

Transport

EVENING PUBLIC TRANSPORT

AIM

The aim of this project would be to improve the provision of public transport to and from the Peninsula West area.

OUTPUTS

By the end of the project the output that could be achieved is:

- Increased number of Peninsula West residents who will have a safe and affordable journey home from Helensburgh or Gourock later at night

OUTCOMES

The associated outcomes would be:

- A more accessible area
- More attractive area to families
- More accessible activities and facilities for young people from the Peninsula West area

NEED FOR PROJECT

STATISTICAL EVIDENCE OF NEED

Elderly residents often suffer the most from poor public transport links and an inability to access wider areas. Across the Peninsula West area, residents of pensionable age account for over 25% of the total population, much higher than the 24% and 19% in Argyll and Bute and Scotland respectively. The proportion of pensioners in the entire Peninsula West area increased by almost 25% between 2001 and 2009.

Young people unable to access private transport also suffer from poor public transport links. Across the three data zones that comprise the Peninsula West area, 16 – 19 year olds account for 5.35% of the area, higher than the 4.82% and 5.13% in Argyll and Bute and Scotland respectively.

Of the 1257 economically active people resident in the Rosneath, Clynder and Kilcreggan area, 67% leave the area for work or study (Census, 2001). 71% of those that leave the Argyll and Bute Council area for work travel over 20km to access their employment each day. The vast majority of these are employed in Inverclyde or Glasgow and therefore a late evening ferry link to allow them to travel home from work is vital.

CURRENT PROVISION IN AREA

Bus services - At present, buses to Helensburgh (service 316) only operate on an hourly basis Monday to Saturday and a two hourly basis on Sundays. This service stops altogether just after ten o'clock Mondays to Sundays. From Helensburgh round to the Peninsula West area, a journey can cost anything between £2.45 and £2.85 and takes approximately 35 to 45 minutes. These services are operated on an alternate basis by Wilson's of Rhu and Garelochhead Coaches, partly on behalf of SPT.

Ferry services -The ferry service between Gourock, Kilcreggan and Helensburgh is operated by Clyde Marine Transport Ltd on behalf of SPT. The ferry does not operate on a consistent basis with half an hour and an

hour and a half between consecutive ferries Monday to Saturday and there are only three ferries on a Sunday during the summer period. The last ferry to Kilcreggan from Gourock is just after six o'clock Monday to Saturday and twenty-five past four on Sundays. If commuters are travelling from Glasgow, they have to be on the twenty-five past five train from Glasgow Central to Gourock in order to catch the last ferry to Kilcreggan. This is the only ferry available when leaving Glasgow after 5 o'clock at night, severely limiting options for commuters. A single ferry trip from Gourock to Kilcreggan costs £2.35 and takes just under fifteen minutes.

COMMUNITY DEMAND FOR PROJECT

COMMUNITY SURVEY

Public transport was selected as their top transport priority by over a quarter of respondents to the community survey and as a top three priority by 62%. This was the second most important transport issue after the availability of petrol on the peninsula. Five respondents commented on the need for later bus services while ten comments were left regarding the need for later ferry services in the evenings, particularly to accommodate commuters.

COMMUNITY PRIORITISATION EVENT

Later bus from Helensburgh - Over half of participants who completed the relevant board at the community day selected 'around 11' as the ideal time for the last bus from Helensburgh, with a further 45% selecting midnight.

Later ferry from Gourock - 41% of participants selected evening ferry service from Gourock as their most important public transport improvement for the Peninsula West area. 65% of participants completing the board indicated that the ferry from Gourock should continue to operate until around 9pm.

RELEVANT POLICIES

The national transport strategy, Scotland's Transport Future 2004, aims to:

"promote economic growth, social inclusion, health and protection of our environment through a safe, integrated, effective and efficient transport system."

With regards to the Peninsula West area, the Argyll and Bute Transport Strategy recognises that 'poor transport services on and across the Clyde river and estuary are currently a constraint on economic development and growth in our commuter belt. As a result the area has not fully benefited from the economic regeneration of Glasgow'.

Specific aims of the strategy that improvements to evening public transport to the Peninsula West transport can contribute towards are:

- Make it easier to travel by public transport
- Increase the number of journeys undertaken by sustainable modes, e.g. bus, train, walk, cycle
- Expand the number of accessible and affordable transport links in our area
- Encourage Community Transport provision

POTENTIAL PROJECT

The Trust will work with the Community Council and local transport groups to make requests of the transport providers to alter the times to better suite the local peninsula residents.

POTENTIAL FUNDERS

Strathclyde Passenger Transport contributes to community transport schemes as well as strategic transport provision including community car share schemes.

When led by a community based charity, there are several other potential funders including **Trusthouse Charitable Foundation**, whose priority is to tackle the affects of rural deprivation. Community transport schemes for the elderly have previously received funding support.

Garfield Weston Foundation is another possible funder under their theme to support rural development initiatives.

Argyll and the Isles LEADER is a possible source of funding support covering 50% of costs for innovative projects that add to rather than replace statutory responsibilities and infrastructure.

POTENTIAL PARTNERS

Wilson's of Rhu – The Trust will need to negotiate with current service providers to encourage increased bus services to the area.

Garelochhead Coaches - The Trust will need to negotiate with current service providers to encourage increased bus services to the area.

Strathclyde Partnership for Transport – The Trust should work with SPT who co-ordinate public transport services and subsidies local bus and ferry services and who could encourage service providers to change their provision to the area.

Clyde Marine Services Limited – The Trust will need to negotiate with current service providers to encourage increased ferry services to the area.

Rural Community Transport Initiative – If the Trust were unable to encourage existing bus service providers to alter their services, the Trust could work with the Rural Community Transport Initiative to develop community transport provision. This initiative provides assistance to community and voluntary groups for community transport measures which are of particular help in the more remote areas of Scotland, particularly where there are no scheduled bus services or where services are very limited.

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