



Transport Outcomes Reports 2017/18

Date of meeting 29 September 2017

Date of report 12 September 2017

Report by Senior Director

1. Object of report

The object of the report is to:

- Inform the Partnership of the preparation of Transport Outcomes Reports (TORs) for SPT's constituent councils and Community Planning Partnerships (CPPs);
- Inform the Partnership of the process for circulating the TORs;
- Note the relationship between SPT activity and the local outcomes set out in respective Single Outcome Agreements (SOAs)/Community Plans, or emerging Local Outcome Improvement Plans; and
- Note the proposal to review the TORs as part of the processes to develop a new RTS.

Draft copies of the TORs for Argyll and Bute (Helensburgh and Lomond), East Ayrshire and East Dunbartonshire are attached at Appendix 1.

2. Background

- 2.1 SPT has prepared TORs annually since 2008 as a means of summarising the range of SPT projects, investments, services and initiatives delivered in each council area over the past year and detailing the plans for the year ahead.
- 2.2 The TORs directly link to the RTS Delivery Plan¹, and are the local monitoring and planning element of SPT's suite of strategic plans.
- 2.3 Furthermore, the TORs summarise SPT's commitment and contribution as a Community Planning Partner by detailing the links between SPT activity and each CPP's local community outcomes.

3. Outline of proposals

3.1 Content of TORs

3.1.1 The RTS Delivery Plan and the TORs are linked through the key work streams set out in the Delivery Plan.

3.1.2 The main content of each 2017/18 TOR is as follows:

¹ See http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2

- *Working in Partnership* - This section sets out the 4 RTS Outcomes and the relevant Delivery Plan work streams;
- *Improving outcomes for local residents* – This section notes the relationships between the local outcomes from each CPP's Single Outcome Agreement/Community Plan and the work streams that most support the achievement of the local outcomes;
- *SPT Activity and Investments* – This section highlights the SPT activity including services and initiatives that have benefitted that council area's residents over the past year and capital investments made over the past three years;
- *Measuring progress* – This section shows a key transport-related measure for each strategic outcome with figures for both the local area and SPT area as a whole;
- *Main body of the document* – The main body of the TOR is in four sections – one for each of the four RTS Outcomes – and each section provides a progress update on investments, other work undertaken under each joint workstream and a look at the year ahead. Key supporting statistics are provided²;
- *Appendices* – These sections provide a list of supported bus services operating in the council area during 2016/17 and a list of the 2017/18 capital projects for that council area; and
- *Back cover* – The back cover includes contact details for the main public transport operators within the council area.

3.2 TOR circulation

The TORs will be submitted to each council Chief Executive and CPP chairperson, and will be submitted to the relevant CPP board meeting for noting.

3.3 Delivery of outcomes

3.3.1 The TORs describe the supporting role of transport in delivering local outcomes as set out in Community Planning Partnerships' Single Outcome Agreements, Community Plans and/or Local Outcome Improvement Plans.

3.3.2 Each CPP has unique local outcomes, but generally, the relationship between transport and local outcomes can be summarised as follows:

- The role of improved accessibility to healthcare, jobs, education, social networks and other services and facilities in supporting the achievement of local outcomes centred on improving personal independence, life opportunities, and personal well-being and health.
- The role of improved connectivity and transport infrastructure in supporting the achievement of local outcomes centred on economic regeneration and growing local economies.
- The role of increasing active travel to achieve local outcomes centred on improving health outcomes.

² Detailed background information for each workstream is located in the RTS Delivery Plan and the 2014/15 TOR

- The role of changing behaviours towards more sustainable travel to achieve local outcomes centred on improving the local environment and personal well-being and health.
- The integration of land use and transport to achieve local outcomes centred on regeneration, sustainability, place making and community well-being.

3.4 Reviewing the Transport Outcomes Reports

3.4.1 The TORs have been written in their existing format since 2014, in line with the RTS Delivery Plan.

3.4.2 It is proposed that the TORs will be reviewed as part of the development of a new RTS, which is subject to another report to this Committee.

3.4.3 The review will include further assessment of the delivery of the new set of local outcomes set out within the emerging Local Outcome Improvement Plans and improving the wider dissemination of the information within the TORs in line with the Community Empowerment Act.

4. Conclusion

SPT continues to be a committed Community Planning partner, and the TORs are an essential tool in demonstrating SPT's contribution to local outcomes and the benefit of SPT activity for residents.

5. Partnership action

The Partnership is recommended to note:

- The preparation of the Transport Outcomes Reports for SPT's constituent councils and Community Planning Partnerships;
- The process for circulating the TORs;
- The relationship between SPT activity and the local outcomes from each of our constituent council's SOAs/Community Plans or Local Outcome Improvement Plans; and
- The proposals to review the TOR.

6. Consequences

Policy consequences

As a statutory CP partner, SPT's policies and plans require to align with the respective SOAs of the twelve CPPs across the SPT area. By setting out aligned and agreed priorities, TORs provide a demonstrable link between SPTs activities and local outcomes.

Legal consequences

SPT has a statutory requirement to participate in and support Community Planning.

Financial consequences

The services and projects, as set out in the TORs to be delivered in 2017/18 are contained within SPT approved capital and revenue budgets. As a CPP partner, SPT is required to demonstrate a clear

	<i>alignment between resource allocation and fit with SOA outcomes.</i>
Personnel consequences	<i>None identified.</i>
Equalities consequences	<i>TORs reflect RTS outcomes and the local outcomes of the CPPs' SOAs or Community Plans.</i>
Risk consequences	<i>SPT has a statutory obligation to support Community Planning. There is a focus within guidance on how CPP partners demonstrate an evidence-based approach to the delivery of local outcomes.</i>

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Title Senior Director

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Title Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740 or *Amanda Horn, Planning and Projects Officer* on 0141 333 3240.

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 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.

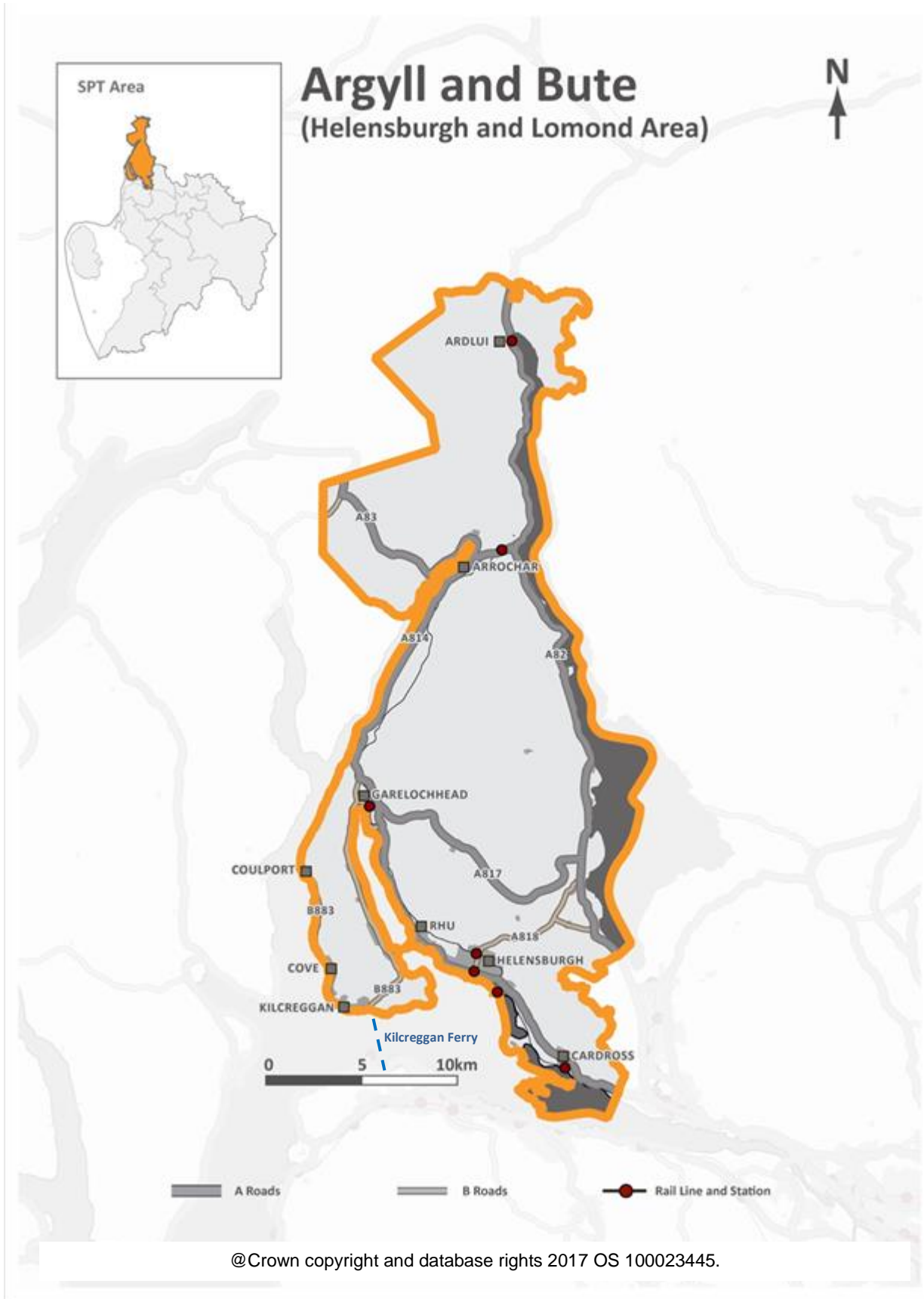
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive 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 and 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 local authority 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.

