

# Expert Ferry Group – Modal Integration

March 2016

## Ferries – Former SRC Area



- **Rail:** Part of bigger network – penalty regime – interface with numerous other services at key junctions etc. – difficult to wait for delayed ferries
- **Buses:** Subject to congestion incidents delays etc. no easy or particularly well defined line of communication with ferries (although unofficial local arrangements will apply in some locations)
- **Ferries:** Weather – tides, swell, operational issues, technical issues, worker time directive issue as regards operated day/week? Difficult to add or amend sailings or to delay them if connecting services are substantially late?
- **Walking:** Some ferry locations are remote (Fishnish – Claonaig ?) and walking is an option albeit distances are greater than ideal
- **Cycling:** Not such an issue except for alleged overcrowding on some services (Arran/Cumbrae?) – although ferry routes are sometimes adjacent to or form part of the National Cycle Network

# SRC Area - Terminal by Terminal (1)



## Public Transport Integration – Ferry + All other modes – Strathclyde (ex Regional Council) Area

Renfrew/Yoker	bus (rail) walk cycle	primarily bus – limited specific use - adjacent
Gourock	bus rail walk cycle	bus/rail interchange – direct modal links adjacent
Kilcreggan	bus walk cycle	bus connection – adjacent - not always in both directions
McInroy's Point	bus walk cycle	bus connection – terminus for local services adjacent
Wemyss Bay	bus rail walk cycle	bus and rail adjacent
Largs	bus rail walk cycle	bus and rail adjacent
Cumbræ Slip	bus walk cycle	direct bus connections
Ardrossan	bus rail walk cycle	rail and bus adjacent
Brodick	bus walk cycle	direct bus connections
Lochranza	bus walk cycle	bus connections – sub-optimal A/B prioritised
Troon	bus (rail) walk cycle	less well connected
Dunoon/HQ	bus walk cycle	direct bus connections to hinterland
Rothesay	bus walk cycle	bus service operates on Bute but is not specific to ferry

# SPT Area - Terminal by Terminal (2)



## Public Transport Integration – Ferry + All other modes – Strathclyde (ex Regional Council) Area

Rhubodach/Colintraive	bus walk cycle	limited through bus service
Claonaig	bus walk cycle	some bus services
Cambeltown	bus walk cycle	ferry too late (or Sunday) for most bus connections
Portavadie/Tarbet	bus walk cycle	some bus connections (Tarbert poor for Citylink)
Kennacraig/Islay	bus walk cycle	direct bus connections for most services (PE poor)
Tayinloan/Gigha	bus walk cycle	bus to road end at Tayinloan
Islay/Jura	bus walk cycle	bus connected in the main
Oban/Mull/Coll/Tiree/Colonsay/Lismore (Fishnish/Lochaline+Tobermory/Kilchoan) bus walk cycle (rail - Oban) relatively good rail and bus connections at Oban (although Oban is very often the destination – so less importance for local/island users potentially) mainly local buses at most destinations		
Fionnphort/Iona	bus walk cycle (no car)	bus walk cycle to Fionnphort – walking cycling and some mini-bus on Iona
Kerrera	bus walk cycle (no car)	limited bus to slip on mainland – walk on Kerrera
Seil Easdale Luing etc.	bus walk cycle	some bus connections to/from mainland

**It is perhaps worth considering what the primary function of bus services on islands/peninsula is:**

- **Resident led? – e.g. Bute – centred on Rothesay, emphasis on school access for children as well as access to facilities in Rothesay from further afield.**
- **Visitor led? – e.g. Craginure-Fionnphort/Tobermory - low island population on route but high visitor demand for access to Iona/Mull**
- **Both? e.g. – Cumbræ/Cowal**
- **Neither – low level of potential usage therefore low level of service e.g. Rhubodach**
- **Is greater marketing of the journey possibilities needed – do the different modes overly consider the connections when operating their services or are they purely concerned with their own leg of the journey?**

