



**Strathclyde Partnership for Transport**

## Transport Outcomes Report for Argyll and Bute

2018 update on our services and investment in your area

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## 1 Summary

This report provides a summary of transport services and projects provided or supported by SPT in the Helensburgh and Lomond area in 2017/18 (section 2) and the current service and investment plans for 2018/19 (section 3). Section 2 is aligned to the relevant Regional Transport Strategy strategic outcomes - Attractive Seamless Reliable Travel, Access for All, Reduced Emission and Improved Connectivity - and includes the high level monitoring indicator for each strategic outcome.

### *Key figures*

- £425,000 capital investment in Argyll and Bute transport projects in 2017/18 including:
  - Helensburgh Park and Ride
  - Bus Infrastructure Upgrades
  - Helensburgh - Dumbarton Cycleway
- £250,000 planned capital investment in Argyll and Bute transport projects in 2018/19 including:
  - Bus Infrastructure Upgrades
  - Helensburgh - Dumbarton Cycleway
- 5 local bus services supported by SPT in Helensburgh and Lomond area including services to Vale of Leven Hospital, Royal Alexandria Hospital and rural towns and villages
- 1,400 MyBus journeys made by Helensburgh and Lomond residents
- 41,000 passengers carried on Kilcreggan - Gourock ferry service
- 970 National Entitlement Cards processed by SPT for Helensburgh and Lomond residents who have a disability

## 2 Outputs and performance for 2017/18

### 2.1 Achieving Attractive Seamless Reliable Travel

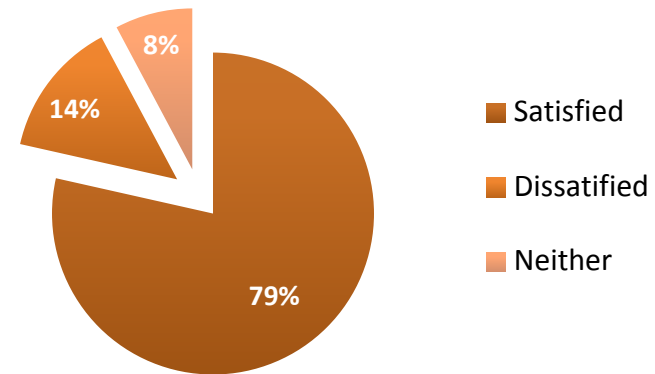
SPT and ABC work together to deliver improved bus infrastructure, bus priority and routes to public transport hubs for improved safety, quality, access, journey reliability and comfort for passengers. In 2017/18, SPT continued to maintain and improve bus stops, passenger shelters and information cases throughout Helensburgh and Lomond and ABC delivered improvements to bus stops on the A814 corridor and in Helensburgh.

SPT continued to administer the SPT ZoneCard in 2017/18 on behalf of participating rail, Subway and bus operators, enabling Argyll and Bute residents to save money when making multi-modal / multi-operator journeys. SPT continues to work with Transport Scotland and public transport operators to deliver further improvements to smart and integrated ticketing.

SPT bus stops maintenance:

- 200 bus stops in Helensburgh and Lomond area
- 220 information cases in Helensburgh and Lomond area

**Argyll and Bute residents aged 16+ - Satisfaction with local public transport**



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

**Key Indicator:** The key indicator for this outcome is adult residents' level of satisfaction with local public transport services. About four in every five ABC residents (79%) are very or fairly satisfied with their local public transport services, whilst about one in every seven residents (14%) is dissatisfied. A greater proportion of ABC residents are satisfied with public transport compared to the population of the whole of the SPT area (79% for ABC compared to 74% for SPT), although a slightly higher proportion are dissatisfied (14% for ABC compared to 12% for SPT).

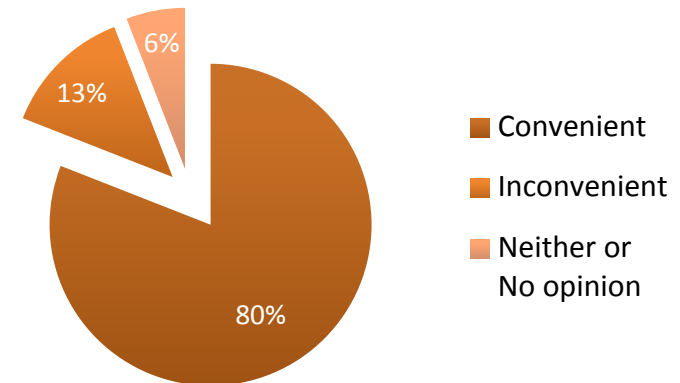
## 2.2 Achieving Access for All

SPT supports a range of transport services to improve access for Helensburgh and Lomond residents and communities. In 2017/18, SPT supported socially necessary local bus services for Helensburgh and Lomond communities with limited commercial bus services, and helped older people and people with disabilities living in Helensburgh and Lomond to make 1,400 journeys on MyBus services. The Kilcreggan – Gourock ferry service carried 41,000 passengers.

