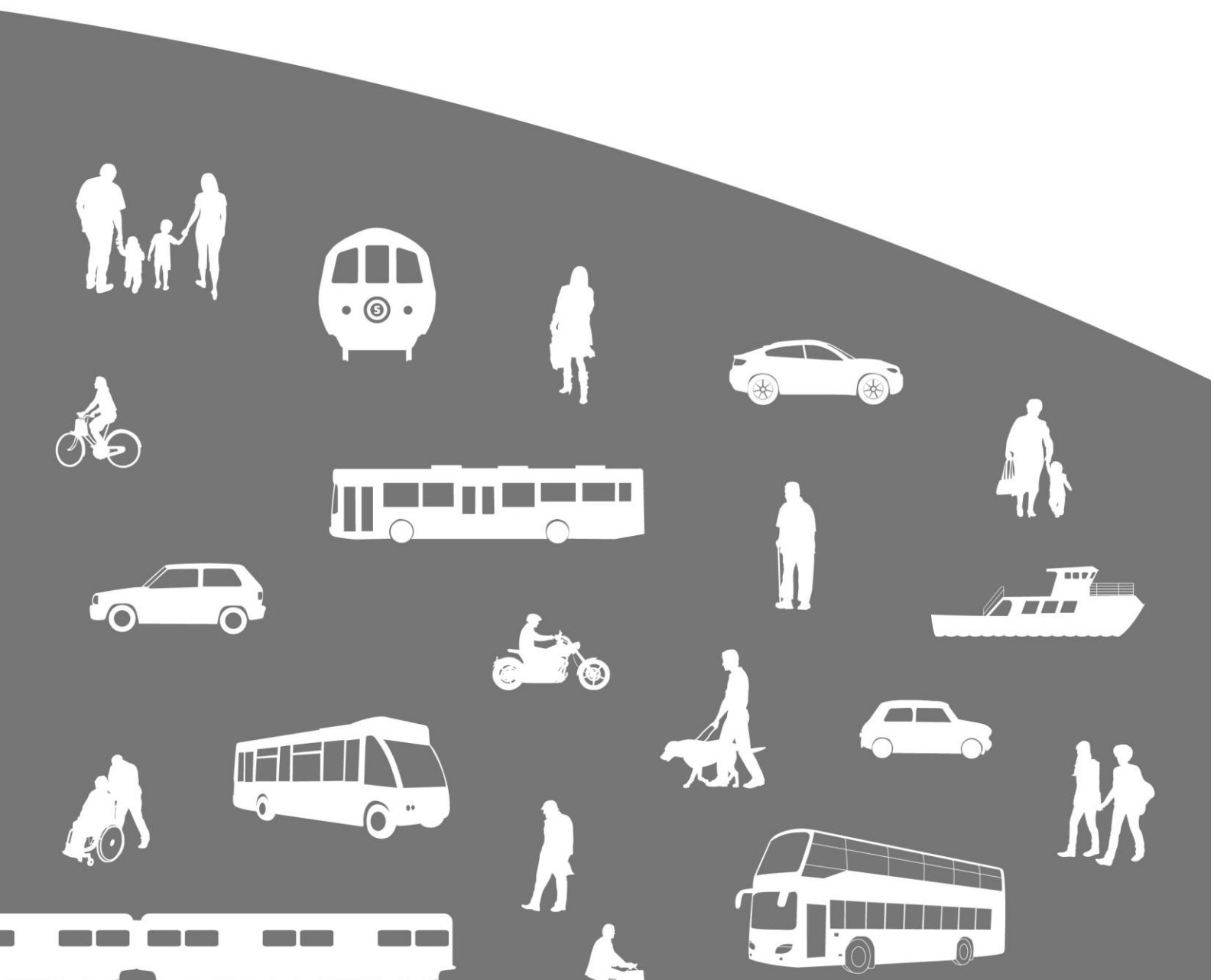


Transport Outcomes Report: Argyll & Bute 2016/17



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.

