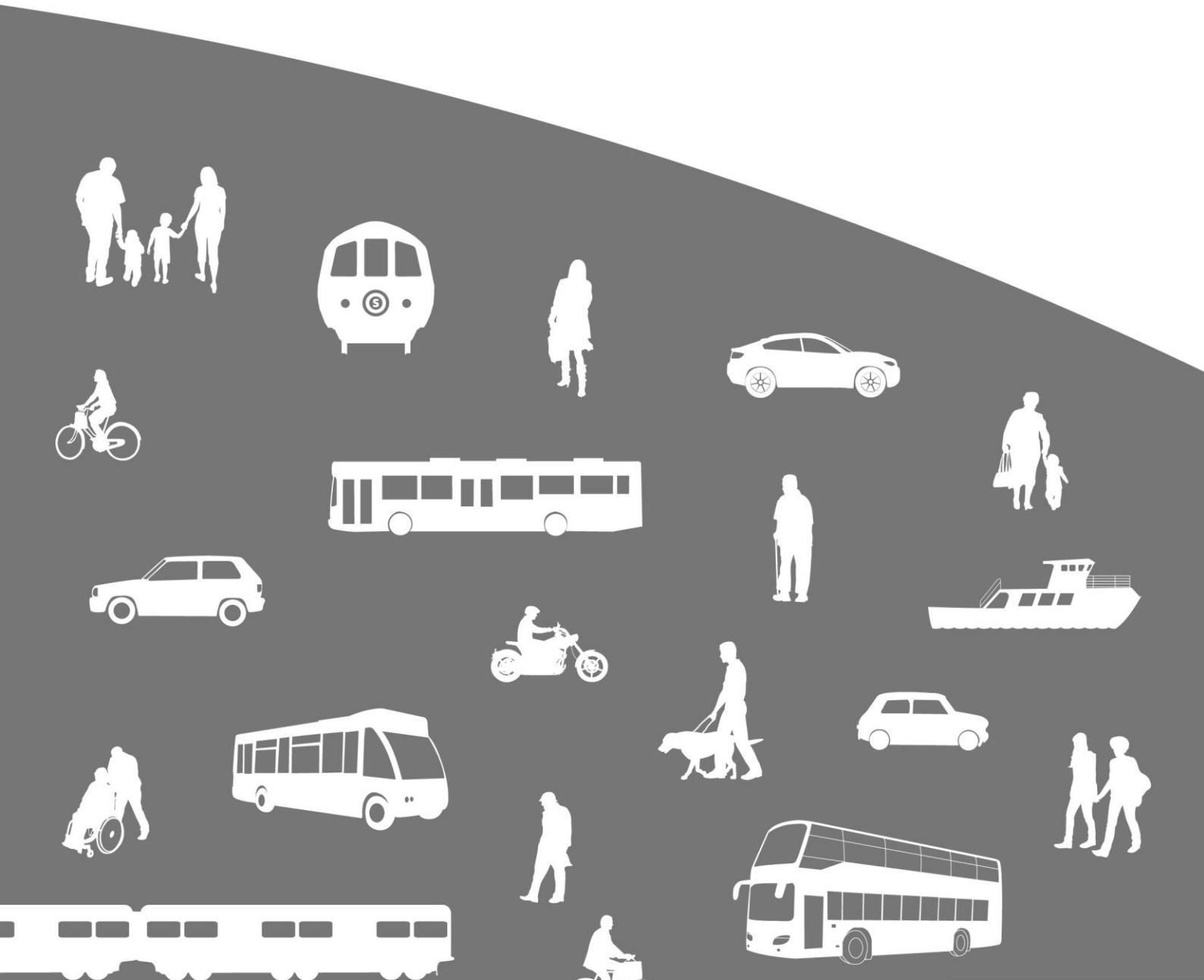


Transport Outcomes Report: Argyll & Bute 2015/16



in partnership with



ABOUT US

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland and is a partnership of twelve councils. SPT was established by the Transport (Scotland) Act 2005, which created Scotland's seven Regional Transport Partnerships. SPT is the Public Transport Authority for the west of Scotland and is responsible for the development of the Regional Transport Strategy (RTS).¹ SPT is a statutory participant in Community Planning and a 'key agency' in the Development Planning process.

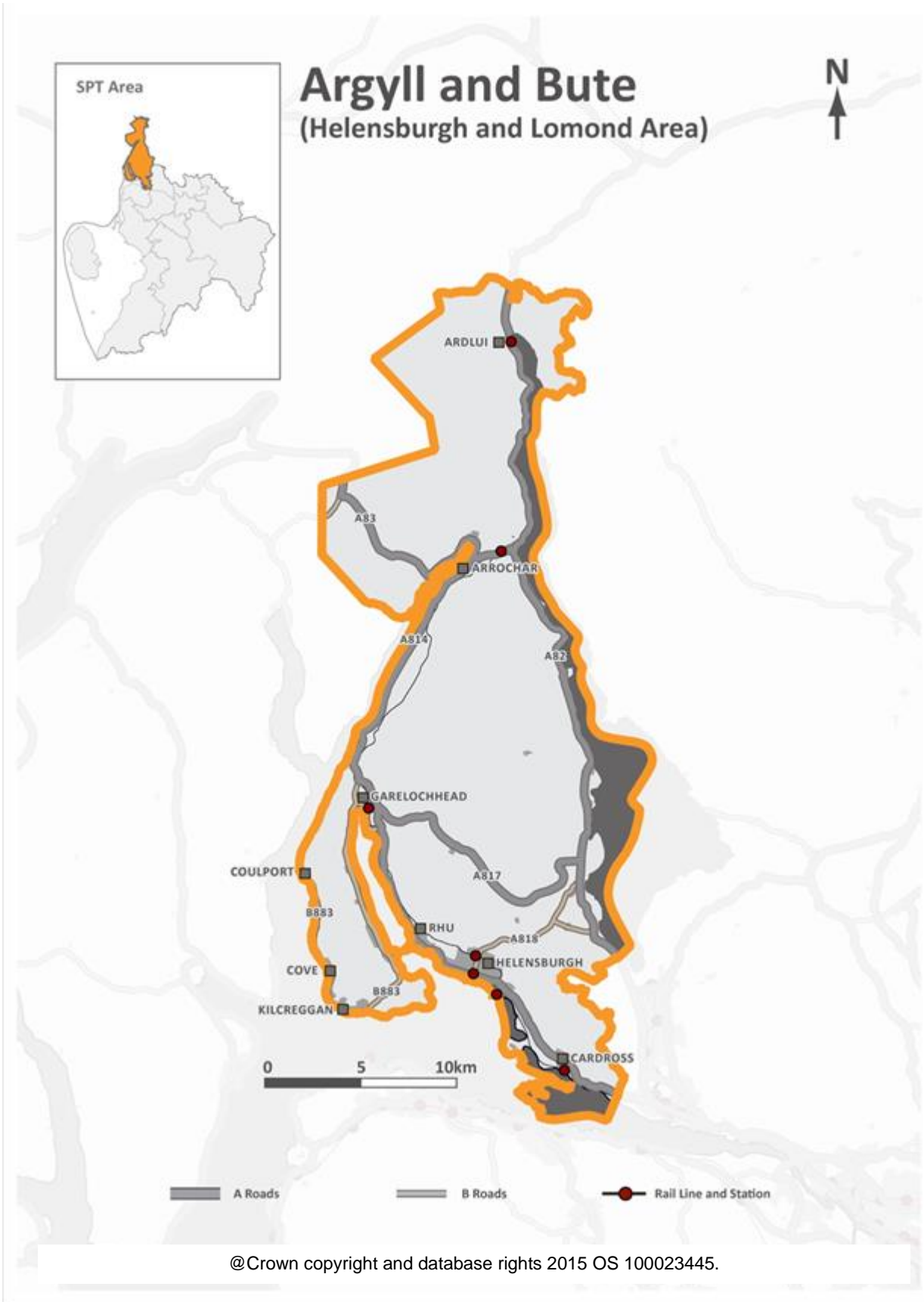
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive transport service. SPT also acts as the secretariat for the Strathclyde Concessionary Travel Scheme on behalf of our partner Councils and the coordination of ticketing schemes including Subway smartcard and the ZoneCard multi modal scheme.