In 2017/18 SPT's Travel Card Unit helped ensure that 970 Helensburgh and Lomond residents who have a disability benefited from the national concessionary fare scheme on local bus services. SPT also continued to administer the Strathclyde Concessionary Fare Scheme on behalf of ABC, which offers reduced fares on rail and Subway and some ferry services for eligible residents.

ABC continued to deliver more accessible transport infrastructure in Helensburgh and Lomond with more high access kerbs installed at bus stops to allow step free access onto buses. SPT provided grant funding for these projects.

**Argyll and Bute residents aged 16+ -  
Convenience of public transport**



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

**Key Indicator:** The key indicator for this outcome is resident opinions of the convenience of public transport in their local area. Eight in every 10 (80%) ABC adult residents feel that local public transport is convenient, although only three in every 10 (30%) feel that it is *very* convenient. A sizeable minority (13%) feel that it is inconvenient, which is higher than the SPT area as whole (8%). A small proportion (6%) of ABC residents feel that it is neither convenient nor inconvenient or do not have an opinion on local public transport convenience.

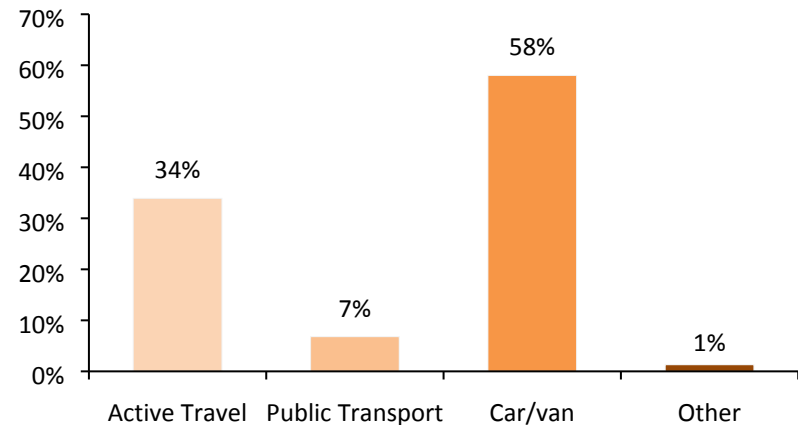
### 2.3 Achieving Reduced Emissions

ABC continued to progress the delivery of the Helensburgh - Dumbarton cycleway with completion of a section within Cardross village. The cycleway, when completed, will provide a high quality mostly off road cycle route between Helensburgh and Dumbarton and onwards to Glasgow. SPT has been supporting this project with capital grant funding and will continue to work with ABC to complete the cycleway in future years, dependent upon available funding. Funding and support is also provided by Sustrans Community Links.

ABC completed construction of the new park and ride facility for rail passengers at Helensburgh, which improves access to rail services for residents in the surrounding areas and improves parking conditions on town centre streets to support local businesses and visitors. SPT provided grant funding for this project over the past 2 years.

SPT continues to support the regional car sharing scheme, SPT JourneyShare which had 6,200 active members in 2017/18 - a 3% increase on the previous year.

**Argyll and Bute residents -  
Main mode of travel**



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

**Key Indicator:** The key indicator for this outcome is the main mode of travel used for all journeys. About six in every 10 (58%) of journeys made by Argyll and Bute residents used a car / van as the main mode (in terms of distance) either as a driver or passenger, whereas around three in every 10 (34%) journeys were made by walking or cycling and around one in every 10 (8%) were made by bus, rail, Subway, tram or other modes (e.g. ferry) as the main mode/method of travel.