## Connected journeys:

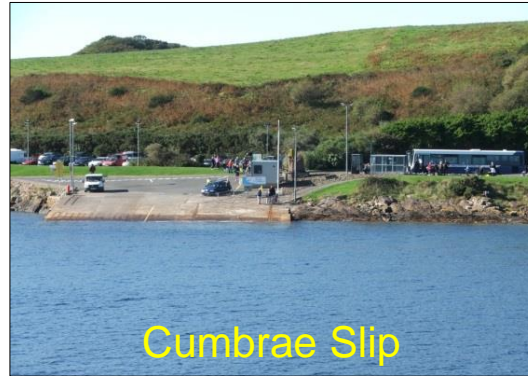
- Traditional train and bus meets ferry at ferry port – e.g. Wemyss Bay, Oban, Ardrossan
- Are connected journeys realistic? Are connecting services strategic or do they serve a more local function? E.g. It is possible to undertake a Glasgow-Islay public transport journey via Ardrossan-Brodick-Lochranza-Claonaig-and Kennacraig to Islay – it connects effectively but is more designed to meet local needs. The connecting bus from Glasgow-Kennacraig is both local and strategic and serves both an urban and rural, internal and external market.
- Similarly Rothesay-Portavadie/Tarbert
- Local needs as against occasional tourist traffic – see previous
- More radical solution to put the “Bus on boat” and operate as a through service – e.g. Glasgow-Dunoon (via MP and HQ) or this a limited route specific option?



# Interchange I



Largs



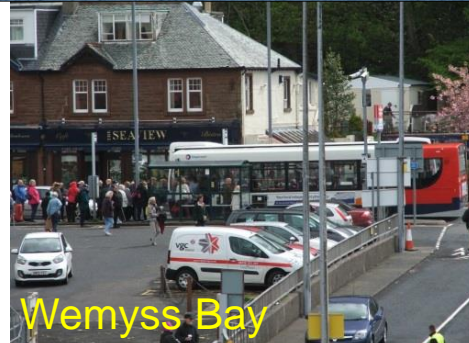
Cumbrae Slip



Millport



Dunoon



Wemyss Bay



Oban



Oban



Oban



Kennacraig



# Interchange II



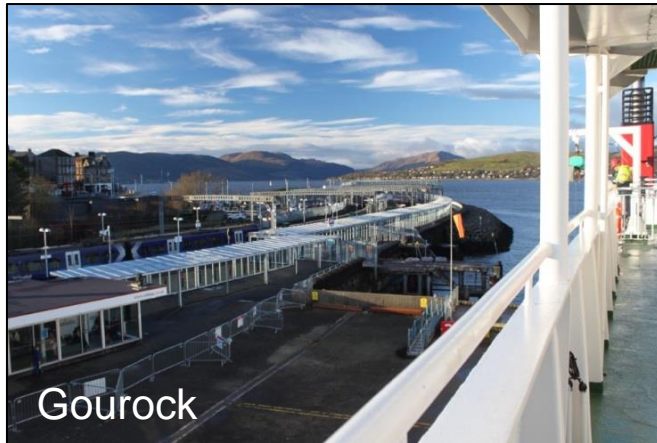
Claonaig



Brodick



Ardrossan



Gourock



Gourock



Bus on boat - Cowal

## Arran as an example:

- Large island but small resident population greatly enhanced by summer visitors – either as day trippers or as holiday-makers – some large but relatively scattered communities – Brodick-Lamlash-Whiting Bay – also Corrie Lochranza and Blackwaterfoot
- Primary purpose of bus services is for school trips to/from High School in Lamlash – secondary purpose to enable residents access facilities based mainly at Brodick or Lamlash – tertiary purpose to enable visitor access to all areas of the island from ferry ports at Brodick (and to a lesser degree at Lochranza).
- All the above purposes are underpinned by the need to sustain the economic viability of the island
- Impact of RET on bus passenger numbers has been negative (but only one full year of figures available (and weather was poor)

## **Is Arran atypical?**

- **Probably – comparatively well off, adjacent to a very large mainland population, large traditional market**
- **Ageing population and relative low cost to access facilities on the mainland**
- **A good proportion of visitors tend to partake of activities such as hill walking and cycling which are not, in the main, public transport dependant**
- **What implications of this for public transport? Ferry patronage and service level is growing proportionately – however bus services on the island are extremely expensive to provide - none are commercial (save some summer tourist trips to Brodick Castle) – and patronage is in decline (despite RET encouraging more foot passengers to the island**

## Implications for other islands

- All islands differ so no “one size fits all” and it could be argued that access to ferry ports on the mainland are possibly more important
- Are traditional interchange links and ports therefore now obsolete? The examples of remote ferry locations being developed would indicate that locations such as Kennacraig, Cumbrae Slip, McInroy's Point, Portavadie, Fishnish, Ardmhor, and Sconser have all provided a successful level and quality of service whilst being remote from the main centres of population. With proper onward connection by (almost exclusively) bus, passengers wishing to make centre-to-centre journeys can still do so – very often with proportional time savings.