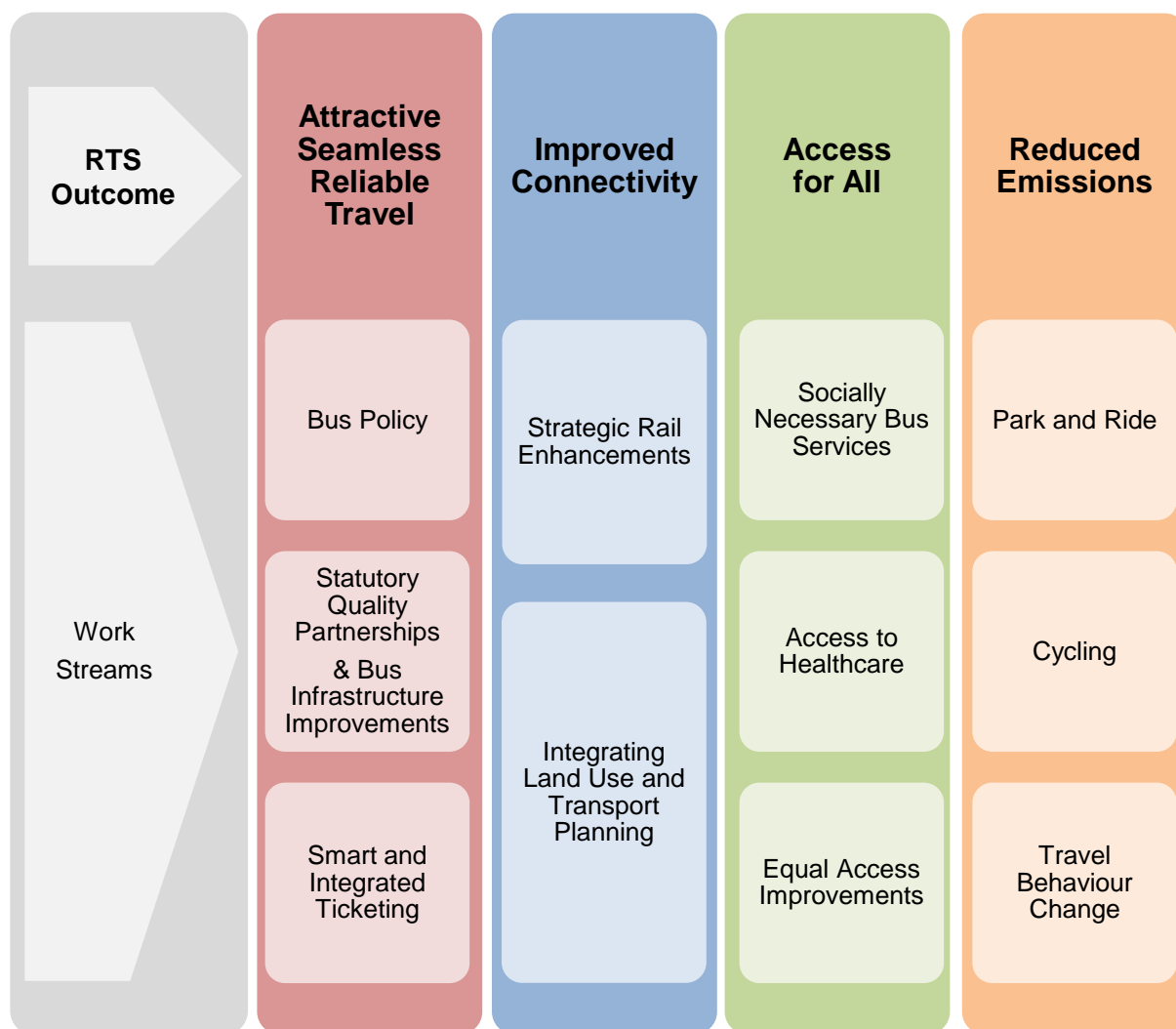
This TOR outlines SPT's investments, projects and services for the past year and current year. The TOR also sets out the role of transport in achieving improved outcomes for local residents and business in Argyll and Bute, with the aim of achieving the Argyll and Bute Community Planning Partnership's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

SPT will continue to work with Argyll and Bute Council and our other partners on key projects including the regeneration of Helensburgh town centre, delivery of active travel priorities and improving accessibility for rural communities. We will work together to deliver material change to the regional bus market and public transport ticketing, and to strengthen the role of community transport to help ensure all residents have access to safe, integrated, affordable and stable transport services.

2. Working in partnership with Argyll and Bute

The 2017/18 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 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 work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams. Services, projects, investments and initiatives that benefit Argyll and Bute residents are detailed under each work stream within the main body of the report (sections 6 – 9).

Figure 2.1: RTS Outcomes and SPT - Argyll and Bute 2017/18 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 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.

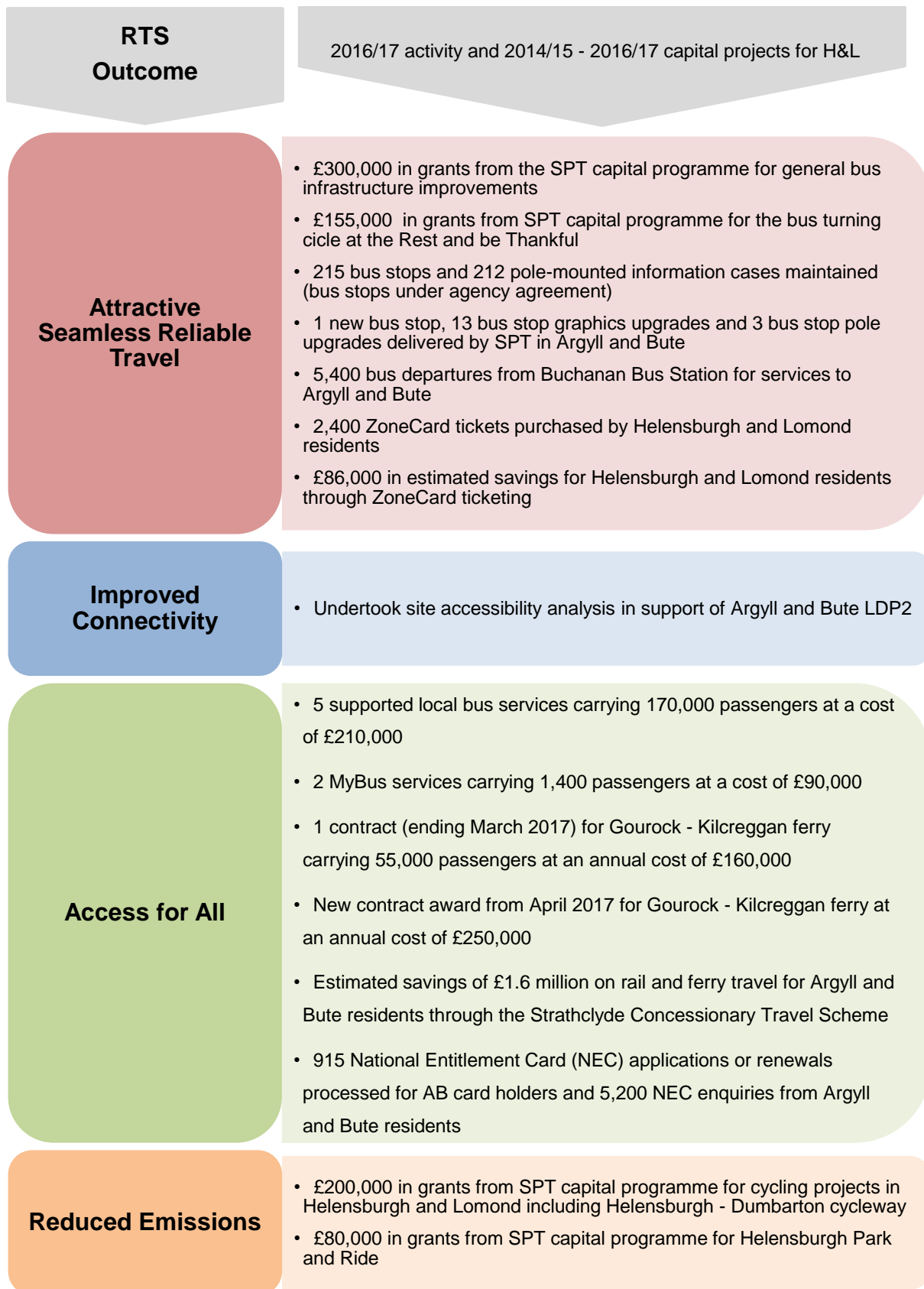
For local outcomes 4, 5 and 6 - High-quality modern transport infrastructure supports physical regeneration efforts; an efficient reliable transport network built upon sustainable development and land use patterns reduces the cost of transport and congestion for business and residents and supports environmental targets; and good transport access increases the range of employment, education and training opportunities available to all.

Figure 3.1 Argyll and Bute outcomes and TOR work streams

Argyll and Bute CPP SOA Local Outcomes	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
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.	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
6) Education, skills and training maximises opportunities for all	✓	✓	✓	✓		✓		✓		✓	

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

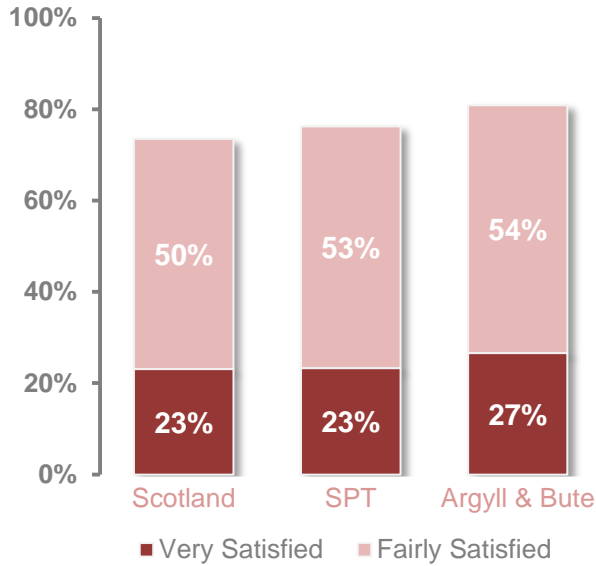


Figure 5.2: Congestion delays experienced by drivers⁷

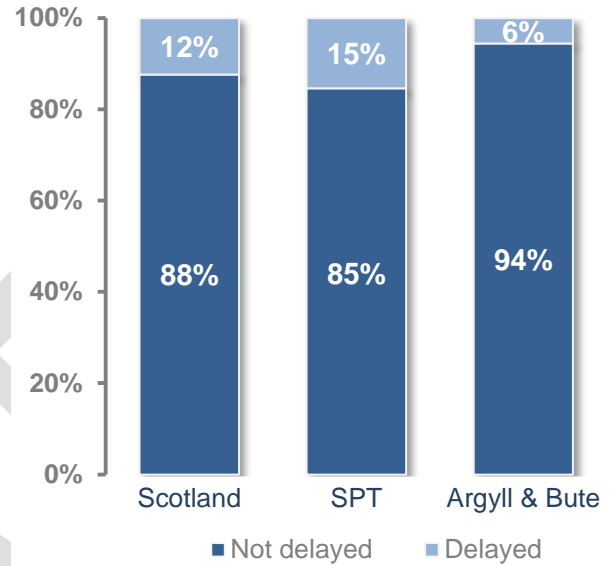


Figure 5.3: Convenience of public transport⁸

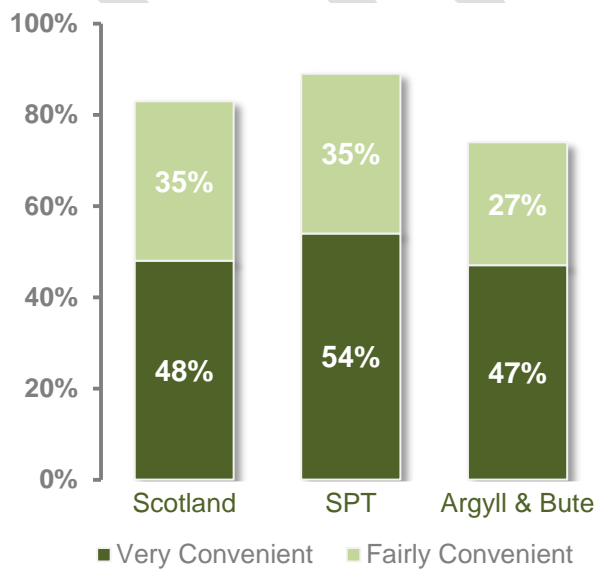
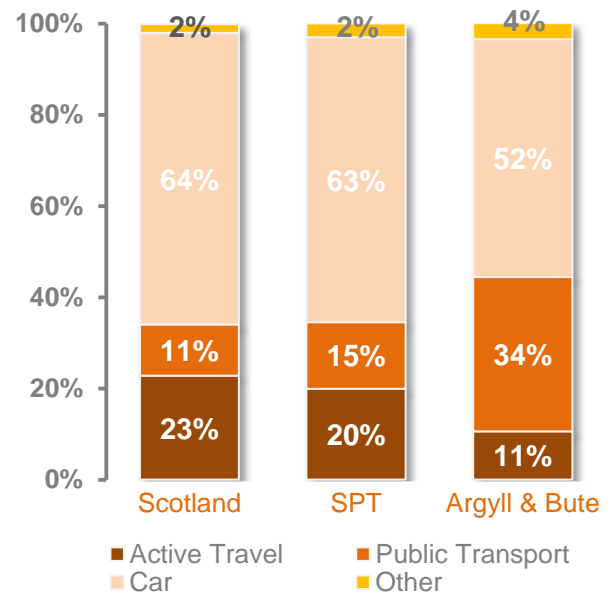


Figure 5.4: Main mode of travel⁹



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 2016, SPT invited bus operators, local authorities and other partners to join a Strathclyde Bus Alliance (SBA), a new partnership with the purpose of changing the long term trends in bus patronage from a declining trend to year on year growth by 2020. The SBA is promoting the establishment of powers to implement enhanced SQPs to deliver a more integrated bus network with more reliable and attractive services to improve conditions for existing passengers and attract more passengers.

