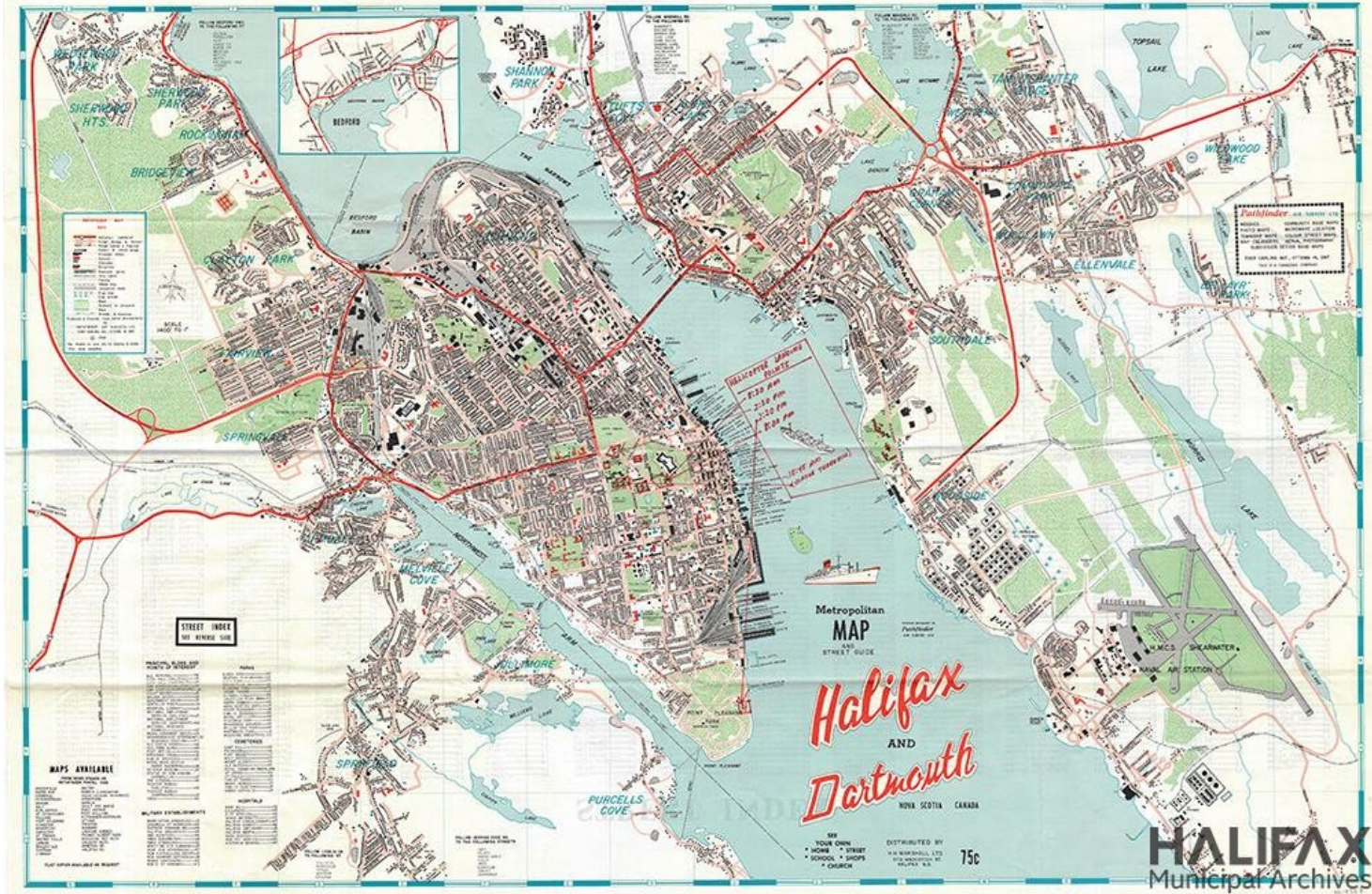


# Ferry Expansion Halifax

Devon Smith, EAC student intern



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# Our ask:

1. Staff report exploring reinstating the Northwest Arm Crossing ferry.
2. Staff report on the viability of piloting new ferry services through public/private partnerships

including, but not limited to:

