Item:
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HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Meeting 5 February 2016

RESEARCH AND STRATEGY DELIVERY

HubOb- Oban Interchange

Purpose of Report

To brief members on potential developments at Oban's Railway Pier.

CHORD Project Public Realm

Recently a £2m contract was let by Argyll and Bute Council for public realm work in Oban. Part of this this will cover the public realm improvements in Oban Waterfront area that will include improvements at Station Square. The design for Station Square provides a shared surface, flexible space for occasional events; a widened seaside footway; an improved shelter for bus passengers; flexible seating; ornamental planting; LED lighting similar to Stafford Street; like-for-like provision for taxis and a new plinth for the clock tower. Effectively these improvements will take place within the existing bus stance area and will not improve connectivity with the ferry terminal. It will provide a significant improvement and immediate benefit for rail passengers at Oban. The expansion of CalMac traffic with the introduction of RET and a second Ferry on the Mull service from Summer 2016 coming soon after the doubling of rail frequency (in May 2015), and smart ticketing initiatives on rail and bus provides a renewed focus for improving connectivity between modes.

Visualising Oban Transport- Robert Gordon University

To understand opportunities for development and gain a good understanding of the current layout including barriers to integration HITRANS commissioned Robert Gordon University to undertake a Scanning and Engagement study of Oban Harbour, Rail Station and Bus Stance area. The scope for this work is set out below.

<u>January 2016 Site investigation</u>
Planning scan activity-Data Collection (3D Scanning and photogrammetry work)
Locations to include:
• Oban Railway Station
• Oban Ferry Terminal
• Shore Street
• Area around Train Station

<u>February 2016 3D modelling of all scanned sites</u>
Presentation of preliminary scan and model outputs
To include all sites noted, above.
• The work will initiate with analysing the collected sample of site data deriving from the 3D scanner and photogrammetry methods.
• The data will be processed to develop and construct 3D visualisations representing the area around the train station.

• That data will be presented to and discussed with the stakeholders from HITRANS and to the public.

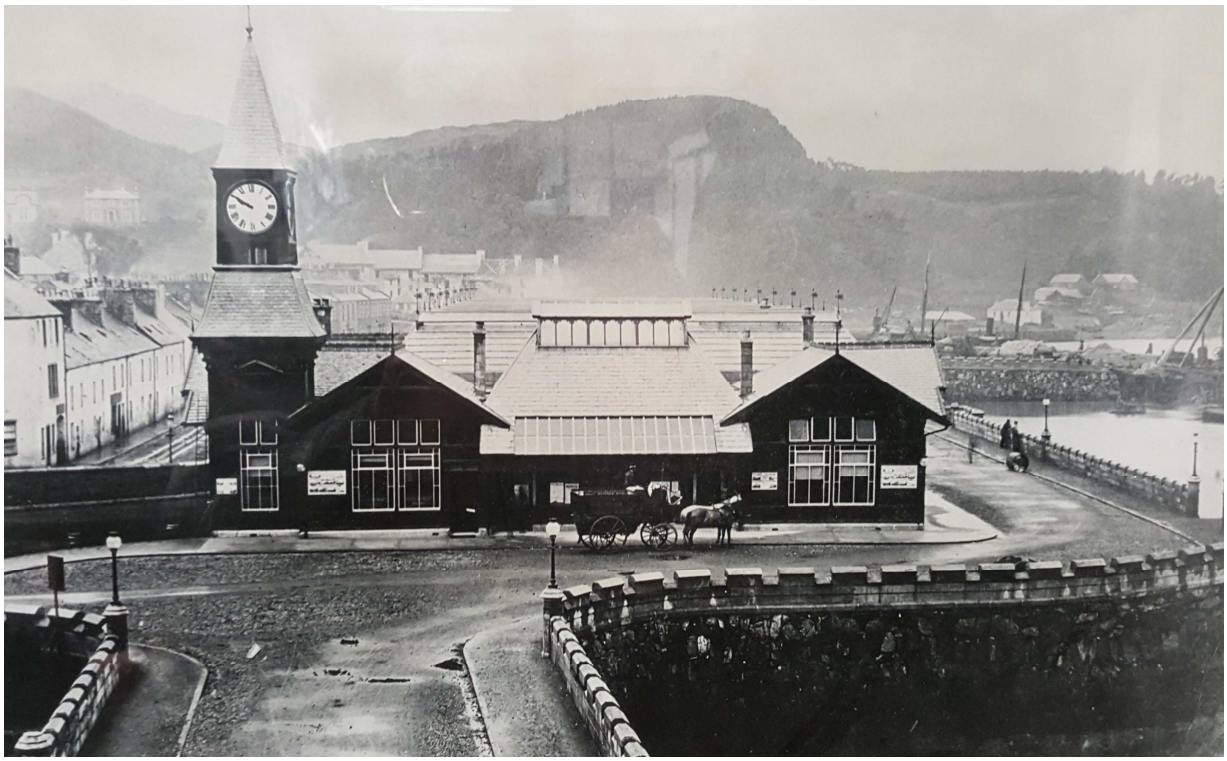
March 2016 Presentation of preliminary scan and model outputs
Presentations can be to both the steering group, and to members of the public.