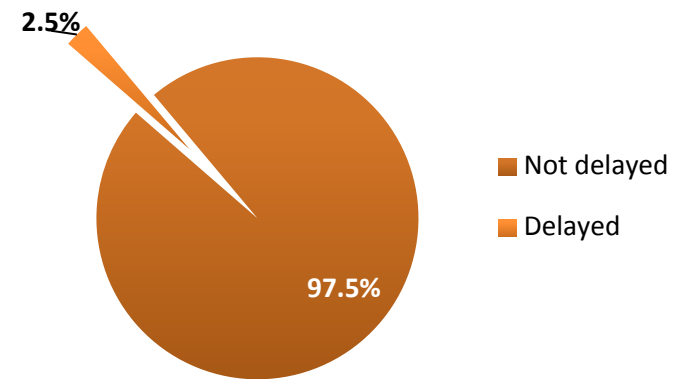
## 2.4 Achieving Improved Connectivity

SPT supports the objectives of the Argyll and Bute’s Rural Growth Deal including proposals for improvements to strategic arterial routes. SPT will work with ABC and other key stakeholders to consider cross boundary impacts, such as rail and freight movements and will work with ABC to assess transport issues and look at options for planned investment areas

SPT continues to work with councils, developers and other organisations to ensure that sustainable transport is embedded in the delivery of new development and to reinforce the importance of the integration of transport and land use planning to achieve sustainability and place making objectives.

SPT is represented on the West Highland Lines Review Group set up by Transport Scotland with representation from all interested communities along the routes of both the Oban and the Fort William/ Mallaig lines. SPT will support the Group to review and produce reports and recommendations in relation to timetabling, line speeds & weight restrictions, improvements to passenger facilities, integration with other modes, opportunities to support and grow freight traffic, and opportunities to collaborate with communities and business in relation to promoting and marketing the line.

**Argyll and Bute residents -  
Driver journeys delayed by congestion**



Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

**Key Indicator:** The key indicator for this outcome is the percentage of driver (car or van) journeys that were perceived [by the driver] to be delayed by congestion. A very small proportion of driver journeys (2.5%) made by Argyll and Bute residents were perceived to be delayed due to congestion. This compares to 14% for the whole of the SPT area population and 12% for the whole of Scotland.

## 3 The Year Ahead

### 3.1 Policy and Strategy

#### **The new Regional Transport Strategy**

SPT and partners have begun development of a new RTS to be in place by 2021. The process to develop the new RTS will include engagement with Argyll and Bute residents, partners and stakeholders to ensure that the new Strategy has an up-to-date evidence base of the transport-related issues and opportunities for Helensburgh and Lomond and supports improved local outcomes. SPT will work with Argyll and Bute Council to integrate the objectives of the local transport strategy and emerging Rural Deal with the new RTS.

#### **Accessibility Analysis**

In the year ahead, SPT will undertake accessibility analysis for Helensburgh and Lomond. Pertinent issues and outcomes identified in the LOIP and Locality Plans will be incorporated into the analysis as far as practical. Accessibility analysis is used to help understand the relative journey times people experience when accessing various trip attractors and opportunities e.g employment, education, healthcare, leisure, retail and town centres. Journey time analysis can be undertaken for individual mode including car, bus, rail, and walking and cycling. The initial reports from this exercise will support engagement with partners and communities on the transport issues and challenges they face when connecting to services and other opportunities. This will assist SPT and partners to develop actions for the new RTS, Locality Plans, Local Transport Strategies and/or other strategies as appropriate.

#### **National Transport Strategy**

SPT will continue to promote the needs and aspirations of the west of Scotland communities throughout the development of the new National Transport Strategy and new legislation for planning and transport. For example, SPT represents Scotland's seven Regional Transport Partnerships at the NTS Greener and Healthier Working Group and has put forward policy proposals to improve travel information, local air quality and accessibility.



## **Planning**

SPT will continue to work with ABC and developers to ensure that sustainable transport measures are embedded in the delivery of new development. We will also continue to 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.

### **3.2 Capital Projects**

SPT is providing grant funding of £250,000 to Argyll and Bute Council in 2018/19 to improve bus passenger infrastructure including accessibility improvements and bus priority such as lining and cages on the A814, progress delivery of the Helensburgh - Dumbarton cycleway and deliver an enforcement camera at the Rest and Be Thankful to reduce HGV and coach parking within the turning circle to ensure local and inter-urban services are able to make use of it for passenger boarding/alighting.