Argyll and Bute Council (ABC), in addition to wider responsibilities, is the local Roads Authority and Planning Authority for Argyll and Bute. ABC is responsible for the development of the Local Transport Strategy and Local Development Plan² and is lead partner in the development of the Argyll and Bute Community Plan and Single Outcome Agreement.³ ABC has a duty to manage and maintain local public roads, footways, street lighting and traffic signals and the powers to improve infrastructure as necessary. ABC also has responsibility for road safety and flood risk management.

SPT, ABC and partners work together to deliver a range of solutions to enhance and develop our transport network, infrastructure and services; to promote sustainable development; to mitigate and adapt to the impacts of climate change on the transport network and to promote accessible travel choices. This includes investment in and delivery of public transport infrastructure, active travel infrastructure, park and ride and strategic roads projects.

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1. Foreword

This Transport Outcomes Report (TOR), produced annually by SPT in partnership with each council in the west of Scotland, outlines the impact of transport improvements in each area to achieve more sustainable, healthy, inclusive and resilient communities across the SPT area.

SPT continues to focus on achieving the four strategic outcomes from the Regional Transport Strategy – Attractive, Seamless, Reliable Travel; Improved Connectivity; Access for All; and Reduced Emissions – which underpin the successful delivery of key social, economic, environmental and health outcomes at national, regional and local levels.

About one in every seven Argyll and Bute residents ride a bus every week⁴ and one in every five (20%) households in the Helensburgh and Lomond area do not have access to a car and are dependent upon other forms of transport to meet every day needs.⁵ It is therefore important that the public transport network in Helensburgh and Lomond – an area with seven bus operators providing around 13 local services - is stable, safe and integrated to support all residents to meet their everyday travel needs as well as encourage more people to choose public transport. The **Attractive, Seamless, Reliable Travel** section outlines key progress in this area.

More than 35,000 commuters travel to, from or across Argyll and Bute every day⁶ and the local economy (taking in West Dunbartonshire, East Dunbartonshire and Helensburgh and Lomond) generates around 3% of the Scottish GVA.⁷ It is therefore vital that the strategic transport network is efficient, safe and reliable for employees and business; supports regeneration efforts and sustainable development; and is of a standard to attract investment to the area that will sustain and grow the economy. The **Improved Connectivity** section outlines key progress in this area.

Transport should enable all residents to meet their everyday needs and live full, independent lives. In Argyll and Bute, key accessibility concerns include improving transport for the two in every five local residents who live in rural areas,⁸ supporting the transport needs of an ageing population⁹ and connecting people living in areas of high deprivation with employment, healthcare and education opportunities. The **Access for All** section outlines key progress in this area.

Reducing the negative impacts of transport on the environment and on population health remains a priority for SPT and Argyll and Bute Council. Carbon emissions from transport in Argyll and Bute are falling,¹⁰ but much work remains to reduce travel by private car and encourage more people to walk and cycle more often. The **Reduced Emissions** section outlines key progress in this area.

This TOR outlines SPT's investments, projects and services for the past year and current year. The TOR also sets out the role of transport in achieving improved outcomes for local residents and business in Argyll and Bute.

For the longer term, SPT will continue to work with Argyll and Bute Council and our other partners on such key initiatives as the regeneration of Helensburgh town centre; to plan new transport infrastructure to support sustainable economic growth; and to deliver material change to the regional bus market and public transport ticketing to realise safe, integrated, affordable and stable public transport services for all.

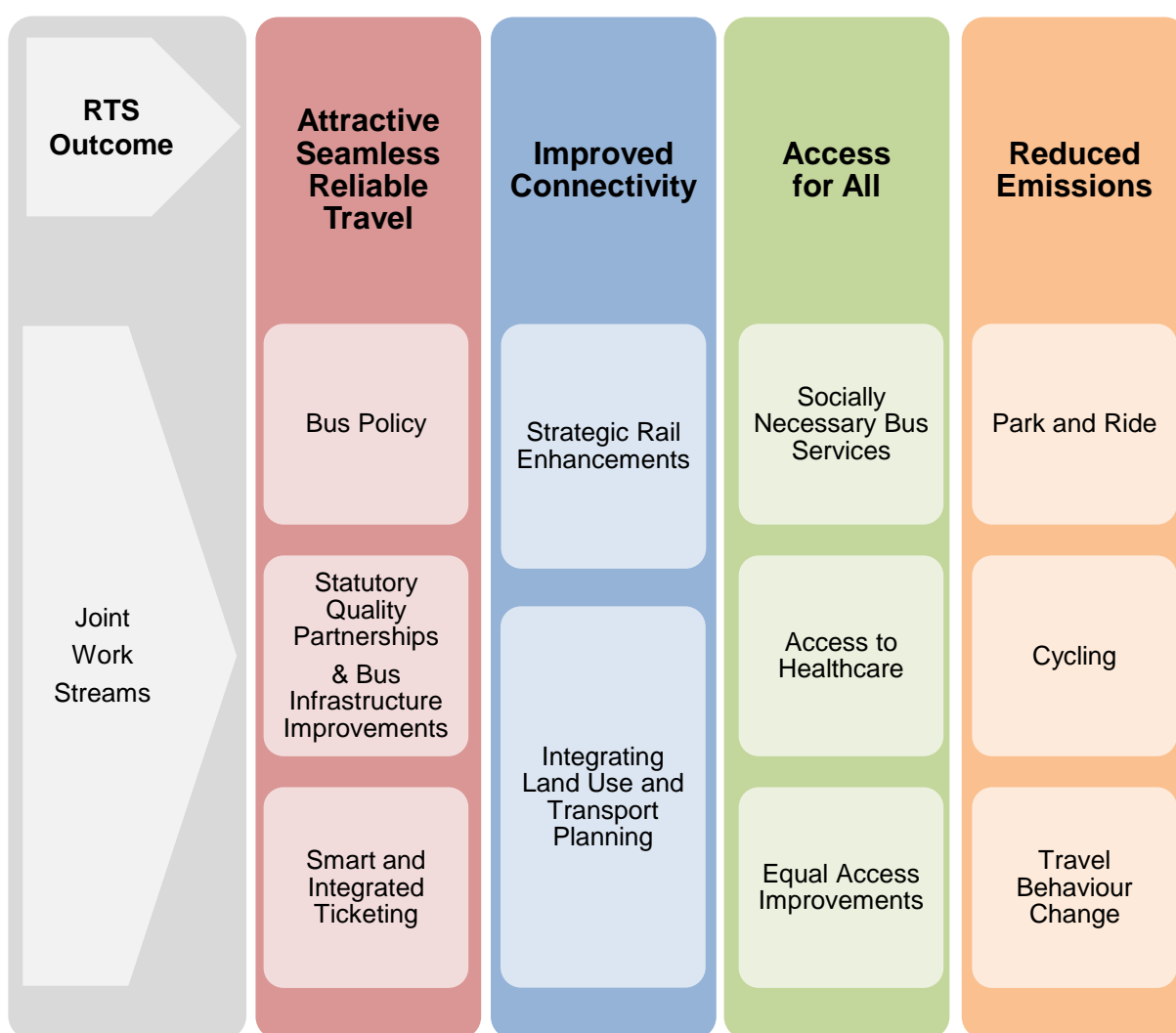
2. Working in partnership with Argyll and Bute

The 2015/16 Transport Outcomes Report follows the same structure as last year’s report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.¹¹ These are set out in Figure 2.1 below. This year’s report provides an update on the joint work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams.

