

Arran Community Council welcomes the prospect of the introduction of RET on the Clyde coast routes.

We want to gather all views from the community to help arrive at an island consensus which we will pass to the relevant authorities to ensure that in the long term RET will be advantageous to the communities on Arran.

### **Initial Points for consideration with the introduction of RET to the Arran Ferry routes.**

- The Halcrow report highlights a 125% increase in motorhome traffic on the routes included in the scheme vs 28% increase on other routes. Car traffic across the routes also increased by 30% in the first two years. What provision will be in place to improve the road conditions in advance of the projected increased traffic?
- Increased traffic passing through our villages will add to the risk to walkers and young people using the routes without pavements. What plans are in place to improve the road safety for other road users in advance of the introduction of RET? Are funds available to advance the “Round Arran” footpath project?
- To encourage the volumes for foot passengers is it possible to structure the prices to promote the “stay over” visitors who would use our public transport? This would also help private accommodation providers.
- Is it practical to consider rates for coaches separately from the HGV or freight carrying users to further promote non car users?
- We should establish a forum integrating all providers of public transport to ensure “Joined Up” journeys to and from the Island. ie linking rail and bus schedules to ferry timetables on both the mainland and island providers? This is also required if the proposed early Sunday sailing service is introduced.
- What opportunities will exist to encourage off season visitors – Autumn and Winter?
- Currently “Hopscotch” and “Whisky Trail” ticket users cannot travel easily from Lochranza by car in the winter due to restrictions on the winter service. What can be considered to eliminate this restriction for everyone wishing to use this route all year round?
- What additional capacity will be introduced to ensure availability of space for residents?
- Is a fast foot passenger only service practical as a complementary service?
- How will the scheme be monitored to ensure that the benefits of the lower travel and freight costs are passed on to the end customers (residents)? Most obvious commodity is fuel prices.
- What controls could be put in place to monitor the freight bookings to ensure no abuse of the system?
- What procedures will be introduced to monitor the scheme and ensure the expected aims are being achieved?

The issues raised are in relation to the structure and conditions of the scheme however we are also very keen to hear the proposals for the proposed fare levels and the methods to be used to set them. The existing scheme is based on 2008 costs and it is not clear what criteria will be used for the Clyde routes. We will publish details as they are available.

The above is not presented as a comprehensive list of all points and the Community council welcomes your additional points or views on the published issues.

Please contact us through the ACC website at <http://www.arrancommunitycouncil.org.uk/> to make your views known.