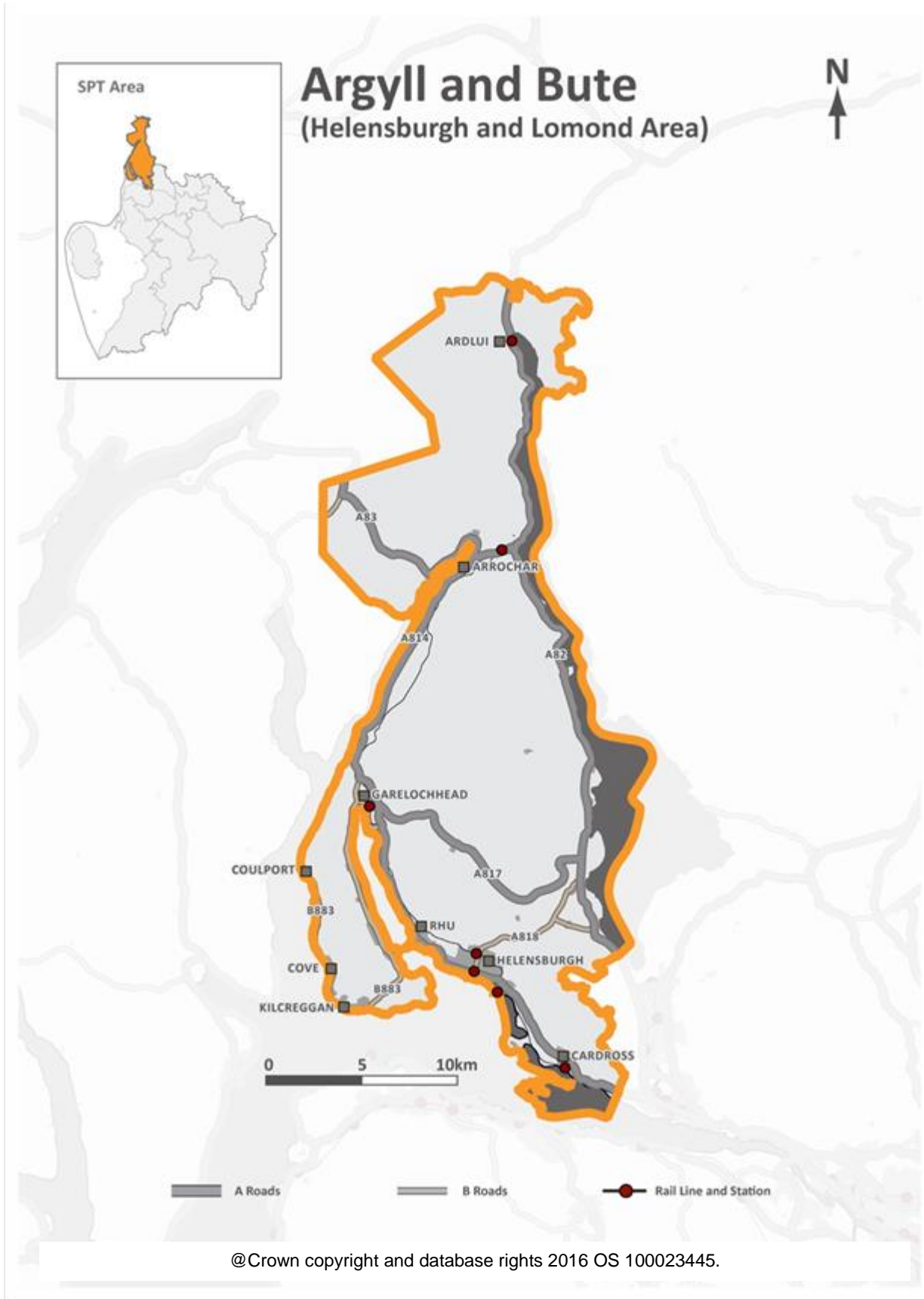
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive 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 Development Plan² and Economic Development Action Plan³ is lead partner in the development of the Argyll and Bute Community Plan and Single Outcome Agreement.⁴ 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.

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.

The TOR demonstrates the significant investment made by SPT and the Council in the transport network. This is set against an increasingly tight financial framework that means that public sector bodies must demonstrate more than ever that their services are efficiently managed and that opportunities have been taken to work innovatively to deliver services.

At the same time, the passing into statute of the new Community Empowerment Act provides both an opportunity and a challenge to demonstrate that our services are responsive to public need and delivered in partnership with our communities. For this reason SPT is more committed than ever to working with the Council and our communities to deliver services in an increasingly collaborative way.

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. We will work together 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 achieve more integrated, affordable public transport services for all.

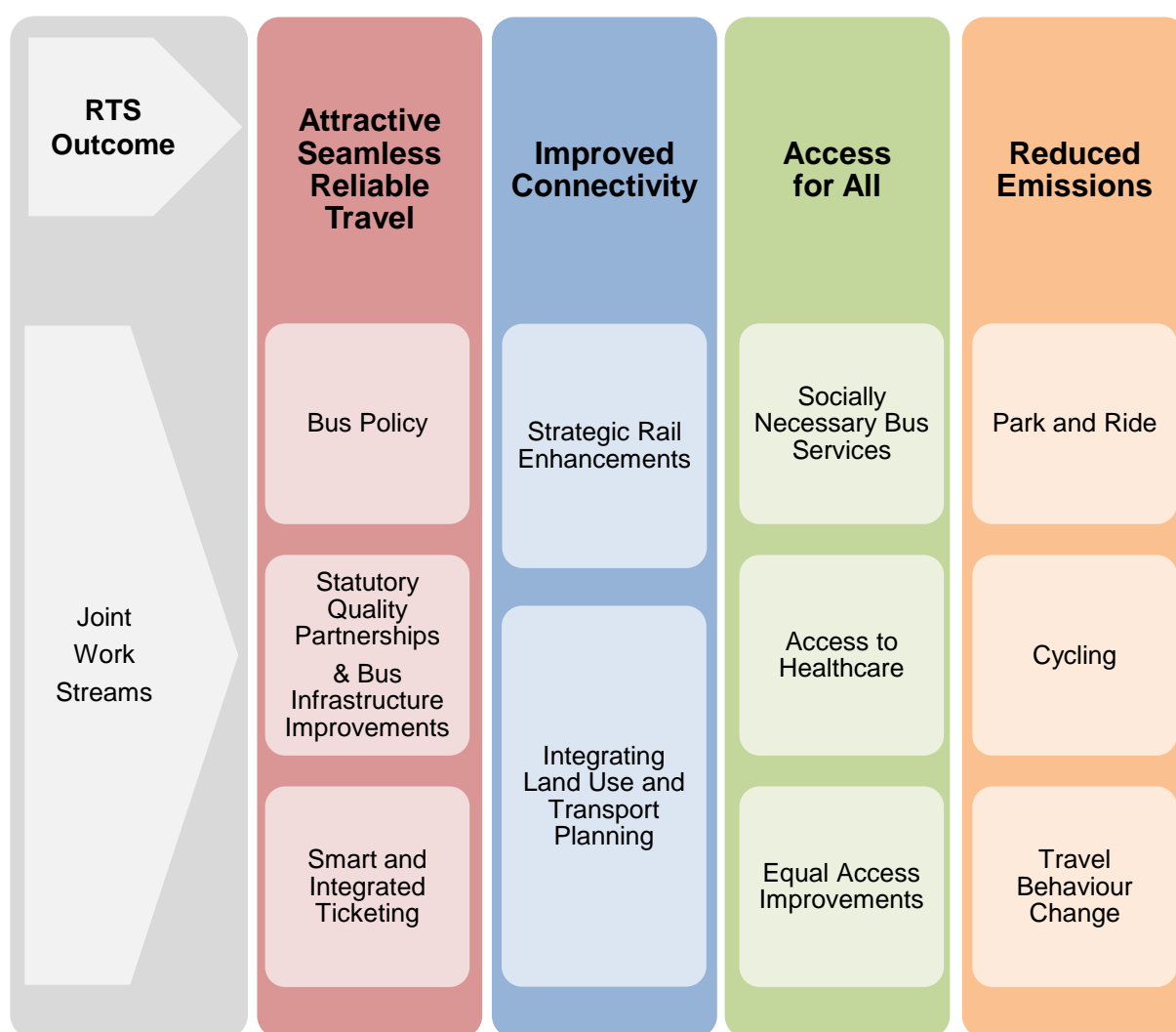
2. Working in partnership with Argyll and Bute