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 2016/17.

SPT maintained over 215 bus stops and 212 pole-mounted information cases in Argyll and Bute in 2016/17 (bus stops under agency agreement). SPT delivered 1 new bus stop, 3 bus stop pole upgrades and 13 bus stop graphics upgrades in 2016/17. SPT will deliver further upgrades as necessary in 2017/18 through the SPT capital programme.

ABC delivered improvements to bus infrastructure in Churchill housing estate in Helensburgh including and on the Gareloch Road including new shelters, high access kerbs and improved access to bus stops with £93,000 investment from the SPT capital programme in 2016/17. ABC will seek to deliver further bus infrastructure improvements in 2017/18 with £100,000 from the SPT capital programme.

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 2,400 ZoneCards and made around 129,000 trips using a ZoneCard in 2016/17 – saving Helensburgh and Lomond residents an estimated £86,000. SPT also improved access to integrated ticketing by launching an improved online sales portal for ZoneCard ticket renewals and multi-modal Daytripper ticket sales in 2016/17.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. In 2016/17, interoperable smartcard ticketing was delivered across ScotRail and Subway services. SPT also launched online registration and ticket sales for Subway smartcard passengers. Further, Nevis Technologies, SPT’s joint venture with Rambus, provided back office systems for McGill’s Buses smartcard including online registration and ticket sales.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in Helensburgh and Lomond¹⁰

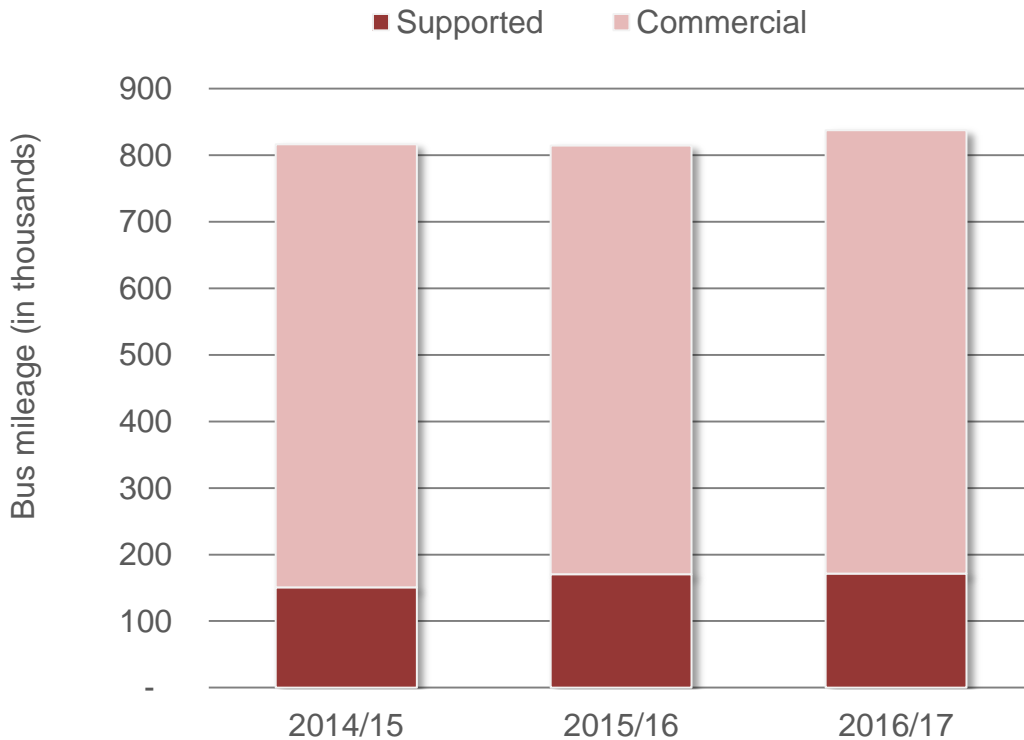
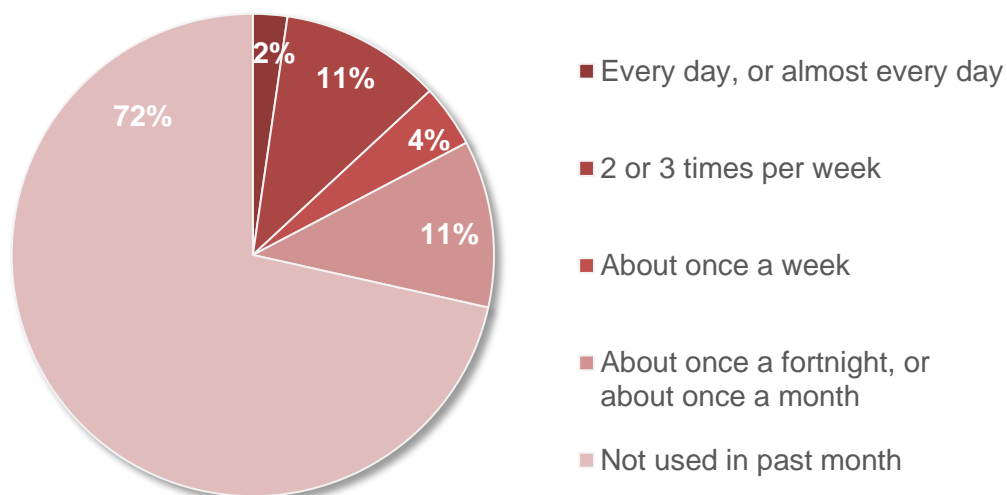


Figure 6.2 Use of local bus services (adults aged 16+ living in Argyll and Bute), 2015¹¹



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.

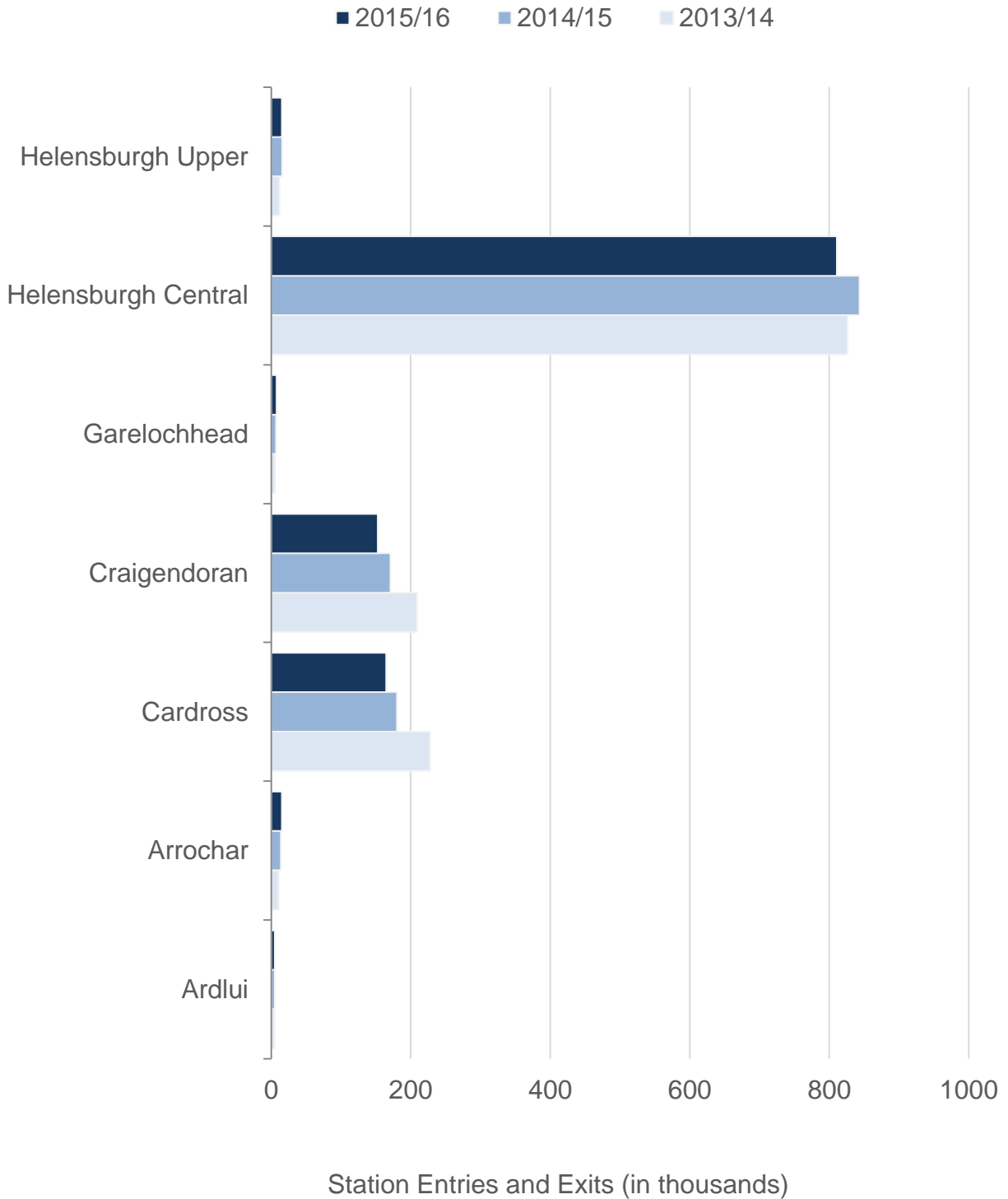
7.2 Integrating Transport and Land Use Planning

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. In 2017, SPT provided public transport accessibility analysis for development sites proposed for inclusion in the emerging LDP2.

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 2016/17, SPT supported 5 local bus services in Helensburgh and Lomond on contracts that carried 170,000 passengers in total. SPT MyBus services in Helensburgh and Lomond carried 1,400 passengers. The Kilcreggan – Gourock ferry service carried 55,000 passengers.

