

**ISLE OF ARRAN FERRY COMMITTEE**  
**MINUTE OF MEETING HELD ON**  
**MONDAY 9<sup>TH</sup> MARCH 2015 from 7.30 pm**  
**VENUE THOMSON OFFICE LAMLASH.**

Attendance: I.Thomson IT Chair  
J.Henderson JH  
A.Dobson AD  
S.Gilmore SG  
L.Robertson LR

K.Gibson KG  
S.Richmond SR  
D.Cameron DC  
C.McCort C McC

1. **Apologies** for absence from- R.Waine, J.Lees and J.Bruce
2. **The minute** of the last meeting held on the 9<sup>th</sup> February was approved by SG and seconded by LR.
3. **Matters arising from the minute-**  
KG appraisal regarding the 2<sup>nd</sup> boat service for April, despite valid presentation to Transport Scotland the availability of a second boat for April remains unanswered due to the refit schedule of the Cal Mac network. KG was able to advise the meeting that as soon as a vessel becomes available Arran will be at the top of the list. However problems related to weather conditions, breakdowns and refitting have a bearing on the availability of a 2<sup>nd</sup> vessel in April  
He then introduced a graph researched by B.Calderwood highlighting the capacity problems experienced during the past 4 weeks. At present the only 8.20 from Brodick available is on Thursday and unless booked a week in advance the only availability of a return sailing on Friday was the 1105 and 15.15. The success of RET seems to be defeating the reliability of the Arran service and the meeting expressed concerns for Easter and April. SR spoke of the Isle of Lewis on the Stornoway run, which was not suitable for Arran, the vessel being too long and much deeper draught. AD raised the fact that the ferry review and RET was introduced from an economic stand point and the capacity issues experienced recently were undermining the aims of RET. The disruption of the service due to weather, which we have no control over and some scheduled services being fully booked is affecting potential visitors and locals unable to travel on their chosen day or time.  
KG addressed the potential problems highlighted by Bill Main with the demand management.  
C.McCort advised that there was no other suitable vessel available. The debate continued discussing possible penalties being introduced for persons making bookings and not using them. Restriction of block bookings and smart ticketing. DC suggesting that the capacity issues at weekends could be covered by additional sailings at both ends of the day. C McC addressed SG about accommodation availability on the Island, as there appears to be an issue with self-catering.

The meeting was also reminded of the service interruption when the Isle of Arran was deployed to Cambeltown affecting the summer weekend traffic. SG raised the issue surrounding the October period, when again the 2<sup>nd</sup> boat was unavailable due to the refit programme.

SR agreed to raise these issues with Transport Scotland regarding weekend traffic and Lochranza. Price of the ticket was discussed and comparison with the pricing of the Glasgow to London rail route, however KG reminded the entire Arran route was a lifeline service.

- 3.1 RW correspondence with T.Scotland, no response to date.
- 3.2 M.Dorchester- RW received a response on the 9<sup>th</sup> March the main points being- Clydeport are going to upgrade the shore facilities. There is no budget for improving the accessibility of Ardrossan Harbour. Reservations were expressed about the suitability of Troon or Fairlie.  
KG advised that Clydeport were not being co-operative, a 7-figure investment had been broached about the infrastructure and Clydeport were seeking a long-term contract with Cal Mac instead of the existing 3-year one. In Clydport's view a massive investment to upgrade the harbour was not viable to improve on 93% accessibility. Troon is only being considered as a potential additional port of refuge.
- 3.3 Constitution- the chair considered that this should be left until RW returns, LR proposed that it should be convened at a special meeting called for the purpose of debating the constitution. The meeting approved this action.
- 3.4 Parking at Brodick- SR stated that he was more positive about the parking arrangements following the direction of health & safety. The short stay car parking remained an issue and suggested that this was a local issue.  
C.McCort advising that the regular offenders were 10 to 12 local business owners who parked all day. SR requested that the ACC should take responsibility for dealing with the parking issue, which would be exacerbated with the building works scheduled to commence in June/July.
- 3.5 Any other matters arising from the minute. None.

New Business/

**Financial report**, no report from the ACVS

**Correspondence**- there was only one item, which had already been dealt with.

**Port Managers report C.McC**

The train timetable for the 1515 service was being altered for the summer season, which would mean passengers arriving at Ardrossan before the ferry arrives. The meeting expressed that this was not satisfactory and KG agreed to discuss this with Scot Rail and T.Scotland.

WiFi had not been provided to date, however he reported that the Arran route would be top of the list. No date available at present.

Permission had been given to Lochranza for a defibulator to be sited on the Lochranza terminal building.

As they were anticipating loading problems at Lochranza, it would be manned this summer to marshal the traffic. Possible parking issue.

IT introduced the need for an 8.20 service during the winter period on a Sunday. He argued that there was need for Arran folks to be able to have a day out and reach the mainland by 9.30 instead of Mid-day. SR responded by saying that it was not in the ferry plan; he also referred to a previous trial, which was not supported. However, he acknowledged the argument and agreed to take this up with T.Scotland for the 2015-2016 winter service.

SR presented the meeting with a reliability and punctuality report statistic, for the Brodick and Lochranza service, which showed –

	Passengers	Cars	Coaches
Ardrossan to Brodick	10%	48%	12%
Claonaig to Lochranza	49%	51%	0%

Increase of traffic 27<sup>th</sup> October 2014 until the 24<sup>th</sup> February 2015.

Date of the next meeting- 13.04.15 at Arran Mountain Rescue Centre. 1930 hrs.

A.O.B. appropriate to the meeting.

SG again raised the problem affecting potential passengers with the late or insufficient news being reported on the web site. C.McC defended the action, which was collated at the Brodick terminal and explained the reasons why they were unable to distribute the news sooner.

LR requested an item raised by J.Climie about his concerns relating to the fuel supply of the proposed new ferry. The meeting unanimously agreeing that his concerns were not valid.

Chair I.Thomson

Minute J.Henderson  
10.03.15.