The 2016/17 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 2014-2017.⁵ 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 6 – 9).

Figure 2.1: RTS Outcomes and SPT - Argyll and Bute 2016/17 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.

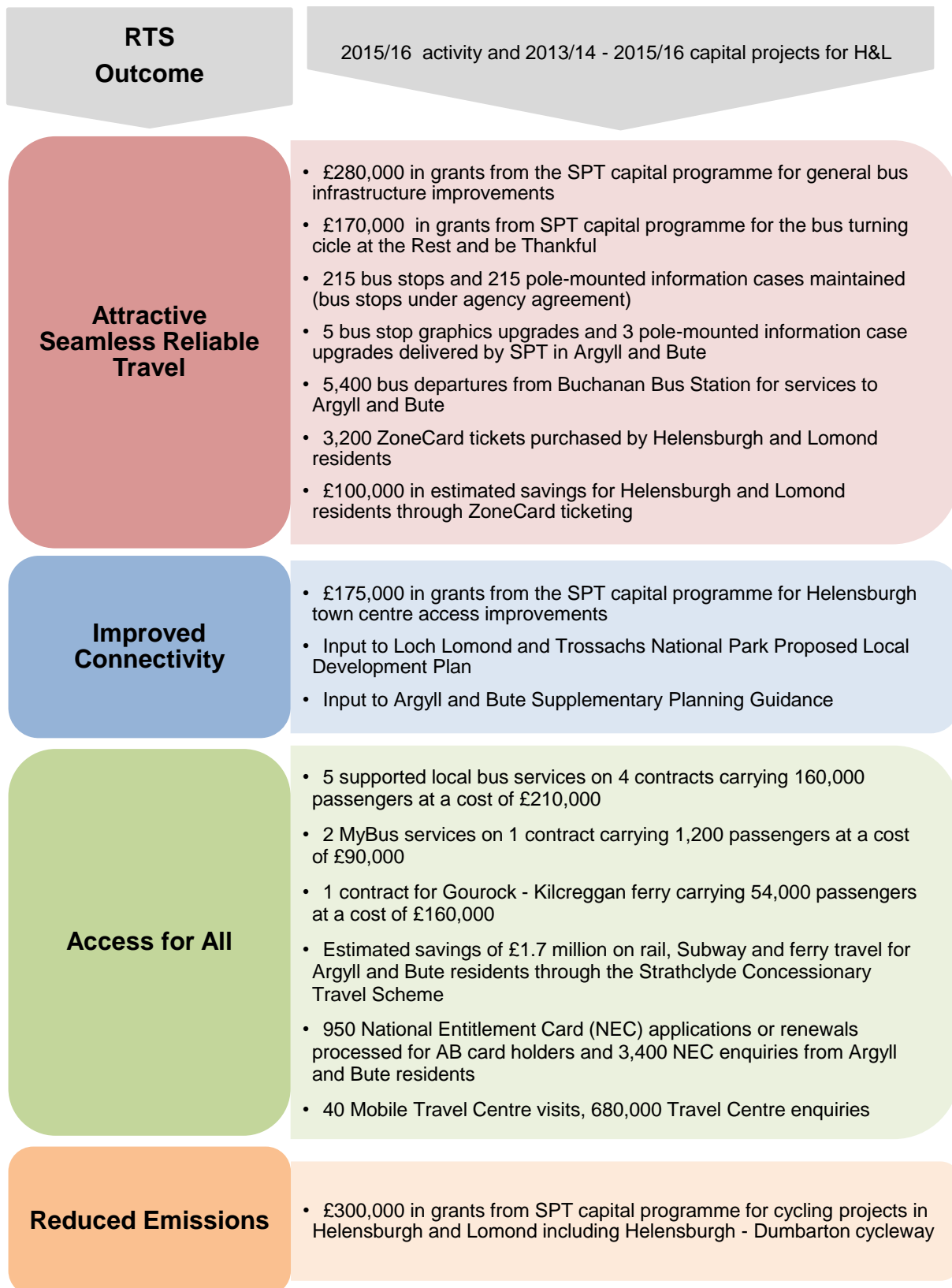
For local outcomes 4 and 5 - High-quality modern transport infrastructure supports physical regeneration efforts; an efficient reliable transport network built upon sustainable development and land use patterns reduces the cost of transport and congestion for business and residents and supports environmental 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. Delivering transport improvements for Helensburgh and Lomond