In 2017/18, 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 2016/17, SPT supported local bus services that improved access to Royal Alexandria Hospital and Vale of Leven Hospital and provided MyBus services for healthcare appointments. In 2017/18, SPT will continue to provide socially necessary bus services to improve direct access to healthcare.

8.3 Equal Access

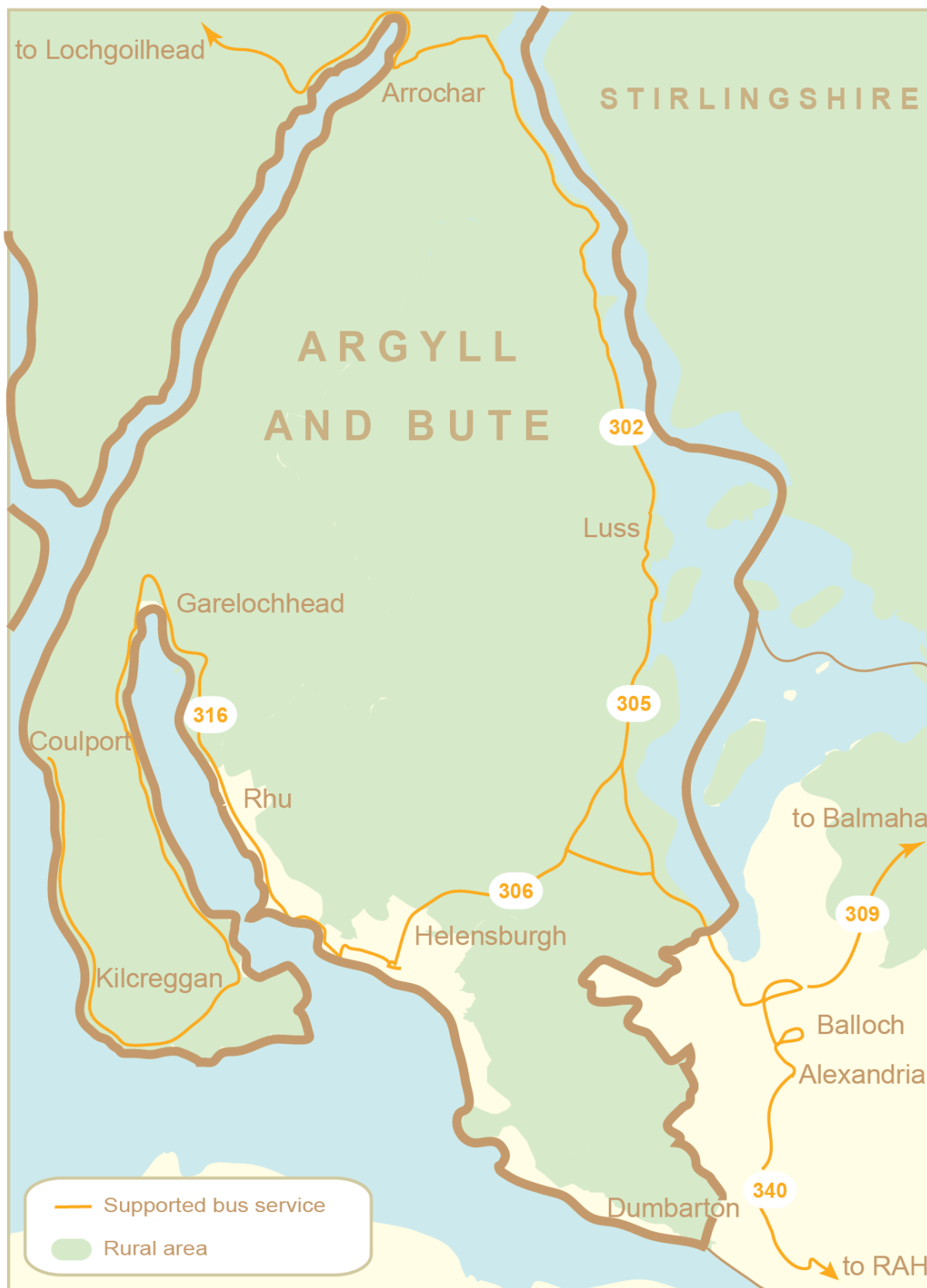
In 2016/17, ABC delivered bus infrastructure improvements with capital funds from the SPT capital programme. These improvements included high access kerbs to improve physical access onto buses for people with mobility difficulties.

In 2017/18, 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 2016/17, Argyll and Bute residents saved an estimated £1.6 million on rail and ferry travel through the Strathclyde Concessionary Travel Scheme and SPT processed 915 National Entitlement Card (NEC) applications or renewals on behalf of ABC and handled 5,200 enquiries on NECs from Argyll and Bute residents.

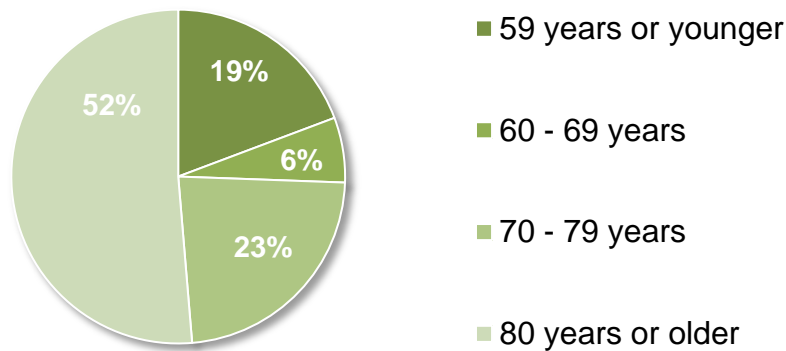
8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in Helensburgh and Lomond, 2016/17 (indicative network)

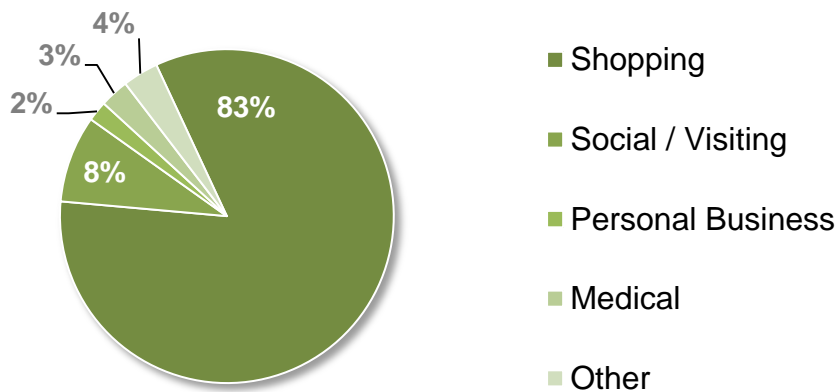


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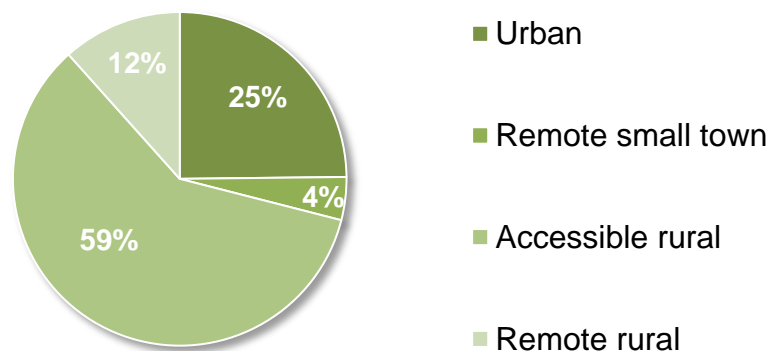
Figures 8.2 MyBus passengers by age, 2016/17



Figures 8.3 MyBus passengers by journey purpose, 2016/17



Figures 8.4 MyBus passengers urban-rural characteristics (of area of residence), 2016/17¹³



9. Achieving ‘Reduced Emissions’

9.1 Park and Ride

In 2016/17, ABC completed land purchase and design for the proposed 53-space park and ride at the former Scottish Gas Networks site in Helensburgh. In 2017/18, ABC will seek to complete construction of the new facility, which will improve access to rail for residents in the surrounding area and improve parking conditions on town centre streets to support local businesses. SPT is providing up to £380,000 in capital funding over 2 years for this project (2016/17 - 2017/18).

9.2 Cycling

In 2017/18, ABC will seek to deliver a further section of the Helensburgh - Dumbarton cycleway within Cardross. SPT and Sustrans are providing £75,000 each in capital funding for this project. When complete, the cycleway will link Helensburgh and Cardross to Dumbarton and onwards to Glasgow as well as improving cycling links to Helensburgh from surrounding villages and more remote areas. SPT has provided over £300,000 in funding for the overall project over the past 5 years and will continue to work with ABC to complete the cycleway in future years, dependent upon available funding.

9.3 Travel Behaviour Change

SPT will continue to support interventions that seek to change behaviours towards more sustainable travel including supporting car sharing through JourneyShare, the regional car sharing scheme that currently has 6,000 active members.

9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity (Helensburgh and Lomond), 2016

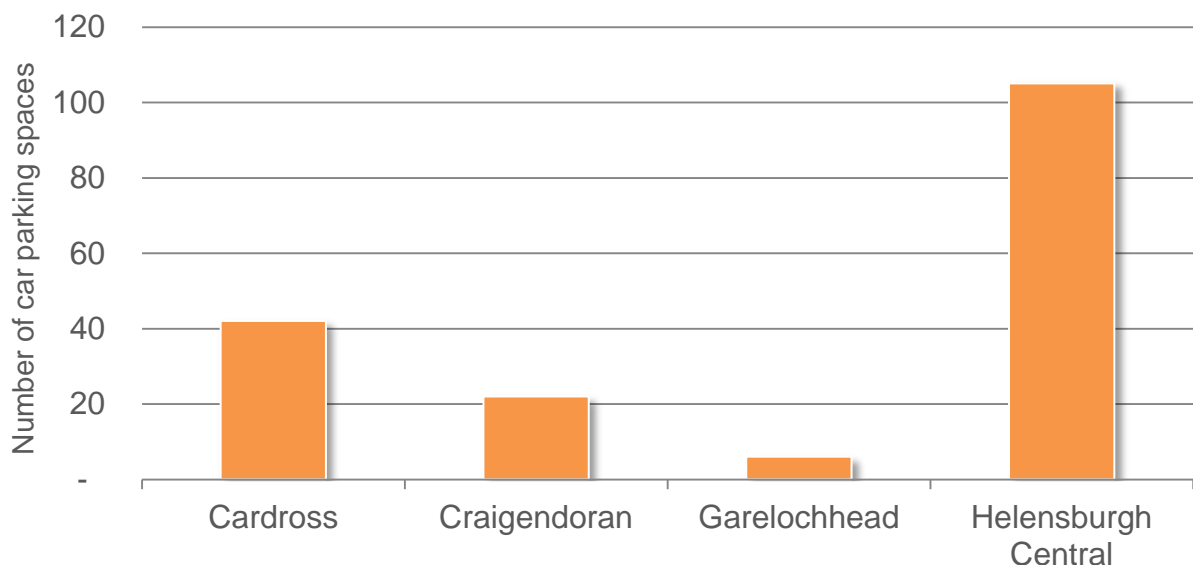


Figure 9.2 Number of bicycles available for private use by households (Argyll and Bute), 2015¹⁴