SPT and Argyll and Bute officers agree the joint work streams each year. The principle of the ‘joint work streams’ underlines the shared responsibility of delivering the projects and services that support each strategic outcome, whether through policy development, stakeholder engagement, planning, project delivery or funding.

Services, projects, investments and initiatives that benefit the local area are detailed under each joint work stream within the main body of the report (sections 7 – 10).

Figure 2.1: RTS Outcomes and SPT - Argyll and Bute 2015/16 joint work streams



3. Improving outcomes for Argyll and Bute residents

SPT is a statutory participant in Community Planning and works in partnership with Argyll and Bute Council (ABC) and other partners across a range of themes including health, education, accessibility, social inclusion, equalities and community safety. Our four strategic outcomes are closely linked to national community planning policy priorities including independence for older people, improving the lives of young people, economic growth, stronger communities, more employment and reducing health inequalities.

Transport has an important role in achieving the aims of the Argyll and Bute Community Plan and Single Outcome Agreement (SOA) 2013 – 2023. Figure 3.1 shows the relationship between the TOR joint work streams and the SOA local priorities. More detail on the relationship is found in the text below.

For local outcome 1 (as numbered in figure 3.1) - Good access to education, healthcare and safe leisure opportunities is essential for every child to thrive and a safe, high-quality walking and cycling network supports young children and their families to be more active and live healthier lives. Sustainable development and land use patterns supports families to reduce car usage and increase active travel.

For local outcomes 2 and 3 - Safe, accessible transport supports independent living by improving access to services and facilities and reducing isolation by making it easier to visit family and friends and attend social events. Good access to services supports residents in fully realising the benefits of available healthcare, education and training opportunities. Investing in cycling infrastructure and promoting active travel supports healthy, active lifestyles. Sustainable development and land use patterns improves road safety, improves access to goods and services by walking and cycling and reduces car dependency.

For local outcomes 4 and 5 - High-quality modern transport infrastructure supports physical regeneration efforts; an efficient reliable transport network built upon sustainable development and land use patterns reduces the cost of transport and congestion for business and residents and supports environmental targets; and good transport access improves employment, education and training opportunities.

Figure 3.1 Argyll and Bute outcomes and TOR joint work streams

		Joint work streams										
		Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
Argyll and Bute CPP SOA Local Outcomes	1) Children and young people have the best possible start.					✓	✓	✓	✓		✓	✓
	2) People live in safer and stronger communities.					✓	✓	✓	✓		✓	
	3) People live active, healthier and independent lives.		✓			✓	✓	✓	✓		✓	
	4) We have infrastructure that supports sustainable growth.	✓	✓	✓	✓	✓			✓	✓	✓	
	5) The economy is diverse and thriving.	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓

4. Living and travelling in Argyll and Bute

This section provides a brief overview of key demographics and characteristics that influence travel behaviour and mode choice. Figures are for the Helensburgh and Lomond area only if available and noted as such; all other figures are for the whole of Argyll and Bute.

4.1 Resident population

The resident population of Helensburgh and Lomond in 2013 was just over 26,000 - a 3% increase on 2011 figures.¹² More than one in every four residents (27%) were aged 60 years or older. Table 4.1 provides further details.

Table 4.1: Helensburgh and Lomond resident population¹³

	2013	
	Total	Percent
Total population	26,170	100%
Aged 15 years or younger	4,291	16%
Aged 16 years - 29 years	4,662	18%
Aged 30 years - 44 years	4,370	17%
Aged 45 years - 59 years	5,829	22%
Aged 60 years - 74 years	4,681	18%
Aged 75 years or older	2,337	9%

4.2 Urban – Rural composition

About three in every five Helensburgh and Lomond residents live in urban areas, which make up just 2% of the Helensburgh and Lomond land area. One in every four residents live in accessible rural areas and one in every seven live in remote rural areas.

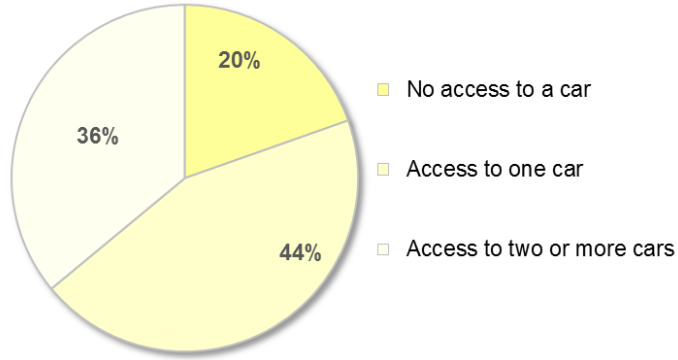
Table 4.2 Helensburgh and Lomond population¹⁴ and land area by urban-rural classification¹⁵

Urban-rural classification	Population		Area (hectares)	
	Total	Percent	Total	Percent
Total	26,170	100%	41,743	100%
Urban areas	15,614	60%	806	2%
Accessible rural areas	6,590	25%	19,616	47%
Remote rural areas	3,966	15%	21,321	51%

4.3 Access to car

One in every five (20%) of households in Helensburgh and Lomond do not have access to a car and more than half (52%) of all households located in the most deprived areas in Helensburgh and Lomond do not have access to a car.¹⁶ Figure 4.1 provides more details.