Figure 4.1: Summary of SPT investments and services in Helensburgh and Lomond



5. Measuring progress

The figures below are measures of key travel and transport issues.

Figure 5.1: Satisfaction with public transport⁶

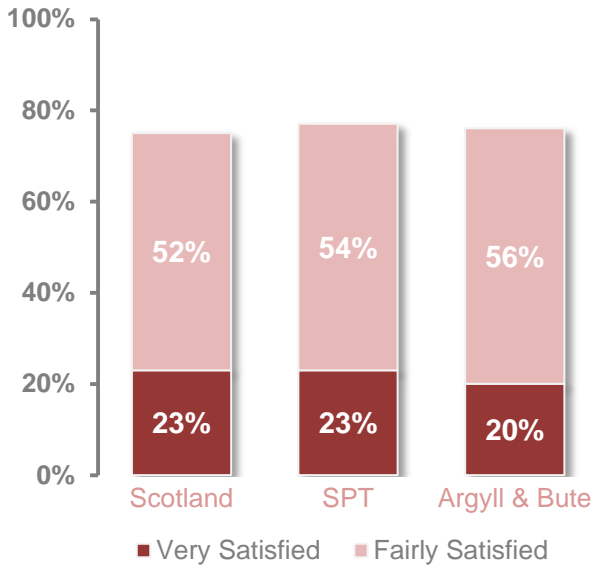


Figure 5.2: Congestion delays experienced by drivers⁷

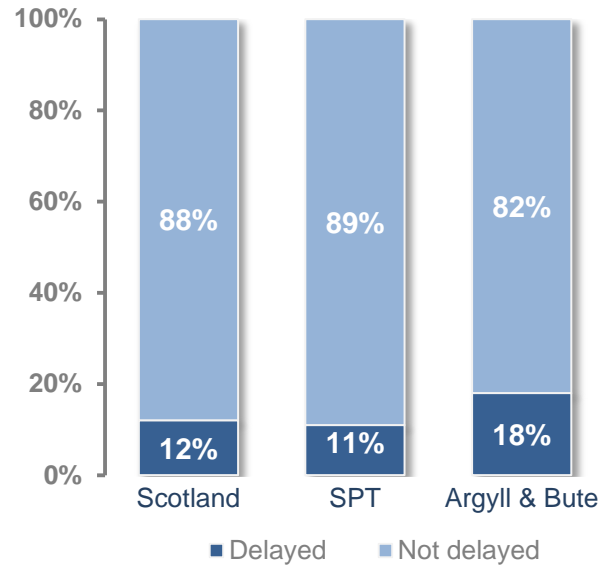


Figure 5.3: Convenience of public transport⁸

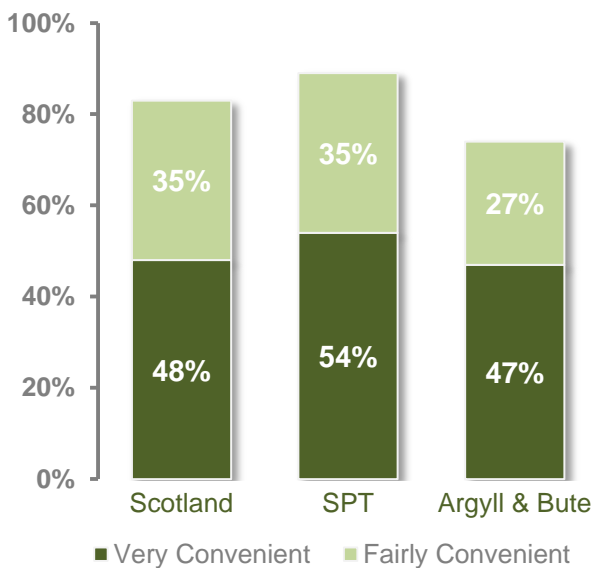
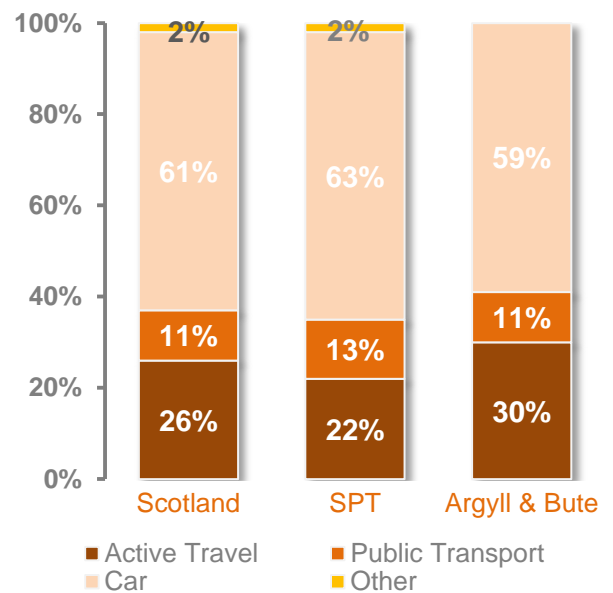