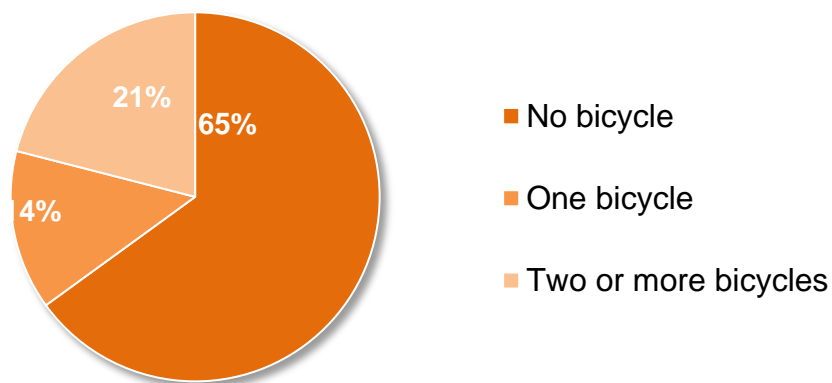
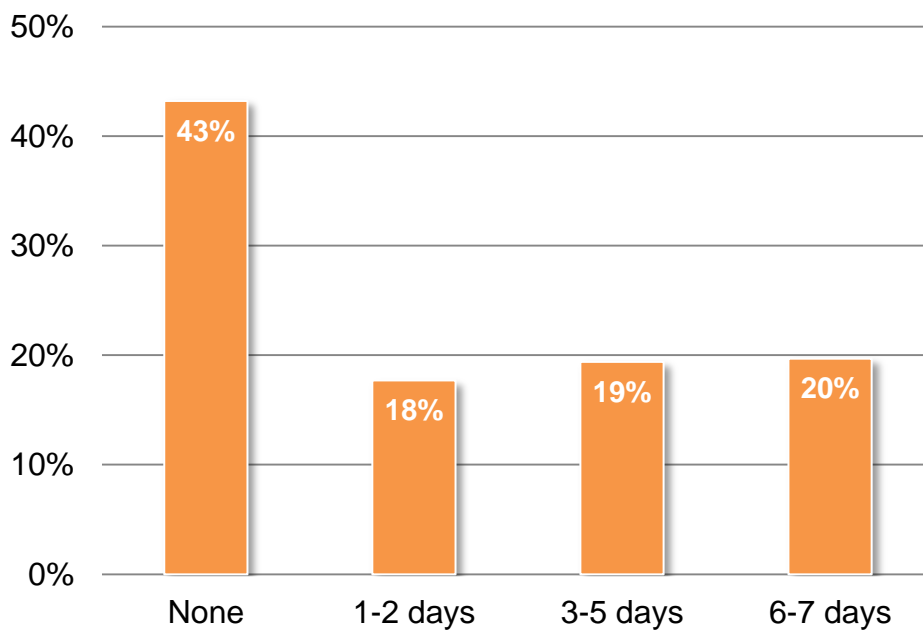


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in Argyll and Bute), 2014¹⁵



Appendix 1: 2016/17 supported bus services in Argyll and Bute (Helensburgh and Lomond)

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 £740,000 in capital projects delivered by Argyll and Bute Council over financial years 2014/15, 2015/16 and 2017/18.

Table 1 below provides a summary of ABC projects in the 2017/18 SPT capital programme.

Table 1: Argyll and Bute category 1 projects in 2017/18 SPT capital programme (April 2017)

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	£300,000
Helensburgh and Lomond Cycleways	To progress projects phases through Cardross village	£75,000
Total		£475,000

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 Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for Argyll and Bute results = 180.

⁷ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for Argyll and Bute results = 170.

⁸ Transport and Travel in Scotland / Local Area Analysis 2014. Transport Scotland. Sample size for Argyll and Bute results = 270.

⁹ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for Argyll and Bute results = 380.

¹⁰ SPT PTIS database.

¹¹ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size = 250.

¹² Station Usage Estimates 2013/14, 2014/15 and 2015/16. Office of Rail and Road.

¹³ Using Scottish Government Urban Rural Classification. Figures shown are for proportion of Argyll and Bute MyBus passengers living in areas by urban-rural characteristic. For example, 59% of ABC MyBus passengers live in accessible rural areas.

¹⁴ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size = 260.

¹⁵ Transport and Travel in Scotland / Local Area Analysis 2014. Transport Scotland. Sample size = 270.

Useful contacts

(Helensburgh and Lomond Area)

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Glasgow, G2 5JF

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enquiry@spt.co.uk

complaint@spt.co.uk

www.spt.co.uk

Local bus operators

First Glasgow

Caledonia Depot

100 Cathcart Road

Glasgow G42 7BH

0141 420 7600

www.firstgroup.com

Garelochhead minibuses

Woodlea Garage

Main Road

Garelochhead

Argyll and Bute G84 0EG

01436 810200

enquiries@garelochheadcoaches.co.uk

www.garelochheadcoaches.co.uk

McGill's Bus Service Ltd.

99 Earnhill Road

Larkfield Industrial Estate

Greenock PA16 0EQ

08000 51 56 51

www.mcgillsbuses.co.uk

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

0141 352 4444

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

Transport Outcomes Report: East Ayrshire 2017/18

DRAFT



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 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.

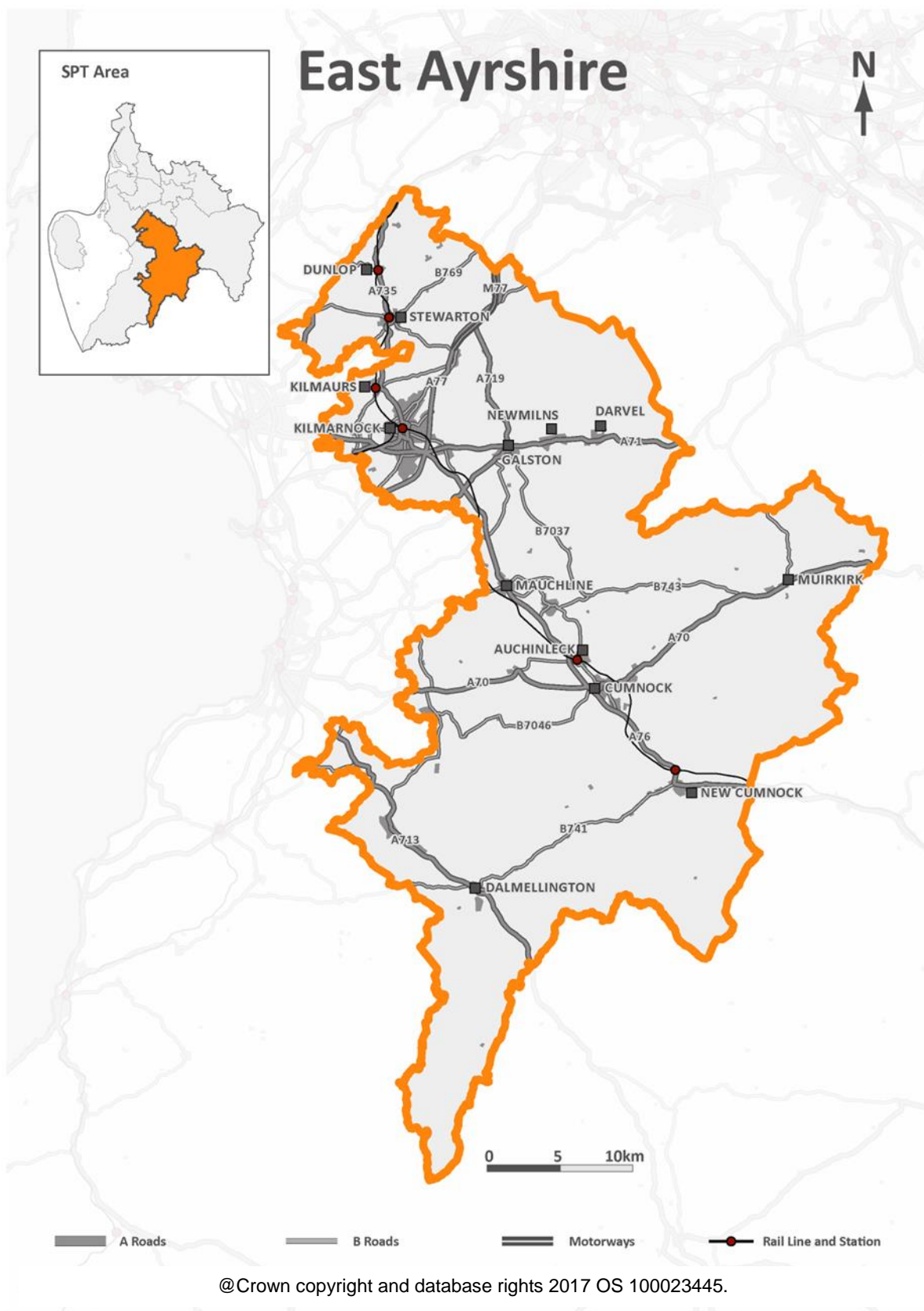
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive 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.

East Ayrshire Council (EAC), in addition to wider responsibilities, is the local Roads Authority and Planning Authority for East Ayrshire. EAC is responsible for the development of the Local Transport Strategy² and Local Development Plan³ and is lead partner in the development of the East Ayrshire Single Outcome Agreement⁴ and Community Plan.⁵ Since 2013, the Ayrshire Roads Alliance (ARA) delivers shared Council roads and transportation services to communities across East and South Ayrshire Council areas. The ARA is responsible for maintenance of public roads, bridges, footways and footpaths, street lighting, traffic calming and road safety, roads design and structural design, parking enforcement and mobility, and winter maintenance.

SPT, EAC 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.