Wrights Cove <--> Downtown

Wrights Cove <--> Africville

Herring Cove <--> Downtown

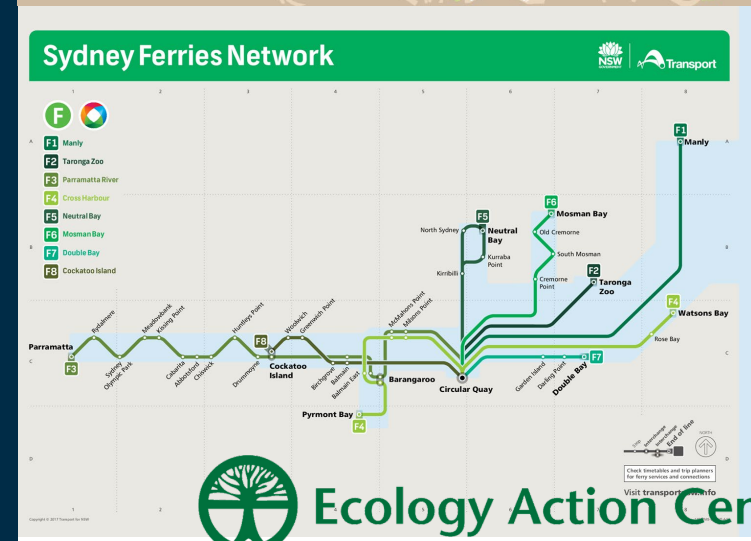
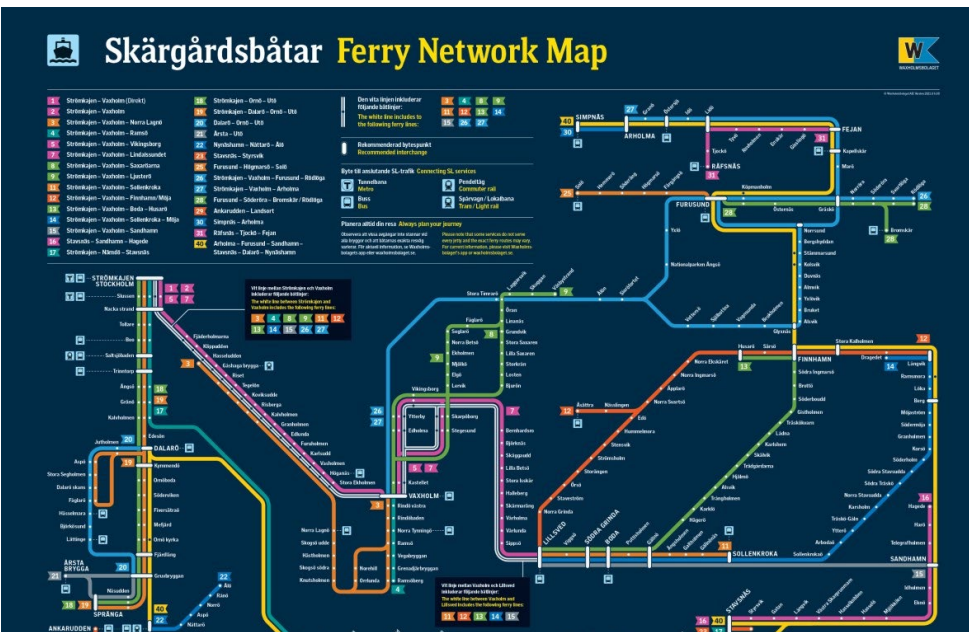
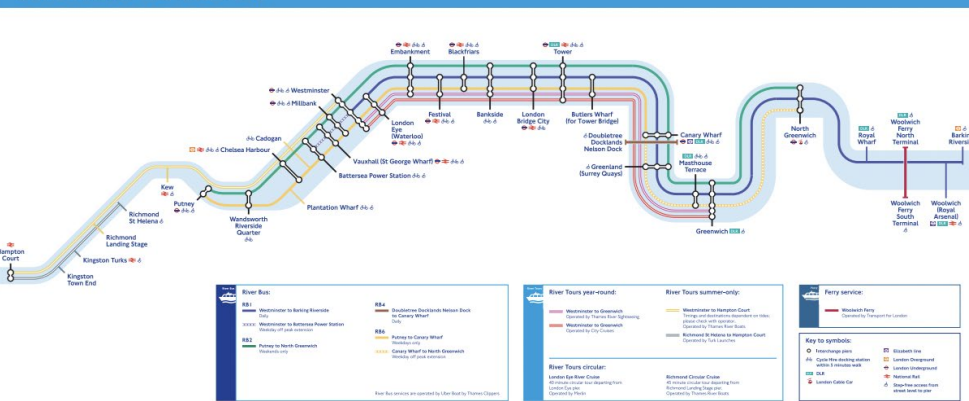
Bedford <--> Downtown (temporary while while the electric ferries and terminals are being built)