- Demand
- Improve Accessibility and Patronage
- Oban as a hub
- Relationship to local town
- Through and/or smart ticketing
- Economic impact
- Environmental and Social benefits
- **Are there other options that might not have been considered and which could have some viability? Does disparate nature of public transport networks and modal operation militate against proper interchange opportunities?**



# **Strathclyde Partnership for Transport**

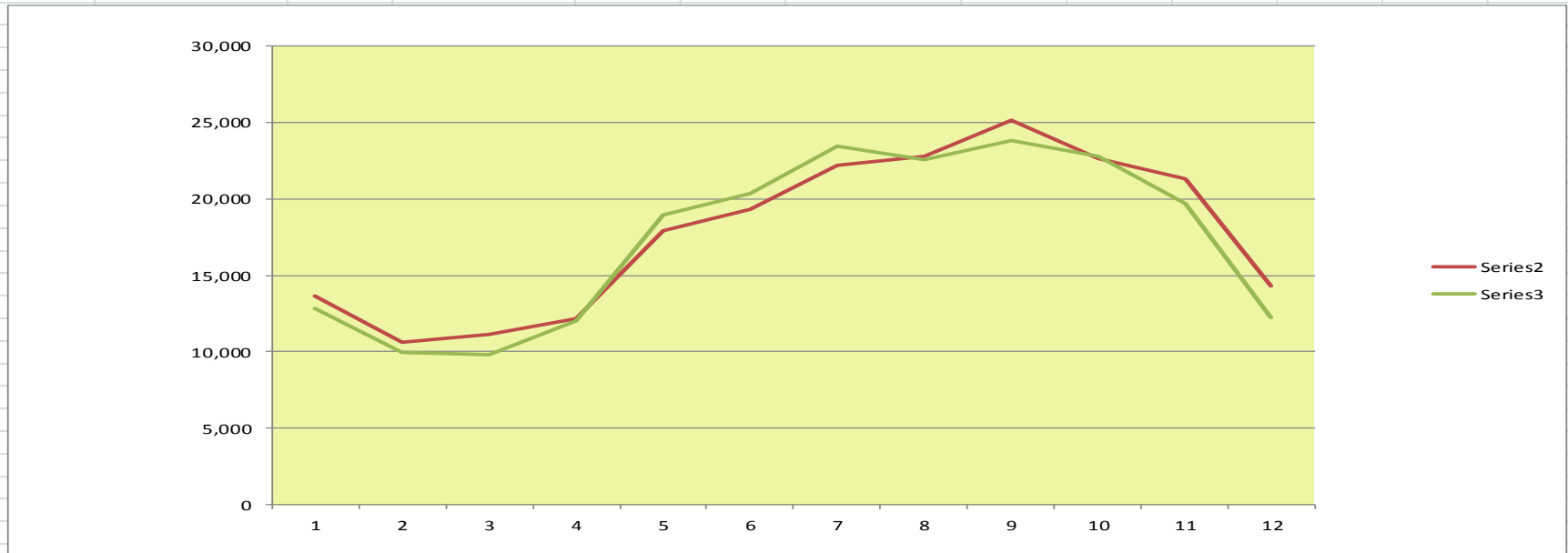
## **March 2016**



# Impact of RET - Arran



Arran Bus Patronage									
	4 week end			4 week end			diff 14/15-13/14	% 13/14	%14/13
1	Nov-13	13,660		Nov-14	12,837		-823	106.41	93.98
2	Dec-13	10,598		Dec-14	9,989		-609	106.10	94.25
3	Jan-14	11,156		Jan-15	9,806		-1,350	113.77	87.90
4	Feb-14	12,140		Feb-15	11,996		-144	101.20	98.81
5	Mar-14	17,896		Mar-15	18,949		1,053	94.44	105.88
6	Apr-14	19,287		Apr-15	20,379		1,092	94.64	105.66
7	May-14	22,165		May-15	23,423		1,258	94.63	105.68
8	Jun-14	22,800		Jun-15	22,522		-278	101.23	98.78
9	Jul-14	25,132		Jul-15	23,819		-1,313	105.51	94.78
10	Aug-14	22,612		Aug-15	22,786		174	99.24	100.77
11	Sep-14	21,314		Sep-15	19,679		-1,635	108.31	92.33
12	Oct-14	14,288		Oct-15	12,263		-2025	116.51	85.83
		213,048			208,448		-4,600	102.21	97.84



# Interchange I



Largs