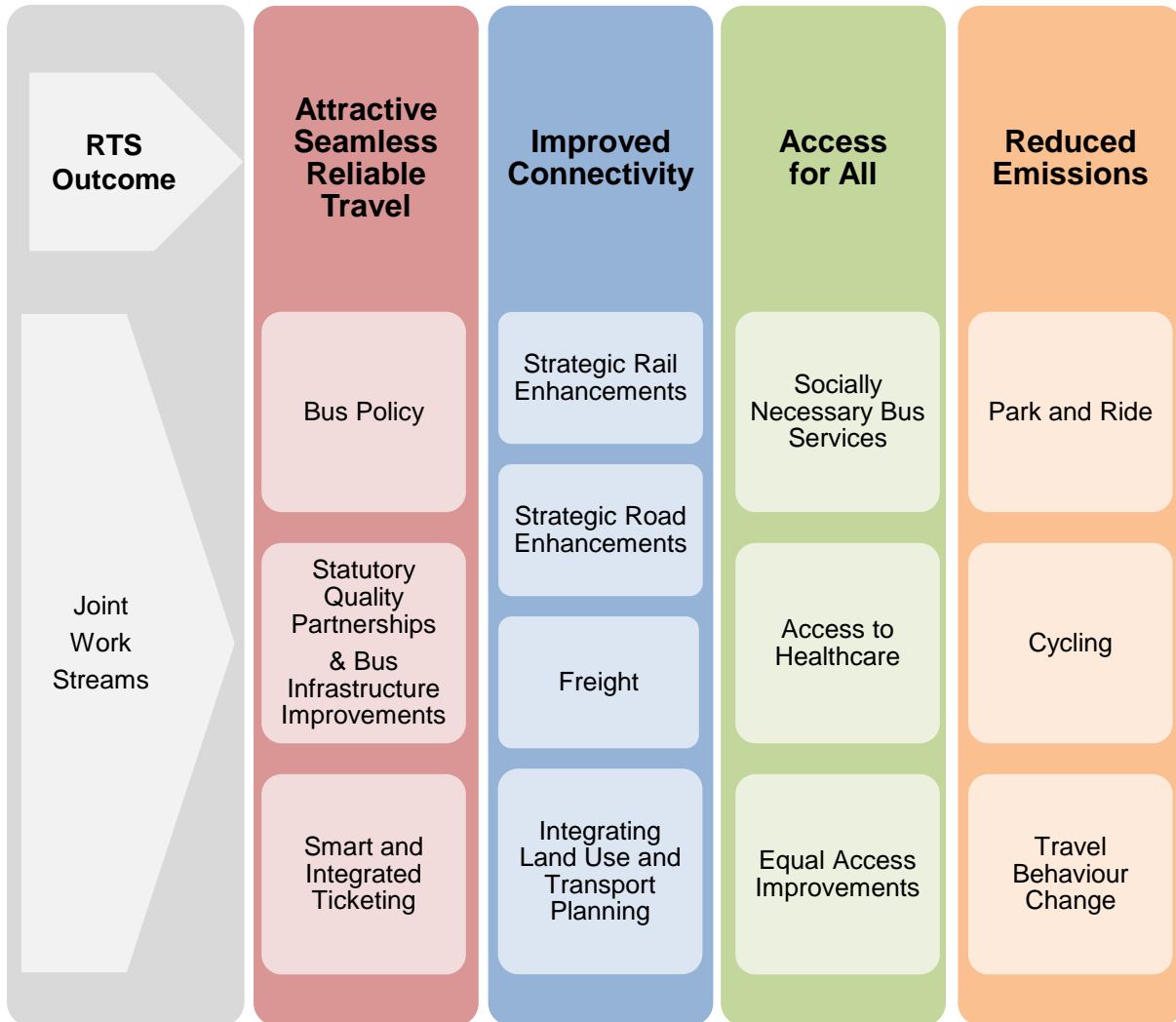
This TOR outlines SPT's investments, projects and services for the past year and current year. The TOR also sets out the role of transport in achieving improved outcomes for local residents and business in East Ayrshire, with the aim of achieving the East Ayrshire Community Planning Partnership's long term vision of *East Ayrshire is a place with strong, safe and vibrant communities where everyone has a good quality of life and access to opportunities, choices and high quality services which are sustainable, accessible and meet people's needs.*

SPT will continue to work with East Ayrshire Council and our other partners on the development of the transport options as part of the Ayrshire Growth Deal, the regeneration of Kilmarnock town centre and improving accessibility for rural communities. We will work together to deliver material change to the regional bus market and public transport ticketing, and to strengthen the role of community transport to help ensure all residents have access to safe, integrated, affordable and stable transport services.

2. Working in partnership with East Ayrshire

The 2017/18 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 work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.⁶ These are set out in Figure 2.1 below. This year's report provides an update on the work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams. Services, projects, investments and initiatives that benefit East Ayrshire residents are detailed under each work stream within the main body of the report (sections 6 – 9).

Figure 2.1: RTS Outcomes and SPT - East Ayrshire 2017/18 work streams



3. Improving outcomes for East Ayrshire residents

SPT is a statutory participant in Community Planning and works in partnership with East Ayrshire Council (EAC) 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 East Ayrshire Single Outcome Agreement (SOA) 2015 – 2018 and Community Plan 2015 - 2030. Figure 3.1 shows the relationship between the TOR work streams and the East Ayrshire local priorities. The text below provides more detail on the relationships.

For local outcome 1 (as numbered in figure 3.1) - 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. Improving conditions for active travel encourages healthy, active lifestyles. Sustainable development improves access to local services and facilities.

For local outcomes 2, 3 and 4 - Good access to services supports residents in fully realising the benefits of available healthcare, education, training and employment opportunities. Promoting active travel and investing in cycling infrastructure supports healthy, active lifestyles. Sustainable development supports healthier lifestyles and improves local access to goods and services.

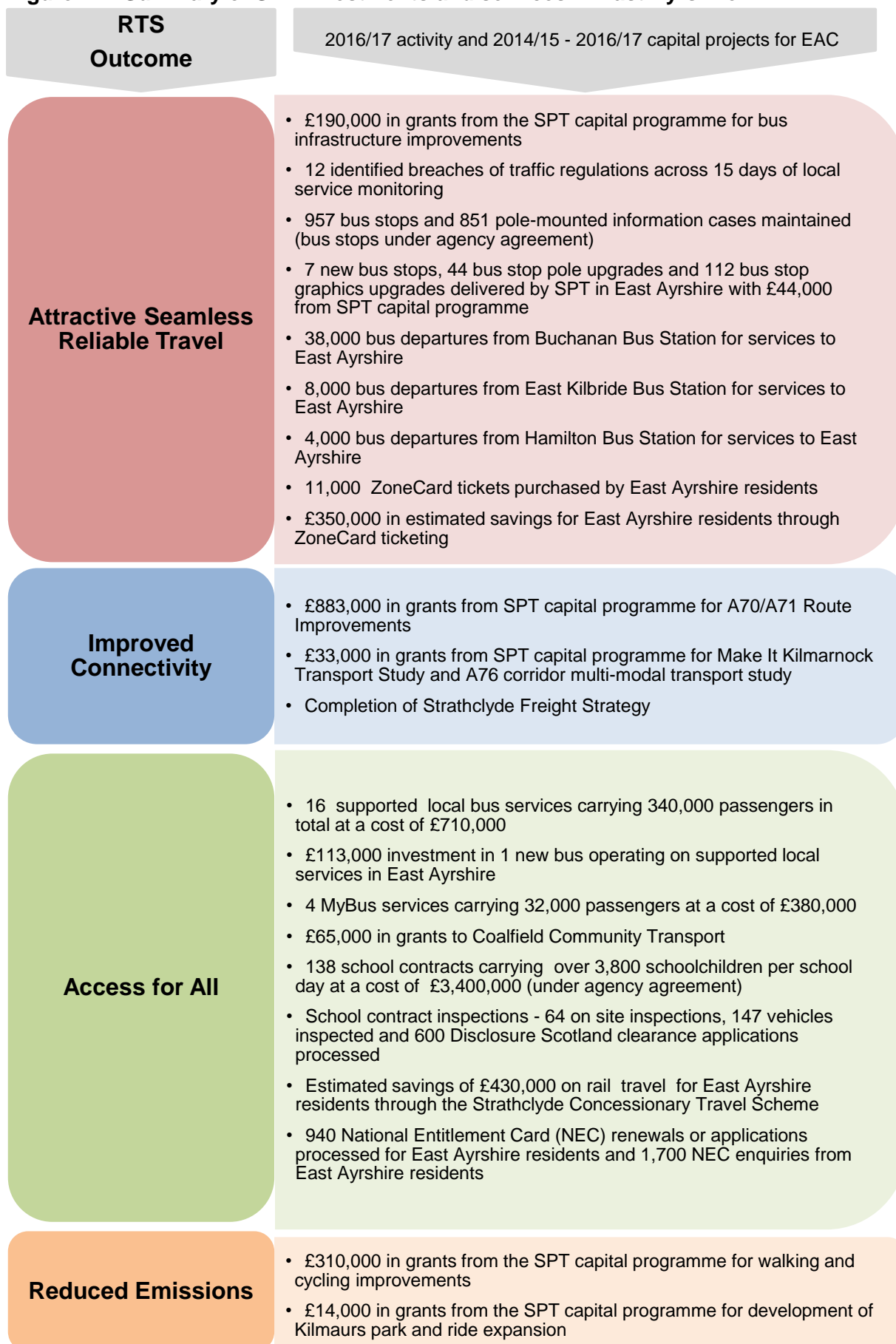
For local outcomes 5 and 6 - High-quality, modern transport infrastructure supports physical regeneration efforts; an efficient, reliable transport network built upon sustainable land use development reduces the cost of transport and congestion for business and residents and supports environmental targets; and good access improves employment opportunities. Active travel infrastructure and behaviour change initiatives encourages residents to travel more sustainably and to support local businesses.

Figure 3.1 East Ayrshire local priorities and TOR work streams

East Ayrshire CPP SOA Local Outcomes	Work streams												
	Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Roads	Freight	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
1) Older people and adults who require support and their carers are included and empowered to live the healthiest life possible		✓					✓	✓	✓	✓		✓	
2) All residents are given the opportunity to improve their wellbeing, to lead an active, healthy life and to make positive lifestyle choices	✓	✓	✓				✓	✓	✓	✓		✓	✓
3) Communities are supported to address the impact that inequalities have on the health and wellbeing of our residents	✓	✓					✓	✓	✓	✓		✓	✓
4) Children and young people, including those in early years and their carers, are supported to be active, healthy and to reach their potential at all life stages.							✓	✓	✓	✓		✓	✓
5) Make East Ayrshire a safe, secure and attractive place to live, work and visit	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6) Make East Ayrshire a destination of choice for business growth and investment	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