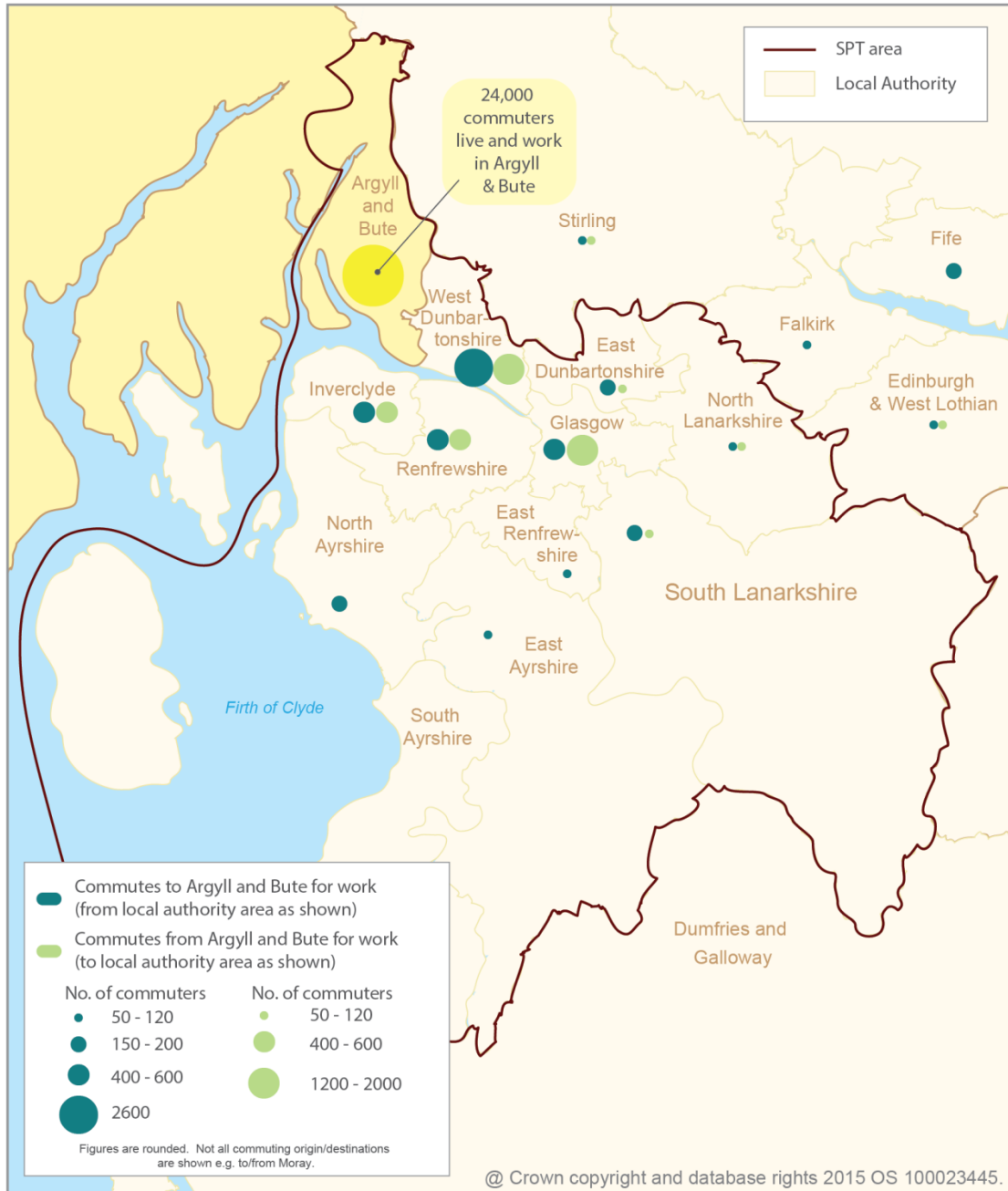
Figure 4.1 Household access to cars¹⁷



4.4 Commuting trips

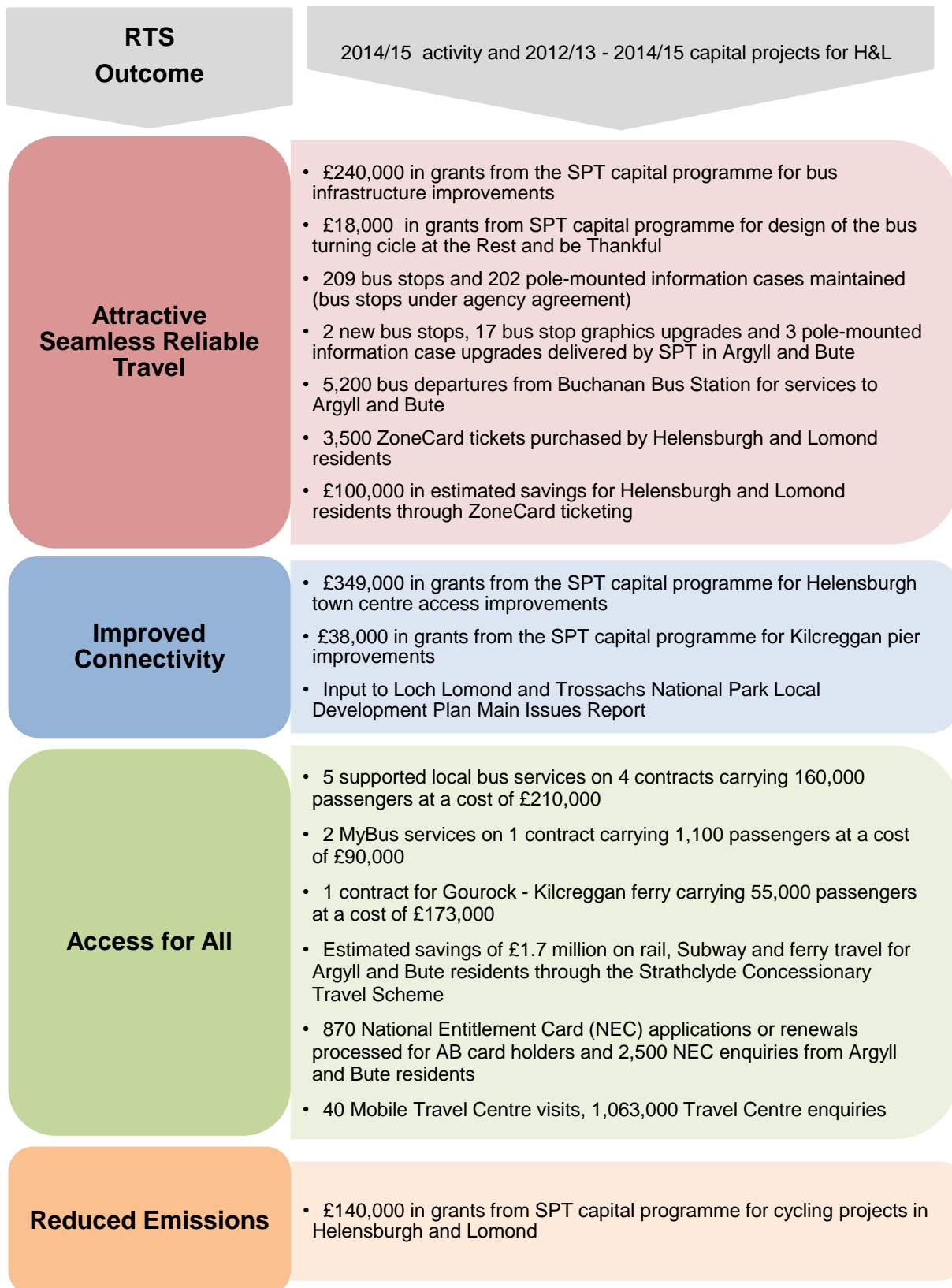
Around 35,000 commuters travel from, to or across Argyll and Bute on an average weekday. Figure 4.2 shows the commuters' origins and destinations by local authority area.¹⁸ Figures are for all of Argyll and Bute.

Figure 4.2 Argyll and Bute commuting patterns



5. Delivering transport improvements for Helensburgh and Lomond

Figure 5.1: Summary of SPT investments and services in Helensburgh and Lomond



6. Measuring progress

The figures below are measures of key travel and transport issues at the local and regional level. The figures are for the SPT area and for the whole of Argyll and Bute.