### **3.3 Transport Services & Infrastructure**

SPT will continue to provide, support, administer, maintain and/or monitor a range of transport services and infrastructure for the Helensburgh and Lomond area including bus stops, shelters and real time passenger information, bus service compliance monitoring, supported local bus services, MyBus services, schools transport, travel information, ZoneCard, JourneyShare, National Entitlement Card and Strathclyde Concessionary Travel Scheme.

## Appendix A Policy Context

SPT is a Community Planning partner and works with Argyll and Bute (ABC) and other partners to achieve improved outcomes for residents and communities in Helensburgh and Lomond. The Community Empowerment Act (2015) requires CPPs to have a shared Local Outcome Improvement Plan (LOIP) that sets out how outcomes will be improved and how inequalities will be reduced in the local area. This section describes the linkages between the Regional Transport Strategy (RTS) framework and the Argyll and Bute CPP’s LOIP and the direct and indirect roles that transport can play in achieving a more equal and improved quality of life for all residents, vibrant and healthy communities, and a more inclusive and sustainable economy.

### The Regional Transport Strategy - Strategic Priorities and Outcomes

*A Catalyst for Change: The Regional Transport Strategy for the west of Scotland* was approved in 2008 with a vision of a world class sustainable transport system that supports an improved quality of life for all. The Regional Transport Strategy (RTS) has 8 strategic priorities for improvements to transport which seek to achieve the Strategy’s four key outcomes for residents, visitors and business in the SPT area - Attractive, Seamless Reliable Travel, Access for All, Reduced Emissions and Improved Connectivity.

**Table A-1: Regional Transport Strategy priorities and outcomes**

RTS Strategic Priority	RTS Outcome
Planning and providing a ‘step change’ for bus	<b>Attractive, Seamless Reliable Travel</b> - a modernised, integrated public transport network with high quality, fast and reliable services is essential to keeping and attracting new passengers and ensuring those dependent upon public transport have a range of good quality travel options, whilst also promoting the region as a desirable place to invest, live, work and visit.
Modernising the Subway	
Improving the customer experience	
Improving access to services and facilities	<b>Access for All</b> - a transport network that enables everyone to undertake the activities that form our everyday lives. Tackling accessibility barriers is essential to improving quality of life and furthering social inclusion objectives by helping people get to the places they want and need to travel.
Promoting equality of access to the transport network	

Encouraging more sustainable travel	<b>Reduced Emissions</b> - a healthier population and environment achieved through an improved range and choice of sustainable travel options to encourage individuals to make more trips by walking, cycling and public transport and through supporting cleaner technologies and fuels
Delivering an integrated, optimal strategic transport network	<b>Improved Connectivity</b> - an efficient transport network with reliable journey times and integrated effectively with land uses to connect markets more sustainably and efficiently and improve quality of life.
Promoting sustainable development	

### Argyll and Bute Outcomes Improvement Plan

The Argyll and Bute Outcomes Improvement Plan 2013 - 2023,<sup>1</sup> sets out an overarching objective to stabilise and grow population and the economy and to achieve 6 outcomes for an improved quality of life for Argyll and Bute residents. Table A-2 sets out the Plan’s objective and outcomes.

