they needed further information. He also stated that the daily capacity had increased from 10 to 12 loads.

Outcome

The Forum noted the update.

9. ROA