Figure 6.1: Satisfaction with public transport¹⁹

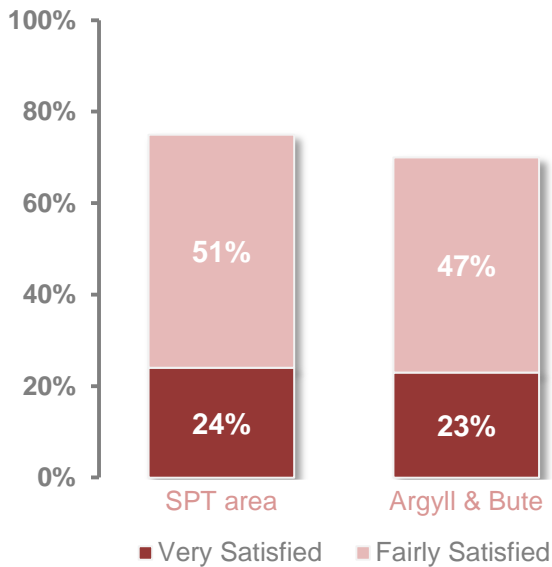


Figure 6.2: Congestion delays experienced by drivers²⁰

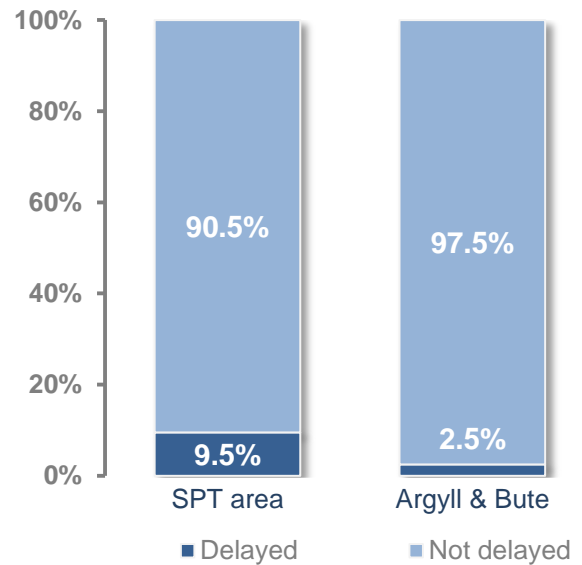


Figure 6.3: Convenience of public transport²¹

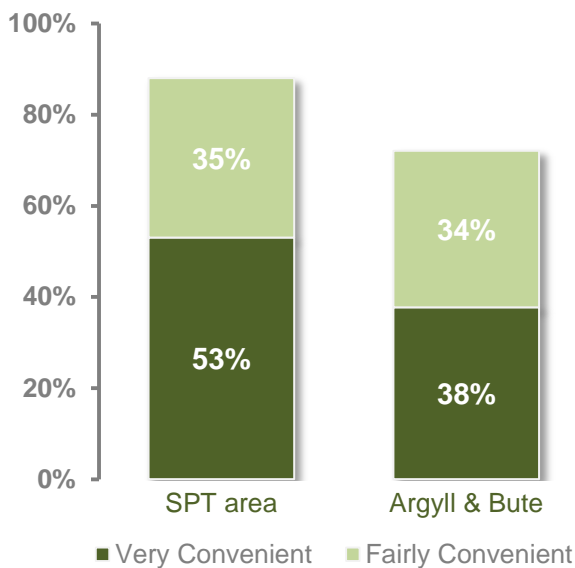
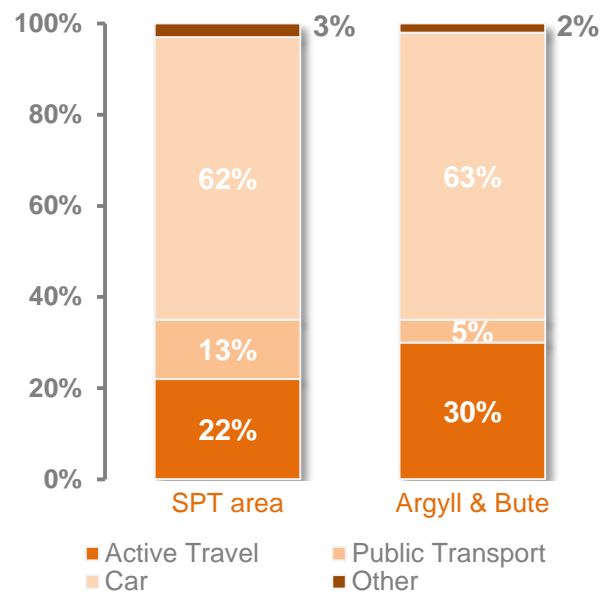


Figure 6.4: Main mode of travel²² *



7. Achieving 'Attractive Seamless Reliable Travel'

7.1 Bus Policy

SPT continues to progress its '10 Point Plan' for bus policy, which sets out a menu of proposed changes to legislation, regulations and powers, which would strengthen the role of Public Transport Authorities like SPT in delivering a better offering for bus passengers and a more active return for the considerable public sector investment in the bus market. A key progression this year has been Transport Scotland's consultation on proposed changes to the bus registration process, which were very much in line with SPT's 10 Point Plan. SPT will continue to work with the national Bus Stakeholder Group and other partners to progress our bus policy initiatives.

7.2 Statutory Quality Partnerships & Bus Infrastructure

SPT bus station staff managed 5,200 departures at Buchanan Bus Station for bus services operating within Argyll and Bute during 2014/15.

SPT maintained over 209 bus stops and 202 pole-mounted information cases in Argyll and Bute in 2014/15 (bus stops under agency agreement). SPT delivered 2 new stops, 3 pole-mounted information cases and 17 bus stop graphics upgrades in 2014/15. SPT will deliver further upgrades in 2015/16 through the SPT capital programme.

ABC delivered bus stop and shelter improvements and high access kerbs at 26 bus stop locations with £110,000 investment from the SPT capital programme in 2014/15. ABC will seek to deliver further bus infrastructure improvements in 2015/16 with £100,000 from the SPT capital programme.

ABC and SPT have been working together to deliver a bus turning circle at the Rest and Be Thankful to improve safety for passengers and provide an improved interchange facility between local and regional services which may encourage improved evening and weekend service levels for the local area. SPT is providing £150,000 from the SPT capital programme and Transport Scotland is providing £250,000 from the Bus Investment Fund to complete the project in 2015/16.

SPT will continue to monitor existing sQPs and to take forward proposals for new sQPs in partnership with local authorities and bus operators.

7.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. Helensburgh and Lomond residents bought an estimated 3,500 ZoneCards and made around 160,000 trips using a ZoneCard in 2014/15 – saving Helensburgh and Lomond residents an estimated £100,000.

SPT is working with ScotRail to integrate rail and Subway ticketing systems in 2015/16, allowing passengers to pay for rail or Subway travel with either ScotRail or Subway smartcards. Additionally, a substantial proportion of the Strathclyde Bus Investment Programme is targeted towards developing an interface with commercial bus operators with the aim of establishing fully integrated ticketing across all public transport modes.

7.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 7.1 Bus mileage in Helensburgh and Lomond²³

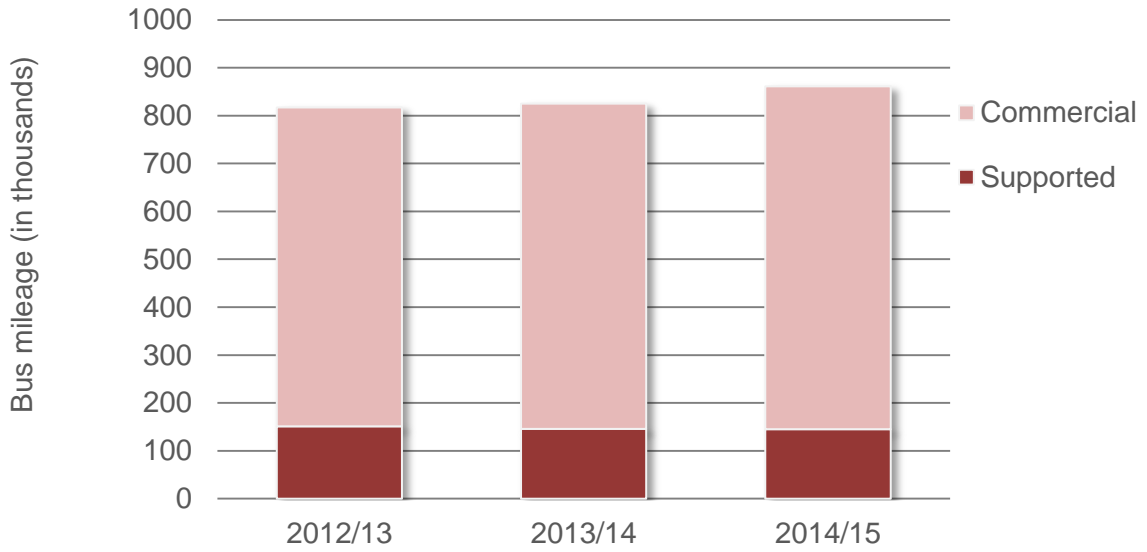


Figure 7.2 Use of local bus services (adults aged 16+ living in Argyll and Bute), 2012/13²⁴