4. Delivering transport improvements for East Ayrshire

Figure 4.1: Summary of SPT investments and services in East Ayrshire



5. Measuring progress

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

Figure 5.1: Satisfaction with public transport⁷

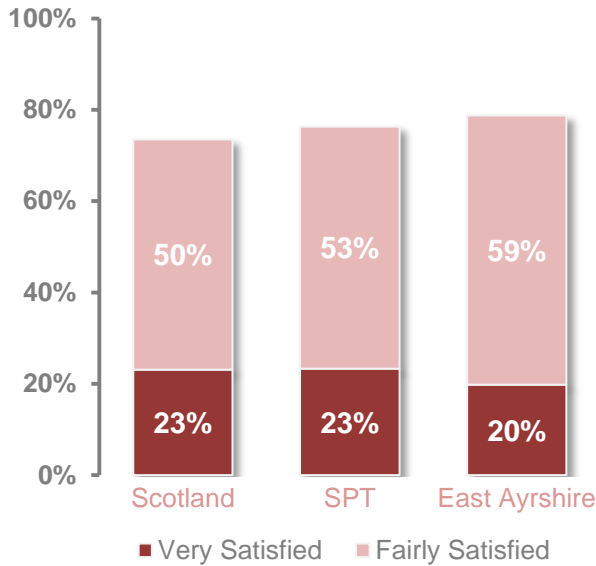


Figure 5.2: Congestion delays experienced by drivers⁸

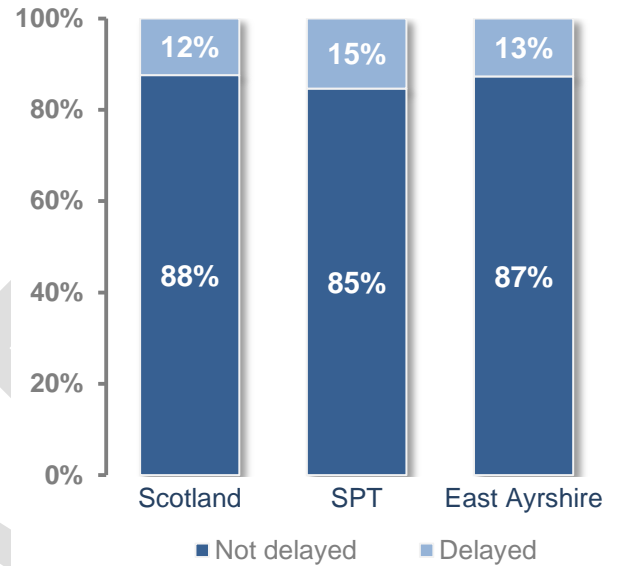


Figure 5.3: Convenience of public transport⁹

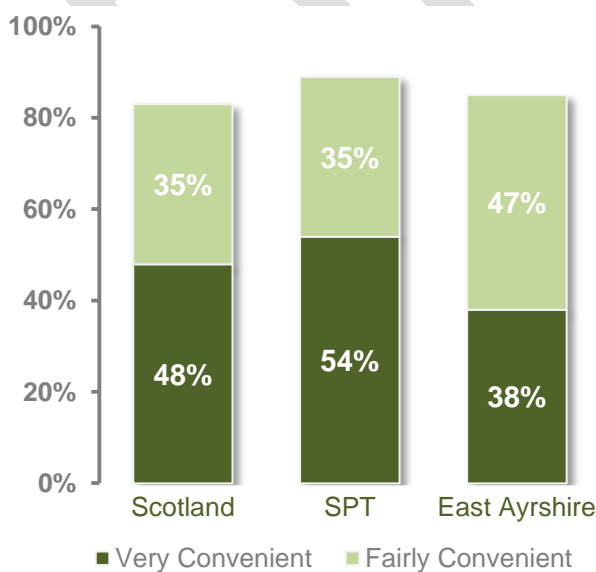
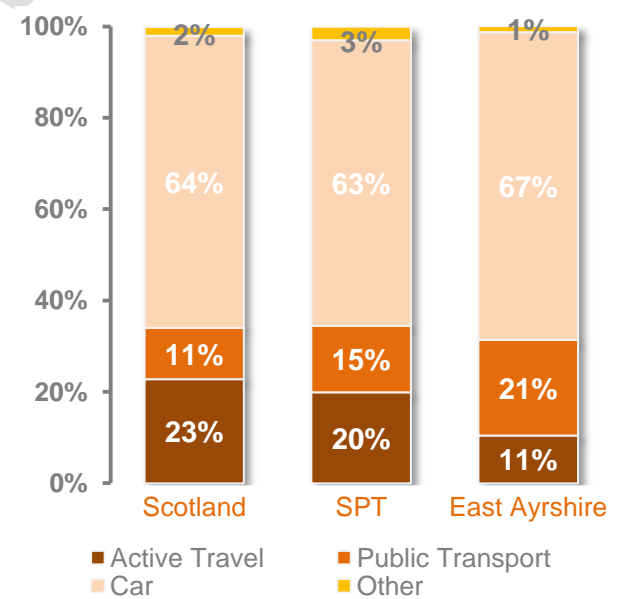


Figure 5.4: Main mode of travel¹⁰



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 2016, SPT invited bus operators, local authorities and other partners to join a Strathclyde Bus Alliance (SBA), a new partnership with the purpose of changing the long term trends in bus patronage from a declining trend to year on year growth by 2020. The SBA is promoting the establishment of powers to implement enhanced SQPs to deliver a more integrated bus network with more reliable and attractive services to improve conditions for existing passengers and attract more passengers.

In 2017/18, SPT will continue dialogue with bus operators, local authorities, Transport Scotland and other partners to advance the SBA in preparation for the forthcoming Transport Bill expected during the current Scottish Parliament.

6.2 Statutory Quality Partnerships & Bus Infrastructure

SPT service compliance inspectors identified 12 breaches of traffic regulations across 15 days of local service monitoring in East Ayrshire during 2016/17. These include instances of engine idling and services not operating as registered. Inspectors will continue to undertake local monitoring throughout 2017/18.

SPT bus station staff managed 38,000 departures at Buchanan bus station, 8,000 departures at East Kilbride bus station and 4,000 departures at Hamilton bus station for bus services operating within East Ayrshire during 2016/17.

In 2016/17, SPT maintained 957 bus stops under agency agreement and maintained 851 SPT-owned, pole-mounted information cases in East Ayrshire. SPT delivered 7 new bus stops, 44 bus stop pole upgrades and 112 bus stop graphics upgrades in 2016/17 in East Ayrshire.

Ayrshire Roads Alliance (ARA) delivered improvements to bus stops in Hurlford to improve access, passenger safety and efficient bus operations using £25,000 grant from the SPT capital programme in 2016/17. In 2017/18, ARA will seek to deliver further improvements to

bus stops in Cumnock, Auchinleck, Darvel and Hurlford with £120,000 from SPT's capital programme.

ARA is seeking to upgrade Cumnock and Kilmarnock bus stations to provide high quality, modernised public transport interchange facilities for passengers. In 2016/17, ARA delivered minor works improvements at both bus stations, including lighting and signage, and completed a feasibility study for a more comprehensive refurbishment of both stations with a £31,000 grant from SPT's capital programme. In 2017/18, ARA will seek to replace passenger shelters at Cumnock station and complete detailed design with £110,000 in capital funding from SPT.

6.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. East Ayrshire residents bought an estimated 11,000 ZoneCards and made around 540,000 trips using a ZoneCard in 2016/17 – saving East Ayrshire residents an estimated £350,000. SPT also improved access to integrated ticketing by launching an improved online sales portal for ZoneCard ticket renewals and multi-modal Daytripper ticket sales in 2016/17.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. In 2016/17, interoperable smartcard ticketing was delivered across ScotRail and Subway services. SPT also launched online registration and ticket sales for Subway smartcard passengers.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in East Ayrshire¹¹

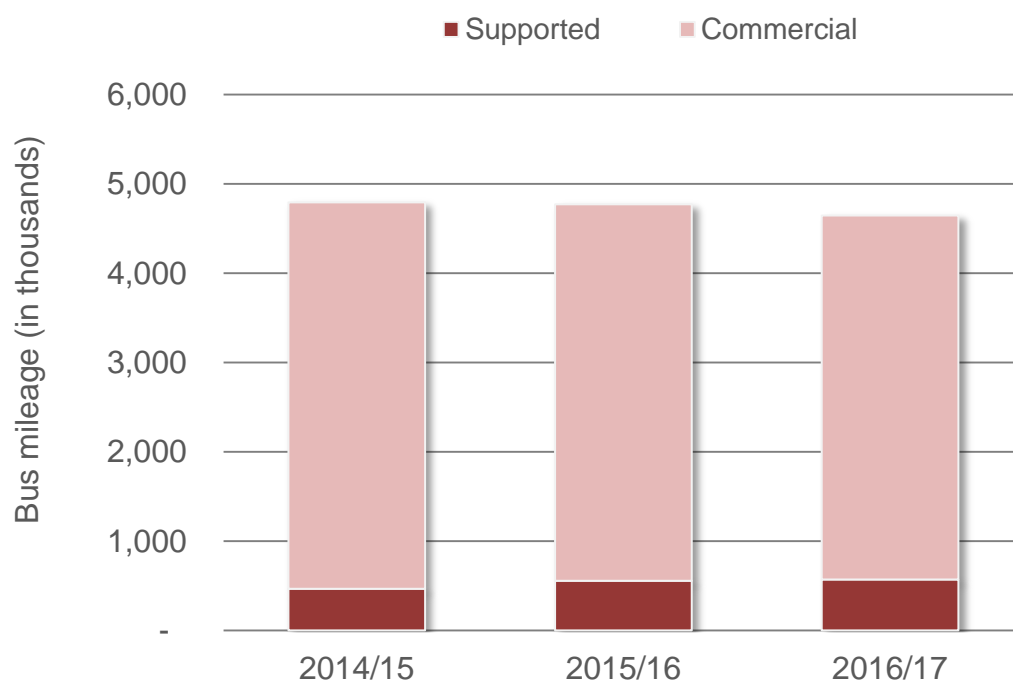
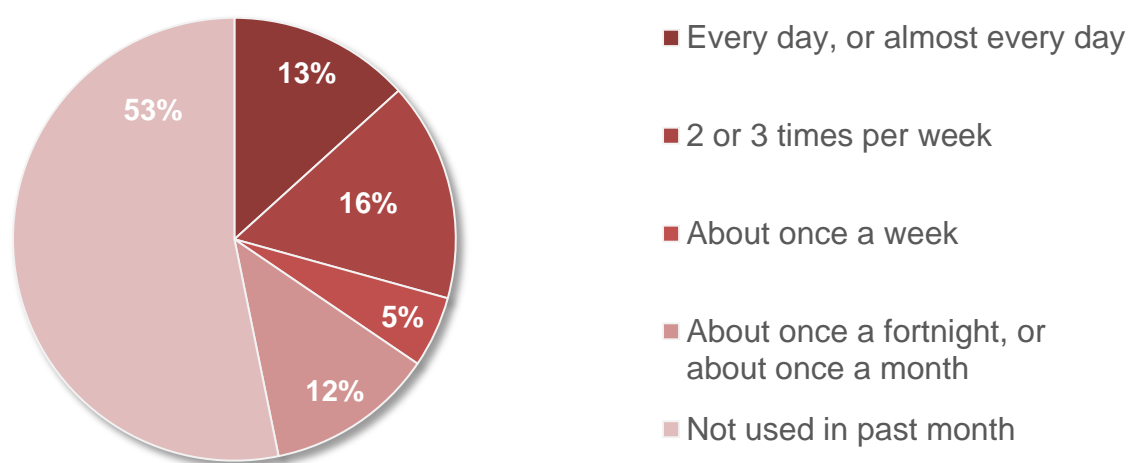


Figure 6.2 Use of local bus services (adults aged 16+ living in East Ayrshire), 2015¹²



7. Achieving 'Improved Connectivity'

7.1 Rail

Network Rail, working in partnership with EAC and ARA, will deliver significant improvements at Kilmarnock station during the Rail Industry Control Period 5 (up to March 2019) via the Access for All programme. SPT will continue to work with ARA to deliver outcomes from the Make It Kilmarnock transport study including ensuring good access between the station and the town centre and ScotRail is developing a Station Travel Plan for Kilmarnock. Enhanced services south of Kilmarnock towards Dumfries and Carlisle will be delivered as part of franchise commitments made to Transport Scotland by Abellio/ScotRail.

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.

7.2 Roads & Freight

ARA and SPT are working in partnership to deliver a major realignment of the A70 at Glenbuck. The A70 is a key route between East Ayrshire and the M74 and to Edinburgh and there is a history of road accidents along this stretch of road, which consists of 4 sharp reverse bends and limited forward visibility. This project will improve safety for road users and improve journey time reliability by reducing road closures following road accidents.

In 2016/17, ARA progressed land acquisition, utility diversions and design and contract preparations for the A70 project with £324,000 from the SPT capital programme. Construction is planned to commence in 2017/18 with funding from SPT, East Ayrshire Council and South Lanarkshire Council. It is expected that a contract for construction will be awarded in Autumn 2017.