Figure 5.4: Main mode of travel⁹



6. Achieving 'Attractive Seamless Reliable Travel'

6.1 Bus Policy

SPT, working together with Transport Scotland, local bus operators and other members of the Bus Stakeholder Group, continues to progress its '10 Point Plan' of proposed changes to legislation, regulations and powers to deliver a better offering for bus passengers and a more active return for the considerable public sector investment in the bus market.

In 2015/16, key progress included changes introduced by the Scottish Government, in line with SPT's proposals, to improve the bus service registration process. Public transport authorities now have the opportunity to comment formally to the Traffic Commissioner on the impact of service changes as part of an overall streamlined registration approval process, making the process both more responsive and efficient.

6.2 Statutory Quality Partnerships & Bus Infrastructure

SPT bus station staff managed 5,400 departures at Buchanan Bus Station for bus services operating within Argyll and Bute during 2015/16.

SPT maintained over 215 bus stops and 215 pole-mounted information cases in Argyll and Bute in 2015/16 (bus stops under agency agreement). SPT delivered 3 bus stop pole upgrades and 5 bus stop graphics upgrades in 2015/16. SPT will deliver further upgrades as necessary in 2016/17 through the SPT capital programme.

ABC delivered bus stop improvements and high access kerbs at 21 bus stops in Helensburgh including the Churchill housing estate with £100,000 investment from the SPT capital programme in 2015/16. ABC will seek to deliver further bus infrastructure improvements in 2016/17 with £100,000 from the SPT capital programme.

The bus turning circle at the Rest and Be Thankful was delivered in 2015/16 with £150,000 in funding from SPT and £250,000 from Transport Scotland through the Bus Investment Fund. The facility improves safety for boarding/alighting passengers and allows passengers from the Lochgoilhead area to access long distance coach services.

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

6.3 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 3,200 ZoneCards and made around 150,000 trips using a ZoneCard in 2015/16 – saving Helensburgh and Lomond residents an estimated £100,000.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. Nevis Technologies (NT), SPT's joint venture with East Kilbride-based technology firm Ecebs, continues to work with ScotRail to deliver interoperable smartcard ticketing across rail and Subway services. In 2015/16, McGill's buses, the largest privately-

owned bus company in Scotland, selected NT to be the delivery agent for their new smartcard ticketing system, with rollout of the new card in 2016.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in Helensburgh and Lomond¹⁰

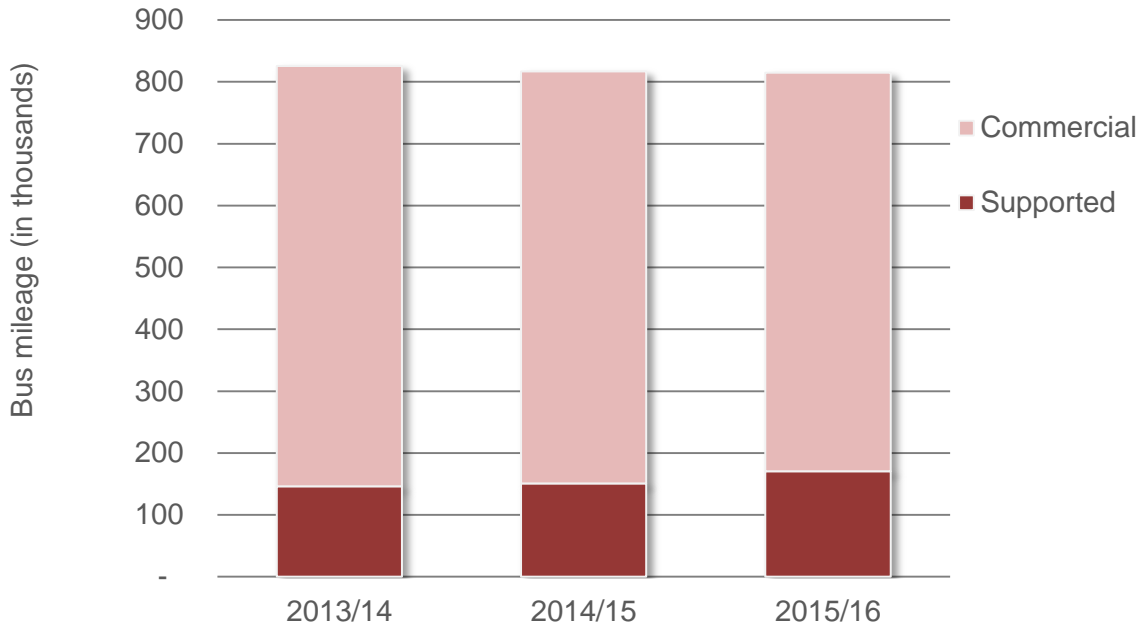
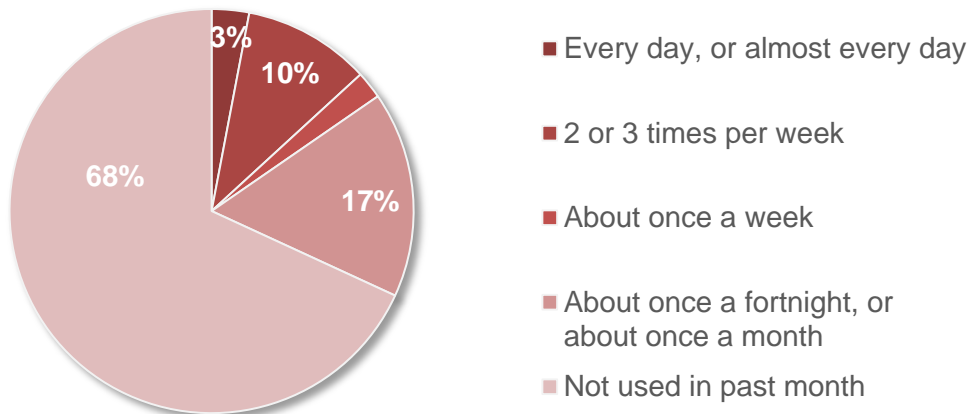