The group at RGU are enthusiastic to the possibility of engaging with public audiences throughout the work, as there is potential to build awareness and appreciation of the project, its aims, and of Oban itself during this pilot phase.

Stakeholder Meeting

A meeting was held in Oban on 14 January with attendees from CMAL, ScotRail Alliance, Calmac, IDP Architects, Bid4Oban, Transport Scotland, Argyll and Bute Council, Serco Caledonian Sleepers, RGU and HITRANS. Following a walk around the pier, Prof Richard Laing explained his 3D scanning exercise while ABC went through the £2m Public Realm works that began that week.

It was apparent that the current arrangements on the pier are unsatisfactory, and will be under further pressure with the introduction of RET and additional ferry services. The photo below demonstrates the extent to which the landscape has changed over the years, with perhaps a reduced sense of place.



Ownership Plans

The plans below show the ownership boundaries on the pier.

There is are potential conflicts between pedestrians and vehicles on the pier, and the environment is devoid of heritage interest, The station offers limited waiting facilities, and there

areas of unused and sterilised ground that could be brought back into for transport and other purposes,

RGU will be producing visuals on what the pier might look like, while IDP will be looking at options for making the ferry terminal and railway station operate more effectively, while ensuring that rail capacity can meet future needs, the most immediate being the diversion of the Caledonian Sleeper to Oban during engineering works north of Crianlarich in February.

Recommendation

1. Members are asked to note the report and consider future funding options.

Risk	Impact	Comment
RTS delivery	√	This project fits well with a number of RTS Horizontal themes.
Policy	√	This project has integration and environmental benefits.
Financial	√	This project may require additional development funding in 2016-17
Equality	-	No impact on equalities issues.

Report by: Frank Roach
Designation: Partnership Manager
Date: 26 January 2016

Annexe A

Faber 2009 Report

Opportunities to improve interchange at Oban Transport Hub
EXECUTIVE SUMMARY

Improving journey times and connections is one of the three strategic outcomes of the National Transport Strategy. Argyll and Bute Council and its partners are keen to improve people's transport experience at one of the areas key transport interchanges – Oban.

Oban is an important transport hub, with links to the both the strategic road and rail network, and provides a gateway to many of Scotland's west coast islands. Oban has also recently developed air links to the islands of Coll, Colonsay and Tiree.

The purpose of this study was to explore the potential options to improve interchange at the Oban Transport Hub, thus providing a range of interventions that could be implemented as and when funding became available. The study provides initial recommendations for the short, medium and long term including the associated construction costs. At the outset of the study, it was not known if a full STAG appraisal would be required as the scale of the problem and the potential options were not fully defined. However it was expected that some interventions would be small scale and deliverable at a local level whilst others would be larger and likely to require funding at a wider level to be delivered.

In recognition that some of the larger interventions would require a full STAG appraisal, STAG principles were adopted with a quantification of the problems and opportunities. The study examined the current situation and then developed options that could be taken forward undertaking an assessment of the options against the 5 key government objectives. Throughout the study key stakeholders were engaged and gave valuable input to the process.