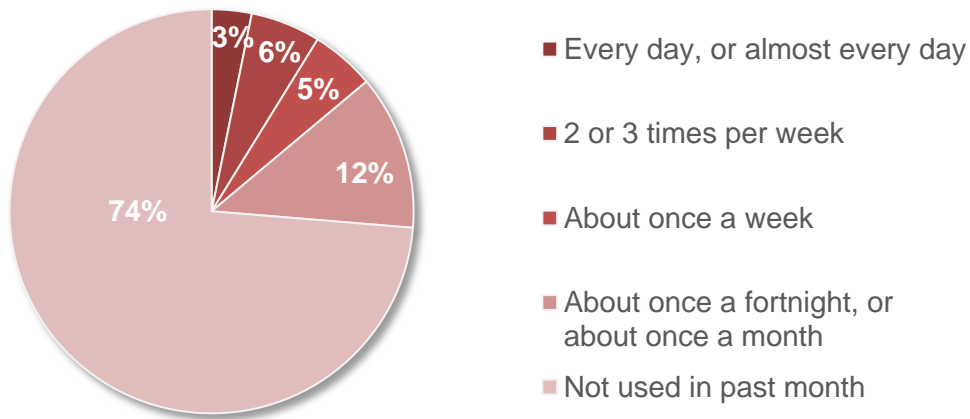
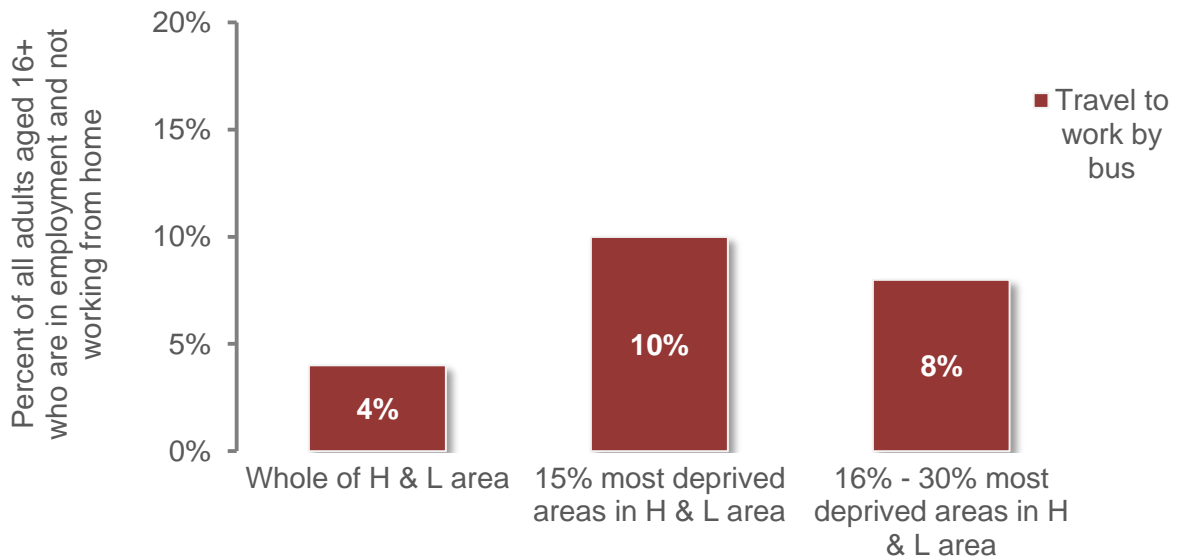


Figure 7.3 Proportion of adults who travel to work by bus (by area)²⁵



8. Achieving 'Improved Connectivity'

8.1 Rail

SPT will continue to work with ABC to develop the case for rail enhancements across the area including possible service improvements as part of the wider network improvements to be delivered by rail partners.

SPT, through the West of Scotland Rail Forum, West of Scotland Transport Integration Forum and other engagement activities, will continue to co-ordinate and lead on regional input to the ScotRail franchise including service and timetable changes, fares and ticketing; investment in rail infrastructure; network planning; and new station development.

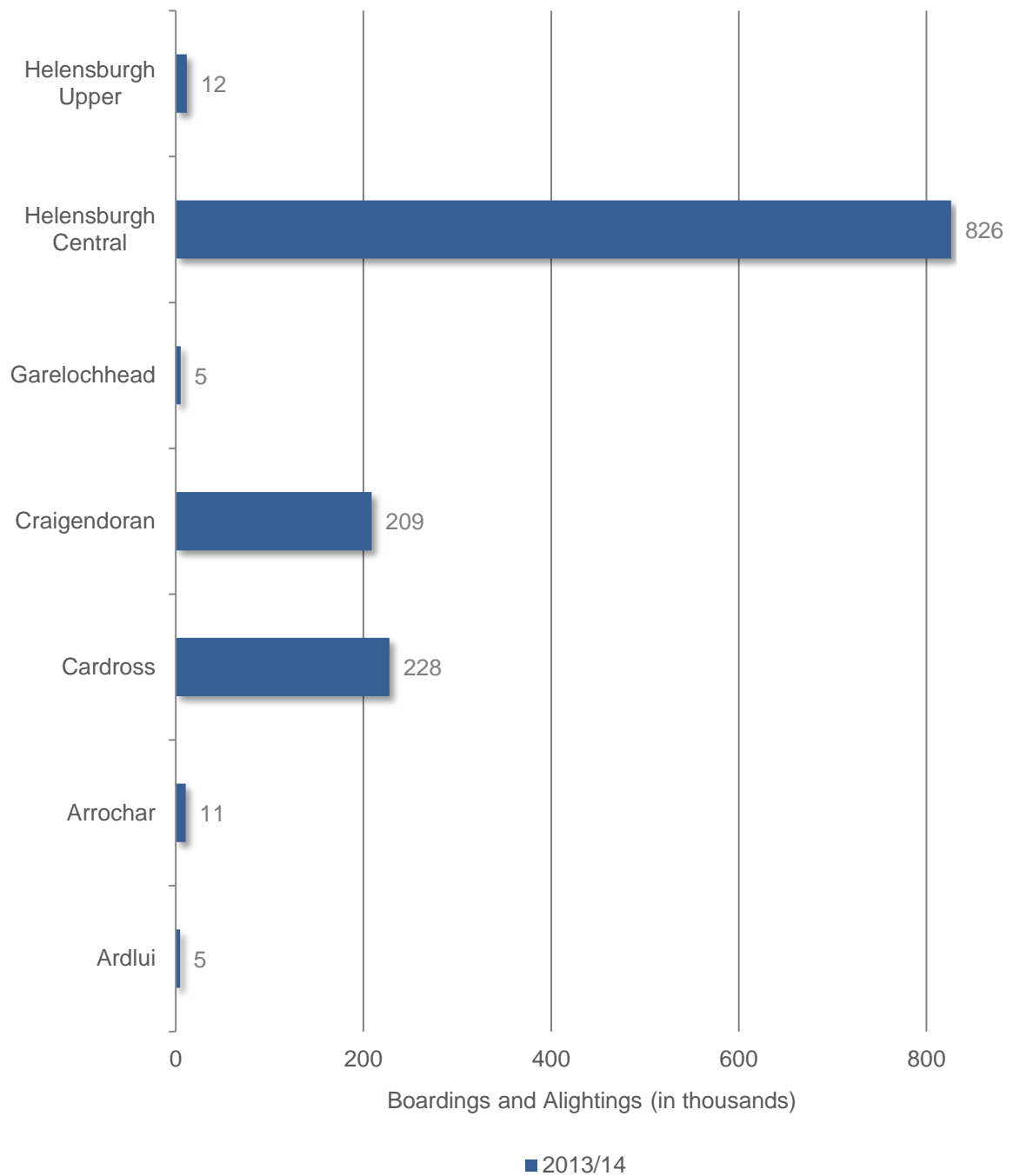
8.2 Integrating Transport and Land Use Planning

In 2014/15, SPT, as a key agency, commented on the Loch Lomond and Trossachs National Park Local Development Plan Main Issues Report as well as Argyll and Bute Supplementary Planning Guidance and reviewed development proposals for potential impacts on the strategic transport network.