Figure 6.2 Use of local bus services (adults aged 16+ living in Argyll and Bute), 2014¹¹



7. Achieving ‘Improved Connectivity’

7.1 Rail

SPT, through the West of Scotland Rail 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 integration; and new station development.

SPT will continue to play a key role in the Edinburgh-Glasgow Improvement Programme (EGIP) including working with partners to ensure the re-development of Glasgow Queen St station, the third busiest station in Scotland, delivers improved accessibility and integration of all sustainable modes.

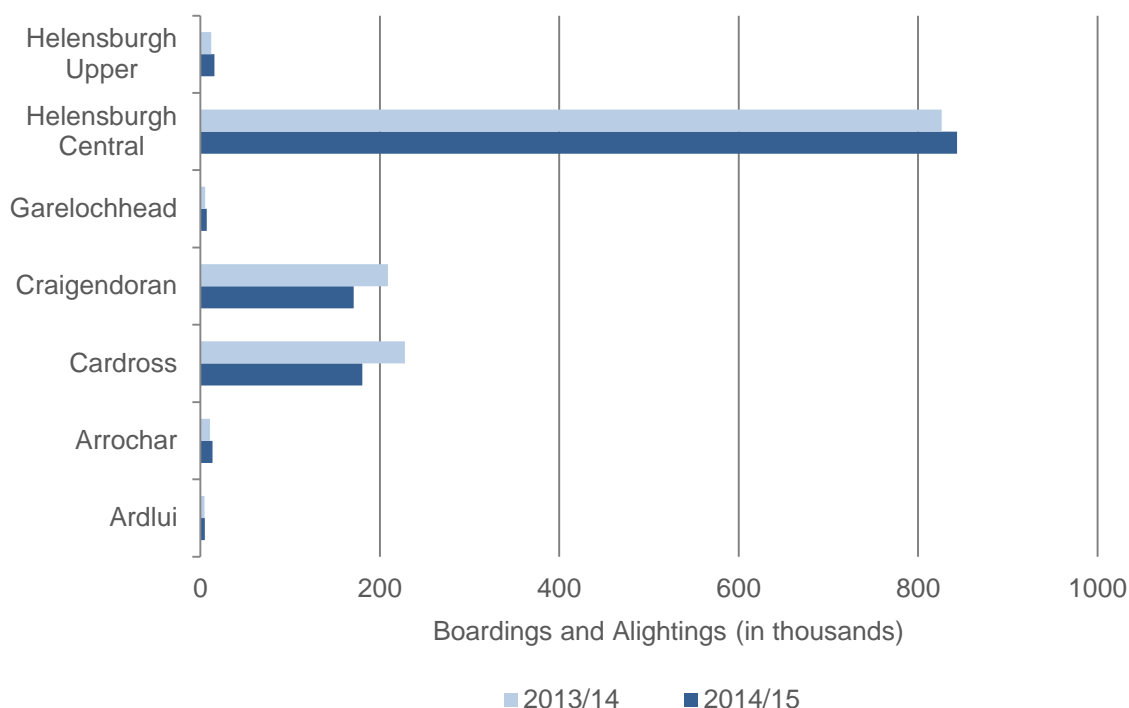
7.2 Integrating Transport and Land Use Planning

In 2015/16, SPT, as a key agency, commented on the Loch Lomond and Trossachs National Park Proposed Local Development Plan as well as reviewed Argyll and Bute Supplementary Planning Guidance and development proposals for potential impacts on the strategic transport network.

In 2016/17, SPT will continue to work with the Council and developers to ensure that sustainable transport measures are embedded in the delivery of new development. We will also continue work with all relevant organisations to reinforce the importance of the integration of transport and land use planning and the promotion of sustainable transport solutions for future development to support the delivery of successful places.

7.3 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in Helensburgh and Lomond¹²



8. Achieving 'Access for All'

8.1 Socially Necessary Services

In 2015/16, 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 1,200 passengers. The Kilcreggan – Gourock ferry service carried 54,000 passengers. Supported local bus services are important for the local economy – a recent survey of passengers on the 302 service, which connects rural villages of Lochgoilhead, Arrochar and Tarbet to Helensburgh, found that many were travelling to Helensburgh to shop.

In 2016/17, 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.