Both reports should include adjustments to bus routes to ferry docks



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# London River Services map



Ask 1: Staff report exploring reinstating the Northwest Arm Crossing ferry.





# Recent NWA ferry revivals

2001

Two-week pilot

Michelle Raymond ran a two-week pilot to gain insights on the desirability and feasibility of the NWA ferry - serving 89 pax/day.



2002

Two-week pilot

A repeat trial was conducted one year later. However, available technologies limited their ability to communicate service disruptions.



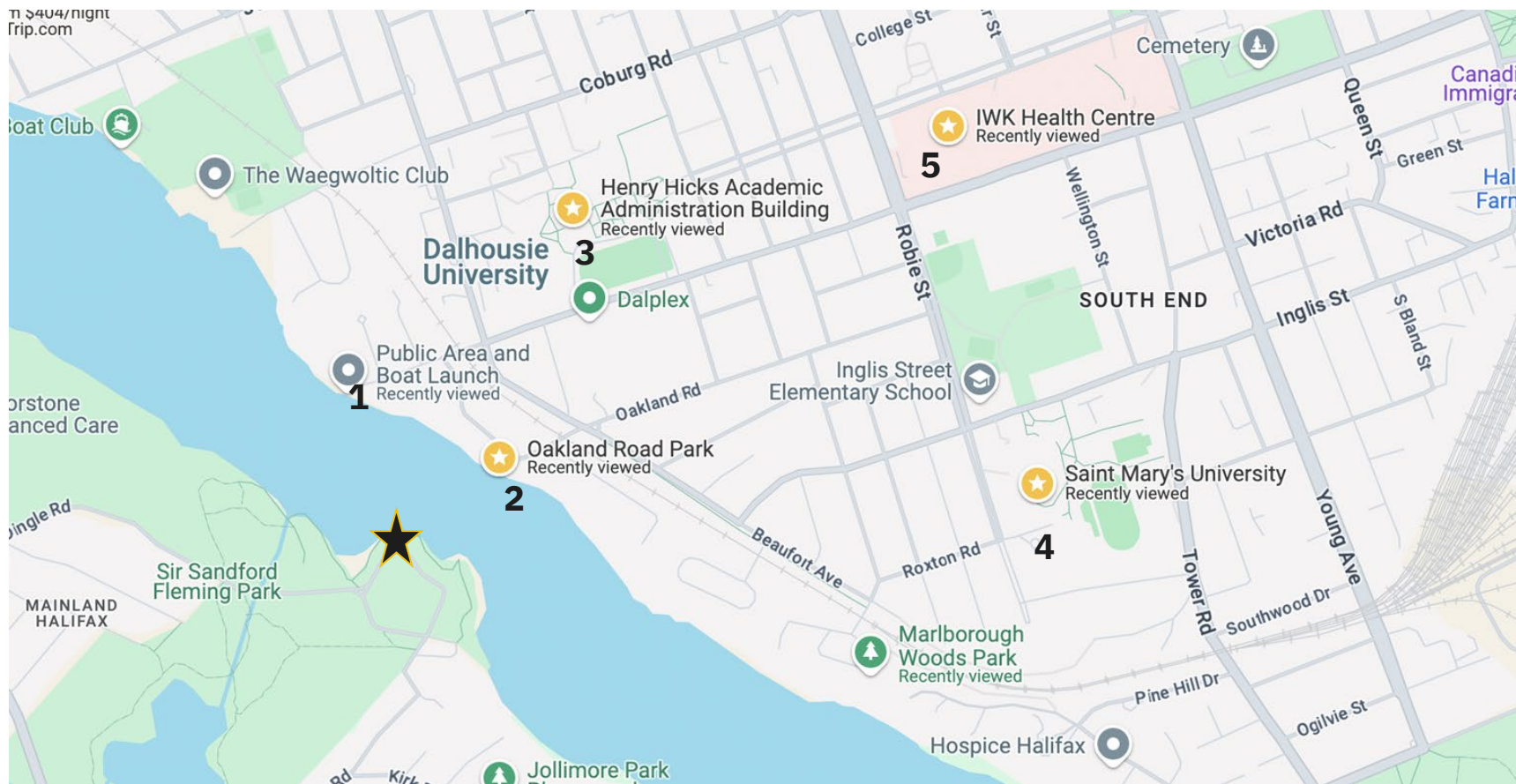
2019

Private NWA service

Captain David of the NWA ferry began ferry services, but was forced to shut down do to the COVID-19 pandemic and drastic drop in ridership.



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# Cost estimates for NWA ferry:

Upfront infrastructure upgrade: \$100,000

Insurance: \$15,000 per year

Contracting boat company: \$25,000 per year



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# Benefits:

120 boardings per day (conservative estimate)  
X 5 days per week

\$4 per ride X 120 pax X 5 days a week = \$2,400

Annual = **\$62,400 per year**

**60 cars off the peninsula, 60 cars out of the rotary,  
60 cars not looking for parking**



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2. Staff report on the viability of piloting new ferry services through public/private partnerships including, but not limited to:

Wrights Cove <--> Downtown

Wrights Cove <--> Africville

Herring Cove <--> Downtown

Bedford <--> Downtown (temporary while the electric ferries and terminals are being built)

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# Public/Private Pilot

- Local tour companies have boats, captains and crew.
- Tour services operate outside rush hour, underutilized service capacity
- Opportunity to pilot ferry routes, capitalizing on existing resources
  - Significantly less cost to test feasibility
- Insurance is provided by the contracted company



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# Case Study: Vancouver Aquabus