In 2015/15, SPT will continue to work with the Council and developers to ensure that sustainable transport measures are embedded in the delivery of new development.

8.3 Additional figures in support of Improved Connectivity

Figure 8.1 Patronage at rail stations in Helensburgh and Lomond, 2013/14²⁶



9. Achieving 'Access for All'

9.1 Socially Necessary Services

In 2014/15, SPT supported 5 local bus services in Helensburgh and Lomond on contracts that carried 160,000 passengers in total. SPT MyBus services in Helensburgh and Lomond carried 1,100 passengers. The Kilcreggan – Gourock ferry service carried 55,000 passengers.

In 2015/16, SPT will continue to provide socially necessary services in Argyll and Bute to support greater access to education, employment, healthcare, shopping and other travel purposes.

9.2 Access to Healthcare

In 2014/15, SPT supported services that provide direct access to Royal Alexandra Hospital and Vale of Leven Hospital and provided MyBus services for healthcare appointments.

In 2015/16, SPT will continue to provide socially necessary bus services to improve direct access to healthcare.

9.3 Equal Access

In 2014/15, the SPT Mobile Travel Centre made 40 visits to Arrochar, Garelochhead, Kilcreggan and Helensburgh to provide travel advice and information to residents and SPT Travel Centre staff helped 1,063,000 people with travel enquires.

In 2014/15, ABC delivered bus infrastructure improvements with £110,000 in capital funds from the SPT capital programme. Improvements included high access kerbs to improve physical access onto buses for people with mobility difficulties and tactile paving at bus stops to assist partially-sighted persons to board safely.

In 2015/16, more high access kerbs and tactile paving at bus stops may be delivered by ABC as part of the £100,000 in approved SPT capital funding for bus infrastructure improvements in Argyll and Bute.

In 2014/15, Argyll and Bute residents saved an estimated £1.7 million on rail, ferry and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 870 National Entitlement Card (NEC) applications or renewals on behalf of ABC and handled 2,500 enquiries on NECs from Argyll and Bute residents. SPT will continue to deliver these services in 2015/16.

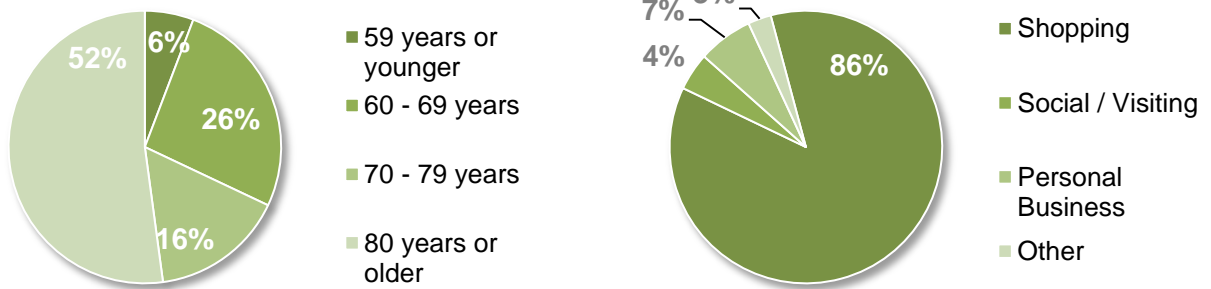
9.4 Additional figures in support of Access for All

Figure 9.1 Supported bus services in Helensburgh and Lomond, 2014/15 (indicative network)

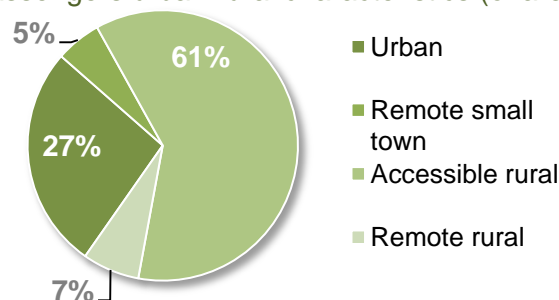


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Figures 9.2 & 9.3 MyBus passengers by age and journey purpose, 2014/15



Figures 9.4 MyBus passengers urban-rural characteristics (of area of residence), 2014/15²⁷



10. Achieving 'Reduced Emissions'

10.1 Park and Ride

SPT will continue to work with ABC to identify and deliver a solution for improved park and ride at Helensburgh to ensure adequate capacity for park and ride users whilst also improving conditions on the town centre roads to support local business and economic development efforts.

10.2 Cycling

In 2014/15, ABC delivered design and project development works for a section of the Helensburgh to Dumbarton cycleway between Cardross and Helensburgh along the A814 with £20,000 in capital funds from the SPT capital programme.

In 2015/16, ABC will seek to progress construction of the cycleway between Helensburgh and Cardross with £175,000 in approved capital funds from SPT. ABC will continue to progress land negotiations and purchase agreements for other sections of the cycleway, with construction following in future years.

SPT will continue to support the development of local cycling strategies and cycling initiatives including Bike Week.

10.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 4,635 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which Argyll and Bute is a member. Topics in 2014/15 included Smarter Choices, Smarter Places; Community Links funding; local cycling strategies; cycle routes to the South Glasgow Hospitals; integrating rail and active travel; delivering cycle friendly campuses for tertiary education institutions; and influencing travel habits.

SPT will continue to support the season ticket employer loan scheme; to encourage mode shift for commuter journeys through Bike Week, Walk to Work Week and the Cycle to Work scheme; to improve conditions for cycling and walking through the SPT capital programme and will provide travel planning support within available resources.