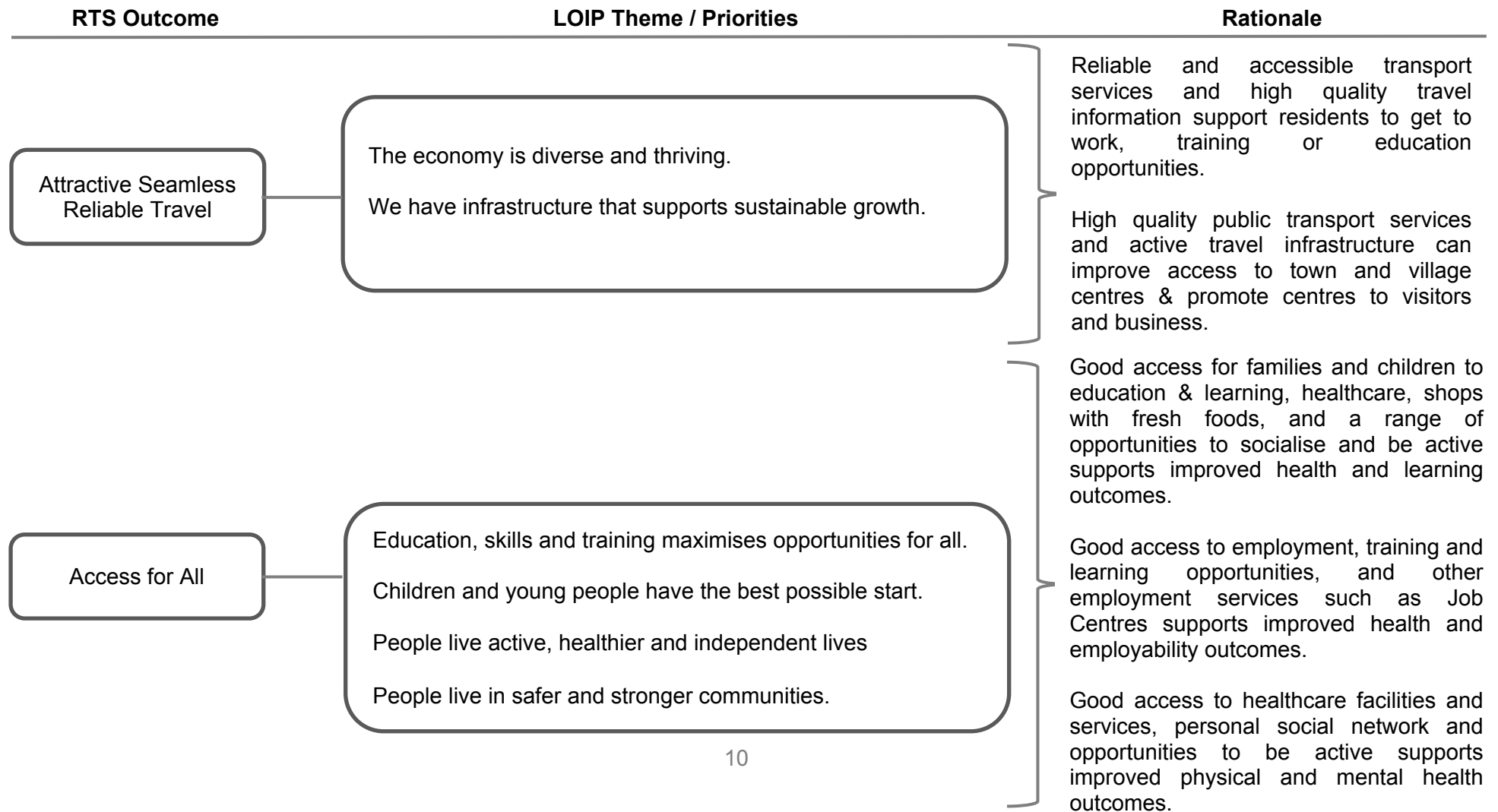
**Table A-2: Argyll and Bute Outcome Improvement Plan objective and outcomes**

<b>Objective:</b>	<b>Argyll and Bute’s economic success is built on a growing population.</b>
<b>Outcomes:</b>	The economy is diverse and thriving.
	We have infrastructure that supports sustainable growth.
	Education, skills and training maximises opportunities for all.
	Children and young people have the best possible start.
	People live active, healthier and independent lives.
	People live in safer and stronger communities.

## RTS and LOIP Linkages

Linking the LOIP and RTS Priorities is an initial step towards understanding the role of transport in supporting the achievement of the four local outcomes. Figure A-1 shows the linkages including the rationale for the linkage. The LOIP and LOIP outcomes will be incorporated into the work to develop the next Regional Transport Strategy, which will result in a new set of regional outcomes.

**Figure A-1: RTS and LOIP Linkages**



RTS Outcome	LOIP Theme / Priorities	Rationale
<p>Reduced Emissions</p>	<p>Children and young people have the best possible start. People live active, healthier and independent lives</p>	<p>Increasing walking and cycling can improve health outcomes for children and all residents. Increasing activity levels can support improved mental health and well-being outcomes.</p>
<p>Improved Connectivity</p>	<p>The economy is diverse and thriving. We have infrastructure that supports sustainable growth.</p>	<p>Improved connectivity across Argyll and Bute and between Argyll and Bute and other areas can increase the range of viable employment opportunities for local residents, make the area more attractive for investment and support business growth and tourism strategies</p>

<sup>1</sup> [https://www.argyll-bute.gov.uk/sites/default/files/aboip\\_v1\\_2017.pdf](https://www.argyll-bute.gov.uk/sites/default/files/aboip_v1_2017.pdf)