8.2 Access to Healthcare

In 2015/16, SPT supported local bus services that improved access to Royal Alexandra Hospital and Vale of Leven Hospital and provided MyBus services for healthcare appointments.

In 2016/17, SPT will continue to provide socially necessary bus services to improve direct access to healthcare.

8.3 Equal Access

In 2015/16, 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 answered 680,000 travel enquires for the region's residents and visitors.

In 2015/16, ABC delivered bus infrastructure improvements with capital funds from the SPT capital programme. These improvements included high access kerbs to improve physical access onto buses for people with mobility difficulties.

In 2016/17, 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 2015/16, 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 950 National Entitlement Card (NEC) applications or renewals on behalf of ABC and handled 3,400 enquiries on NECs from Argyll and Bute residents. SPT will continue to deliver these services in 2016/17.

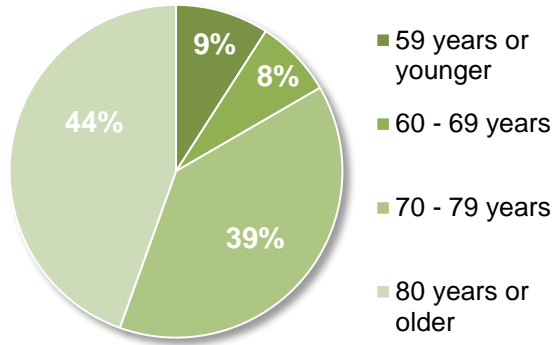
8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in Helensburgh and Lomond, 2015/16 (indicative network)

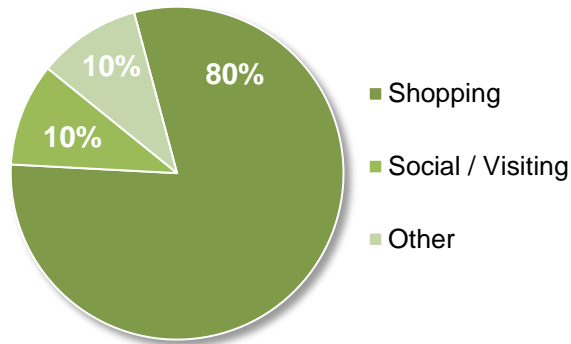


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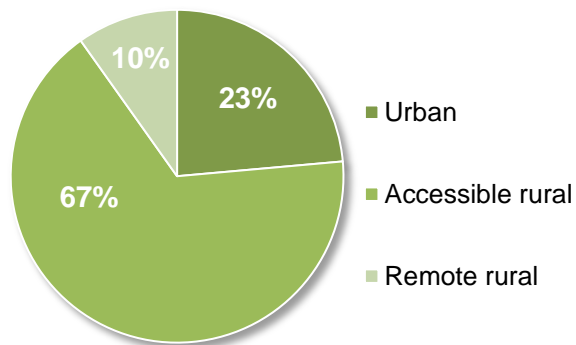
Figures 8.2 MyBus passengers by age, 2015/16



Figures 8.3 MyBus passengers by journey purpose, 2015/16



Figures 8.4 MyBus passengers urban-rural characteristics (of area of residence), 2015/16¹³



9. Achieving ‘Reduced Emissions’

9.1 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.

In 2016/17, SPT is providing £80,000 in capital funding to progress the land purchase and design for the proposed 60-space park and ride at the former Scottish Gas Networks site in Helensburgh.

9.2 Cycling

In 2015/16, ABC delivered a section of the Helensburgh - Dumbarton cycleway within Cardross £175,000 in approved capital funds from SPT. SPT has provided over £300,000 in funding for the cycleway over the past 4 years. SPT will continue to work with ABC to deliver future sections of the cycleway in future.

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

9.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 5,600 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 2015/16 included Smarter Choices, Smarter Places; Community Links funding; Cycle Hubs; Cycle Friendly Campuses; and staff travel surveys.

9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity (Helensburgh and Lomond), 2015