Existing situation

- Oban is the third largest town in Argyll and Bute, with a resident population of some 8,000 - which regularly triples during the summer months.
- Strategic road and rail links converge at the Oban Transport Hub which has a passenger throughput of around 850,000 passengers per annum.
- Frequent long distance coach services terminate at the Hub complementing local bus services

Thus, Oban is a heavily trafficked multi-modal interchange of regional and national importance.

Mode	Issue
Taxi	Existing rank is overcrowded leading to overflow into bus stances. Pedestrian / vehicle conflict.
Rail	Poor signage. Passengers are currently decanted on the landward platform – thus restricting their view of the ferry terminal and extending the walking distance. The two sidings to the north west of the rail tracks are currently underutilised.
Bus	Limited space available – leading to congestion and conflicts between taxi and bus. Same area used for local and long distance coach services.
Ferry	Limited space for vehicle marshalling with no scope for further development of ferry services. Construction of the second linkspan has increased the capacity for ferry services and consequently increased the need for further vehicle marshalling space.
Pedestrians	Safety issues – junctions, proximity of bus station and taxi rank, pedestrian / vehicle conflict.
Cyclists	Safety issues – traversing busy roads, exacerbated by on-street parking.
Parking	Shortage – both in close proximity to transport hub *and* in suitable long-stay parking.
Traffic	Congestion in Oban town centre impacts upon road transport access to the hub.

A variety of small-scale improvements which do not require any land-take or major construction have been identified as part of the option development process. However, one of the primary constraints to improving interchange within the Oban Transport Hub is the lack of available space. Therefore, a number of options have been considered that increase the amount of useable space as a means of improving the interchange, e.g. the use of the currently underutilised sidings.

No.	Option	Cost / cost range £	Timeframe		
			Short	Medium	Long
1a	Basic signage – between rail station and Waterfront Centre.	6,300 – 15,500	✓		
1b	Basic signage – via rail station car park.	7,000 – 16,500	✓		
1c	Basic signage – via Waterfront.	6,300 – 16,100	✓		
2a	Relocation of rail station car park to John Anderson House car park	6,500			✓
2b	Relocation of rail station car park to existing (vacant) bowling alley site.	930,000			✓
3	Footbridge link.	2,500,000			✓
4	Combination of rail, coach and ferry passenger facilities.	700,000	✓		
4a	Alternative use for rail station area – remodelled pedestrian zone.	42,000	✓		
4b	Alternative use for rail station area – expanded taxi rank.	42,000	✓		
4c	Alternative use for rail station area – expanded bus station.	91,000	✓		
4d	Alternative use for rail station area – expanded bus station and taxi rank.	840,000	✓		
5	Alma Crescent widening.	12,400	✓		
6	Use of Caledonian MacBrayne crew parking area for additional marshalling.	12,400	✓		
7	Park and Ride.	100,000		✓	
8	Vehicle signage.	800	✓		
9	Use of seaward rail platform.	1,600,000		✓	
10	Link road through the ferry terminal (using rail sidings area).	370,000 – 1,300,000			✓
11	Additional marshalling area (using rail sidings area).	310,000			✓

- The costs shown above are basic construction costs.
- They include a 10% allowance for accommodation works and a 44% optimism bias allowance.
- They exclude land acquisition, utilities, detailed design and planning, project management and procurement costs.

The study has stressed the importance of Oban as a strategic transport hub and that interchange between modes needs to be improved. The options generated vary considerably in scale and cost but provide a clearer picture as to what could be achieved to improve people's transport experience.

Argyll and Bute Council and its partners are keen to use this study as a master plan from which to work together to implement some of the suggested interventions. Some will be relatively easy to carry out and others will require careful negotiation between a number of parties. This is particularly the case where improvements interface with other parts of the strategic transport network, i.e. the trunk road and rail network, and where further appraisal work may be required. It is hoped that this study will inform a prioritisation exercise to identify the best use of land and infrastructure for the overall improvement of the transport network serving Oban and beyond.

This Executive Summary should be read in conjunction with the full study produced by Faber Maunsell, June 2009. The full study contains detailed plans, an initial appraisal of the options against the Government's five criteria for transport and the benefits of taking forward each option.