## A successful public/private partnership

### Micro-ferry

Small ferries carry 12-30 passengers + bikes, keeping operating costs low

- 8 stops

The ferry provides service to eight different destinations

- Frequent service

The aquabus is open 7 days a week, with ferries arriving every 15 minutes, and every 2 minutes for the most popular route



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# Service expansions

## **Wrights Cove**

No public docks/wharves  
Would need investment



## **Downtown Halifax**

Using pre-existing ferry infrastructure

## **Herring Cove**

Using Herring Cove Wharf



## **Downtown Halifax**

Using pre-existing ferry infrastructure

## **Bedford**

Bedford Wharf/Basin  
Cove Wharf



## **Downtown Halifax**

Using pre-existing ferry infrastructure

## **The Dingle**

Summe Dock



## **South-end Halifax**

Oakland Road Dock or  
Jubilee Road Boat  
Launch



# Ferries promote wellbeing

- Creation of prosocial indoor environments, or “third spaces” people are able to interact within
- “The culture of commuting by ferry for those who live on nearby islands also provides a natural indoor setting for community-building and social interaction.” (Urban Design and Mental Health, 2017)
  - Hong Kong has deliberately designed ferry seating to promote social interaction
  - Some ferry services serve coffee/tea and light snacks to commuters
- Access to public transit enhances well-being (Elsamani & Kajikawa, 2024; Zhao et al., 2024)
  - A study conducted on London ferry commuters concluded that “boat commuters are happier than non-boat users” (Zhao et al., 2024, p. 12).



## References

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- Zhao, X., Papaix, C., Cao, M., & Lyu, N. (2024). Boat commuting, travel satisfaction and well-being: Empirical evidence from Greater London. *Transportation Research Part D: Transport and Environment*, 129, 104122. <https://doi.org/10.1016/j.trd.2024.104122>



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Questions?



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