10.4 Additional figures in support of Reduced Emissions

Figure 10.1 Park and ride sites and capacity in Helensburgh and Lomond, 2014

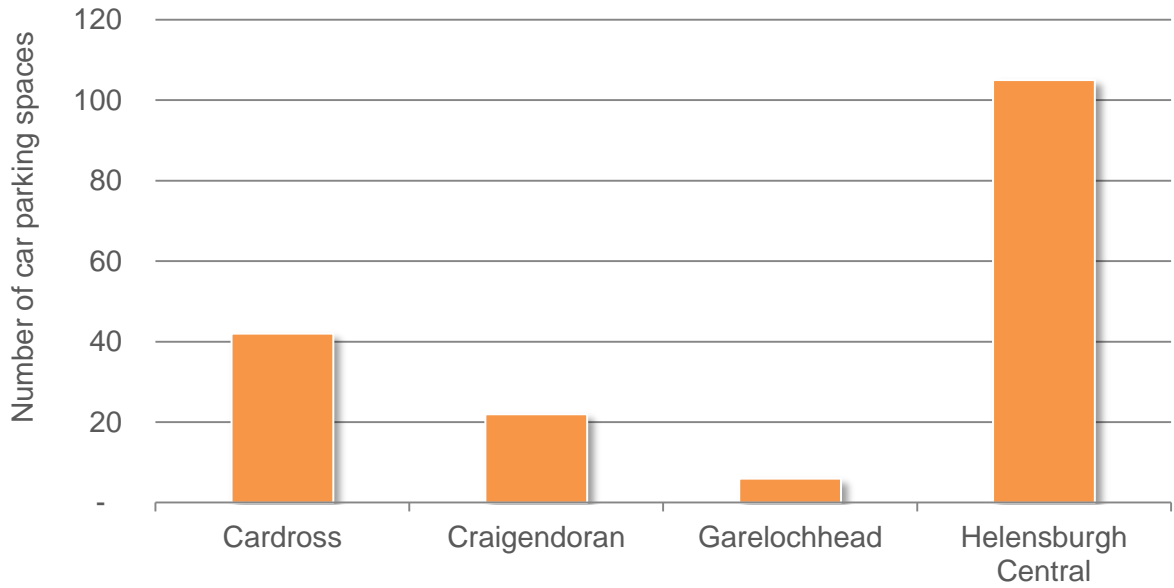


Figure 10.2 Number of bicycles available for private use by households (in Argyll and Bute), 2012/13²⁸

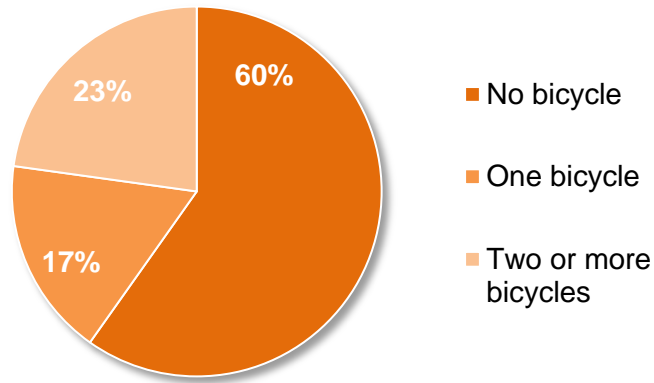
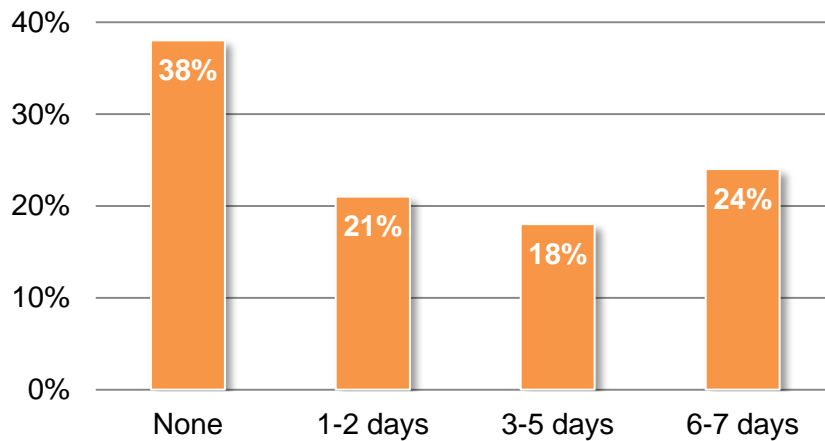


Figure 10.3 Frequency of walking in past week as a means of transport (adults aged 16+ in Argyll and Bute), 2012²⁹



Appendix 1: 2014/15 supported bus services in Argyll and Bute

Service Number	Route
302	Carrick Castle – Helensburgh - Lochgoilhead
316	Helensburgh - Coulport
305/306	Luss/Helensburgh – Alexandria
340	Helensburgh/Vale of Leven Hospital – Royal Alexandra Hospital

Appendix 2: SPT capital programme

SPT invested more than £775,000 in capital projects delivered by Argyll and Bute Council over financial years 2012/13, 2013/14 and 2014/15.

Table 1 below provides a summary of ABC projects in the 2015/16 SPT capital programme.

Table 1: Argyll and Bute category 1 projects in 2015/16 SPT capital programme (April 2015)

Project	Details	Approved grant
Bus Infrastructure Upgrades in Helensburgh Area	New bus shelters, high access kerbs and access improvements to bus stops	£100,000
Helensburgh and Lomond Cycleways	Construction of sections of the Helensburgh - Dumbarton cycle route; 2015/16 project includes sections in and near Cardross	£175,000
Turning Circle at Rest and Be Thankful	Construction of a turning circle for buses at the Rest and Be Thankful to provide a safe location for passenger boarding/alighting and to provide a safe interchange location for local and regional bus services	£150,000
Total		£425,000

Data sources and references

- ¹ A Catalyst for Change. The Regional Transport Strategy for the west of Scotland 2008 – 2021. <http://www.spt.co.uk/corporate/about/strategy/regional-transport-strategy/>
- ² Argyll and Bute Local Development Plan 2015 <http://www.argyll-bute.gov.uk/ldp>
- ³ Argyll and Bute Community Plan and Single Outcome Agreement 2013 - 2023 <http://www.argyll-bute.gov.uk/council-and-government/community-plan-and-single-outcome-agreement>
- ⁴ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Adults aged 16+ Sample size = 248.
- ⁵ Scotland Census 2011, National Records of Scotland.
- ⁶ Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- ⁷ Gross Value Added; Annual Business Inquiry 2013; Office for National Statistics.
- ⁸ 2013 small area population estimates; National Records of Scotland. Scottish Government Urban Rural Classification 2012.
- ⁹ 2012-based Population Projections for Scottish Areas, National Records of Scotland.
- ¹⁰ UK local and regional CO₂ Emissions Estimates 2005 – 2012, Department for Energy and Climate Change
- ¹¹ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ¹² Scotland Census 2011, National Records of Scotland.
- ¹³ 2013 small area population estimates; National Records of Scotland.
- ¹⁴ 2013 small area population estimates; National Records of Scotland.
- ¹⁵ Scottish Government Urban-Rural Classification 2011-2012.
- ¹⁶ Scotland Census 2011, National Records of Scotland and Scottish Index of Multiple Deprivations 2012, Scottish Government.
- ¹⁷ Scotland Census 2011, National Records of Scotland.
- ¹⁸ Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- ¹⁹ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 440.
- ²⁰ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 249.
- ²¹ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 248.
- ²² Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 976.
- ²³ SPT PTIS database.
- ²⁴ Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 248.
- ²⁵ Scotland Census 2011. National Records of Scotland and Scottish Index of Multiple Deprivation 2012, Scottish Government.
- ²⁶ Station Usage Estimates 2013/14. Office of Rail and Road. Any change between 2013/14 and previous reported figures for earlier years may be a result of the change in methodology regarding estimation of trips made using ZoneCard products.
- ²⁷ Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of Argyll and Bute MyBus passengers living in areas by urban-rural characteristic. For example, 61% of ABC MyBus passengers live in accessible rural areas.
- ²⁸ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 536.
- ²⁹ Scottish Household Survey Local Area Analysis 2012/2013. Transport Scotland. Sample size = 247.

Useful contacts

(Helensburgh and Lomond Area)

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Wilson's of Rhu

Rhu Garage
1 Manse Brae
Rhu G84 8RE
01436 820300
www.wilsonsofrhu.co.uk
info@wilsonsofrhu.co.uk

Scottish Citylink Coaches Ltd.

Buchanan Bus Station
Killermont Street
Glasgow G2 3NW
0871 266 33 33
info@citylink.co.uk

www.citylink.co.uk

Local rail operators

ScotRail

ScotRail Customer Relations
PO BOX 7030
Fort William PH33 6WX
0344 811 0141
customer.relations@scotrail.co.uk
www.scotrail.co.uk