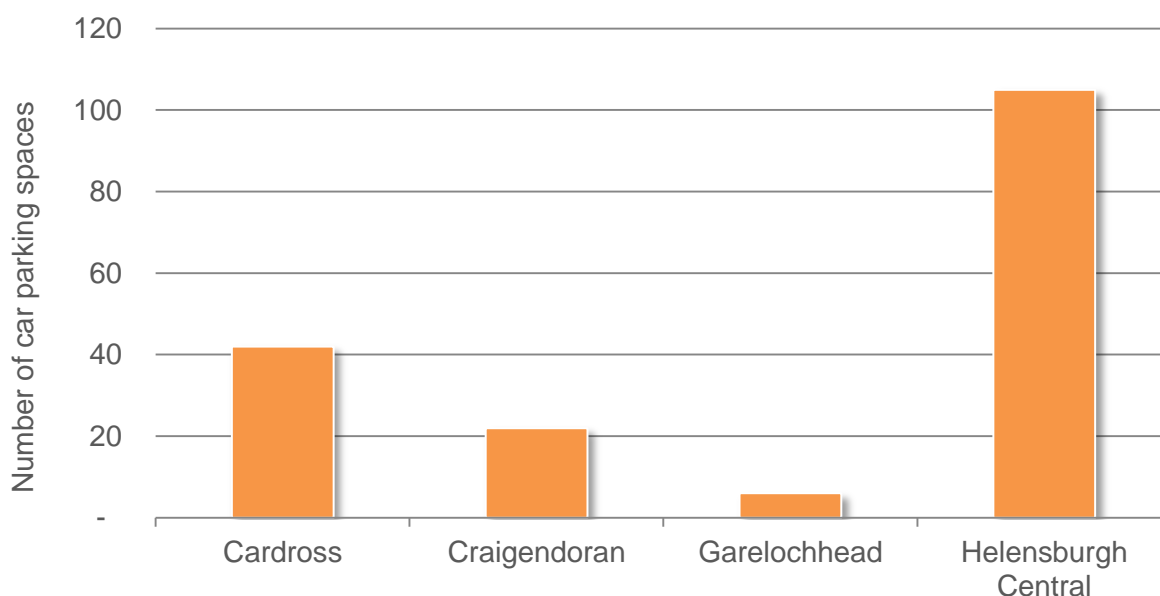


Figure 9.2 Number of bicycles available for private use by households (Argyll and Bute), 2014¹⁴

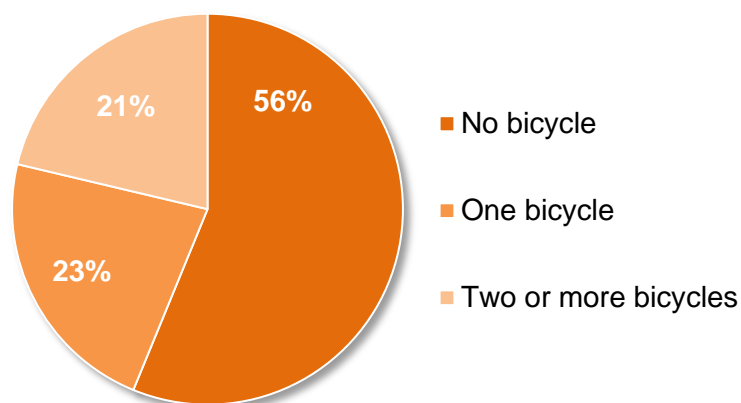
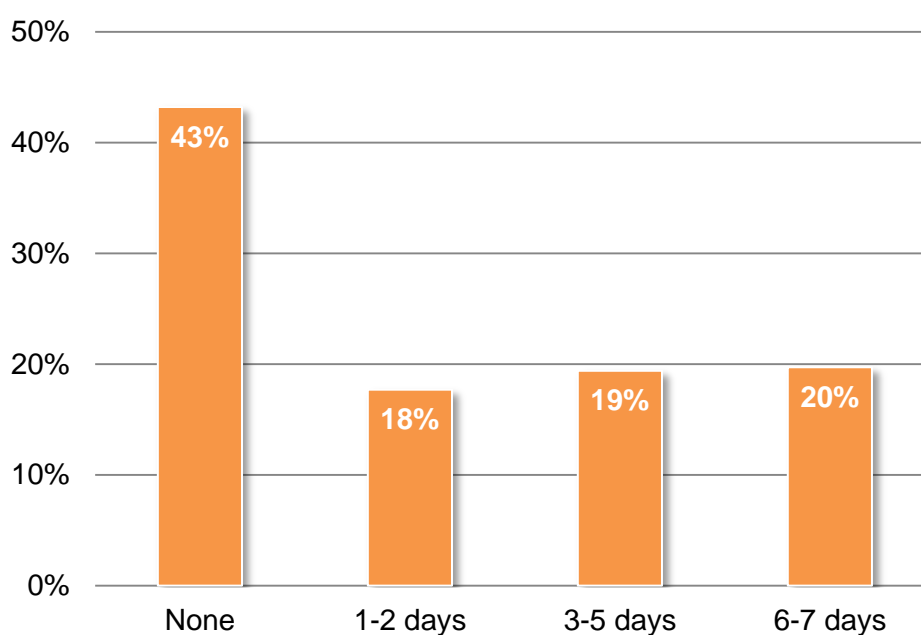


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in Argyll and Bute), 2014¹⁵



Appendix 1: 2015/16 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 £920,000 in capital projects delivered by Argyll and Bute Council over financial years 2013/14, 2014/15 and 2015/16.

Table 1 below provides a summary of ABC projects in the 2016/17 SPT capital programme.

Table 1: Argyll and Bute category 1 projects in 2016/17 SPT capital programme (April 2016)

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 Park and Ride	To progress land purchase and design for proposed 60-space park and ride facility serving Helensburgh rail station	£80,000
Total		£180,000

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 Economic Development Action Plan – 2013 to 2018 https://www.argyll-bute.gov.uk/sites/default/files/final_edap_2013-18.pdf
- ⁴ 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>
- ⁵ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ⁶ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size for Argyll and Bute results = 220.
- ⁷ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size for Argyll and Bute results = 260.
- ⁸ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size for Argyll and Bute results = 270.
- ⁹ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size for Argyll and Bute results = 470.
- ¹⁰ SPT PTIS database. Figures for 2014/15 commercial mileage have been revised from those reported in the 2015/16 Transport Outcomes Report for Argyll and Bute.
- ¹¹ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 270.
- ¹² Station Usage Estimates 2013/14 and 2014/15. Office of Rail and Road.
- ¹³ Scottish Government Urban Rural Classification 2011-2012. Figures shown are for proportion of Argyll and Bute MyBus passengers living in areas by urban-rural characteristic. For example, 67% of ABC MyBus passengers live in accessible rural areas.
- ¹⁴ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 290.
- ¹⁵ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 270.

Useful contacts

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