In 2017/18, ARA will seek to deliver an upgraded Urban Traffic Control system for Kilmarnock, which will be an upgrade to the life expired existing SCOOT system. The new UTC will ensure reliability of traffic signals and allow additional SCOOT control and bus priority to be introduced in other town centres beyond Kilmarnock such as Cumnock. SPT is providing £80,000 in capital funding and East Ayrshire Council is providing £140,000 in capital funding towards this project.

In 2016/17, SPT, with partners and industry stakeholders, delivered a regional freight strategy, building on work undertaken previously for Ayrshire. The strategy identifies key issues and opportunities and sets objectives for improved air quality, increased safety, intermodal freight movements, enhanced quality of life, economic competitiveness and improved communication between public and private sector stakeholders. The freight strategy findings will feed into the development of the Regional Transport Strategy.

7.3 Integrating Transport and Land Use Planning

In 2016/17, SPT reviewed development proposals across East Ayrshire for potential impacts on the strategic transport network including commenting on the proposals for the Knockroon Learning and Enterprise Campus regarding sustainable access to the site and as a key agency responded on the East Ayrshire Minerals Local Development Plan Main Issues Report.

In 2016, ScotRail and ARA completed the refurbishment of the underpass at Kilmarnock rail station including new lighting, stairs and artworks, with EAC contributing £50,000 to this project. The underpass is a key link to the rail station, Ayrshire College's new Kilmarnock campus and the town centre and this project supports the wider town centre regeneration and place making strategies. In 2017/18, EAC will continue to take forward recommendations from the Integrated Urban Development Plan transport study for Kilmarnock including detailed design for improved infrastructure for pedestrians in the town centre. SPT is providing £20,000 in capital funding for this project, with construction to follow in future years dependent upon funding.

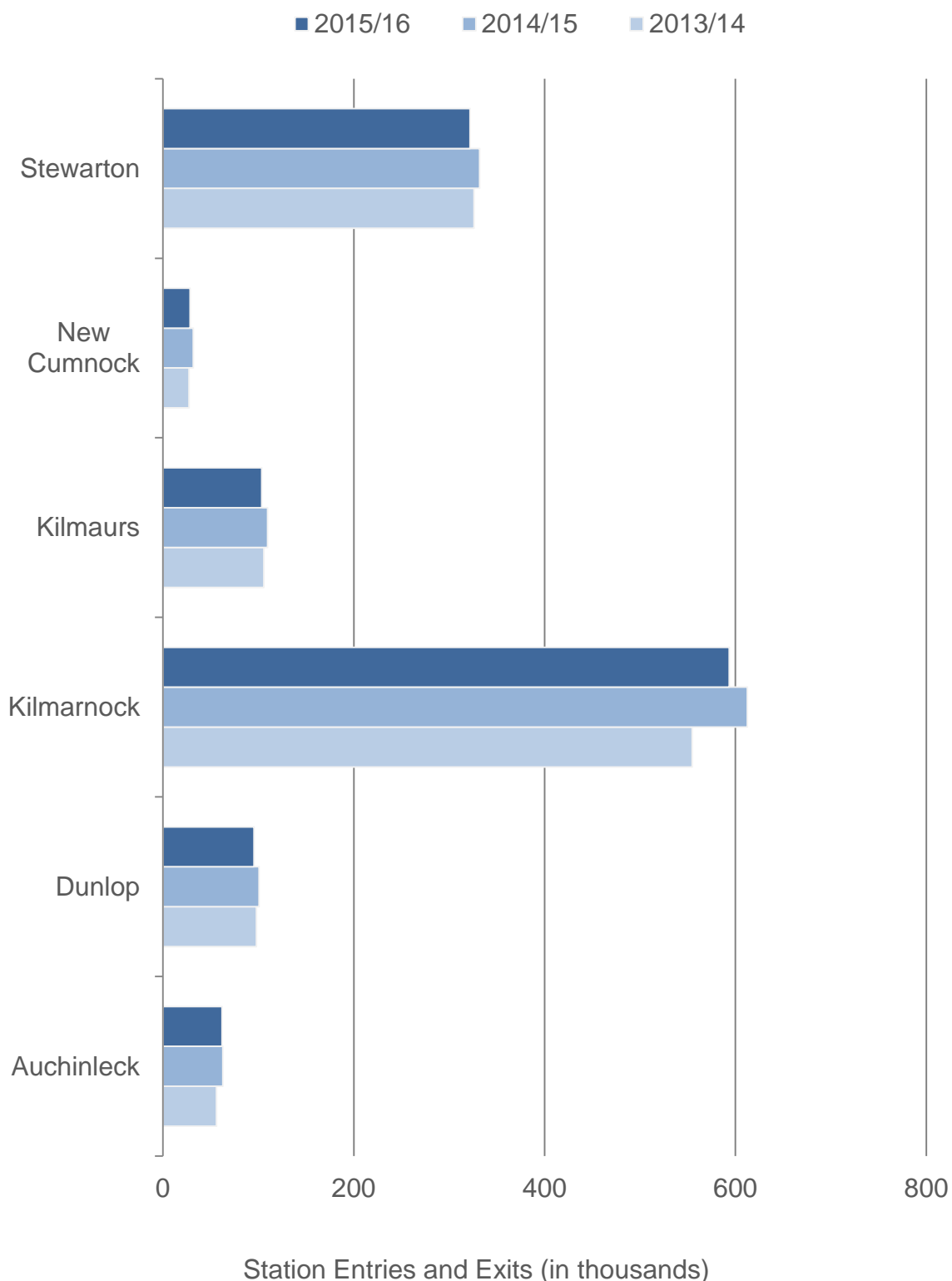
In 2017/18, SPT will continue to work with the Council and developers to ensure that sustainable transport measures are embedded in the delivery of new development. We will also continue to work with all relevant organisations to reinforce the importance of the integration of transport and land use planning and the promotion of sustainable transport solutions for future development to support the delivery of successful places. SPT is also assisting the three Ayrshire Councils in developing the transport elements of the Ayrshire Growth Deal bid.

Additionally, SPT, ARA, Dumfries and Galloway Council and SWESTRANS continue to work together, through the A76 Partnership, to take forward the outcomes of the A76 multi-modal transport study to improve road safety and cross-regional connectivity along the corridor. The Partnership commissioned the multi-modal transport study, using funding from SPT and SWESTRANS, to provide a pre-appraisal assessment of the transport issues in the corridor

and to identify a range of possible interventions to meet the identified objectives. The report includes 23 options to be considered for full appraisal at the next stage, including an option for a new rail station at Mauchline.

7.4 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in East Ayrshire¹³



8. Achieving 'Access for All'

8.1 Socially Necessary Services

In 2016/17, SPT supported 16 local bus services in East Ayrshire on contracts that carried 340,000 passengers in total. Appendix 1 provides a complete list of supported bus services in East Ayrshire in 2016/17. MyBus services in East Ayrshire carried 32,000 passengers in 2016/17. In 2016/17, SPT supported Coalfield Community Transport with £65,000 in grants to provide community transport services in East Ayrshire.

In 2016/17, SPT managed 138 school bus contracts on behalf of East Ayrshire Council that transported 3,800 children to school every school day. SPT compliance inspectors made 64 inspections on site at schools, SPT vehicle examiners inspected 147 vehicles operating on school contracts and SPT processed 600 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2017/18, SPT will continue to provide socially necessary services in East Ayrshire to support greater access to education, employment, healthcare, shopping and other travel purposes. SPT will continue to work with partners to improve Community Transport across the region through the West of Scotland Community Transport Forum.

8.2 Access to Healthcare

In 2016/17, SPT supported local bus services that served Crosshouse and Ayr Hospitals, provided MyBus services for healthcare appointments and supported Coalfield Community Transport to provide better access to local healthcare facilities in the Cumnock area. In 2017/18, SPT will continue to provide and support socially necessary bus service to improve access to healthcare.

8.3 Equal Access

In 2016/17, SPT Travel Centre staff supported residents and visitors with travel enquiries and SPT maintained Travel Points in Kilmarnock to provide public transport timetables and journey planning information in easily accessible locations.

In 2016/17, East Ayrshire residents saved an estimated £400,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 940 National Entitlement Card (NEC) applications or renewals on behalf of EAC and handled 1,700 enquiries on NECs from East Ayrshire residents.

Network Rail, working in partnership with EAC, is delivering significant accessibility improvements at Kilmarnock rail station through the Access for All programme.

8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in East Ayrshire, 2016/17 (indicative network)



Figures 8.2 and 8.3 MyBus passengers by age and journey purpose, 2016/17

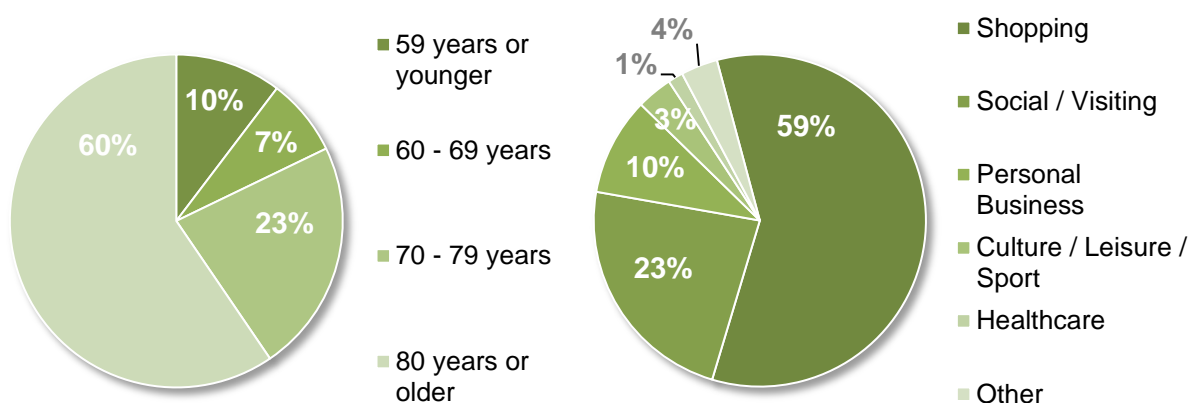


Figure 8.4 MyBus passengers by deprivation levels (of areas of residence), 2016/17¹⁴

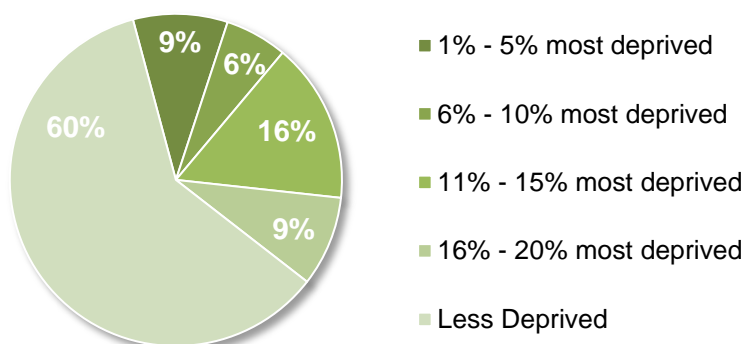
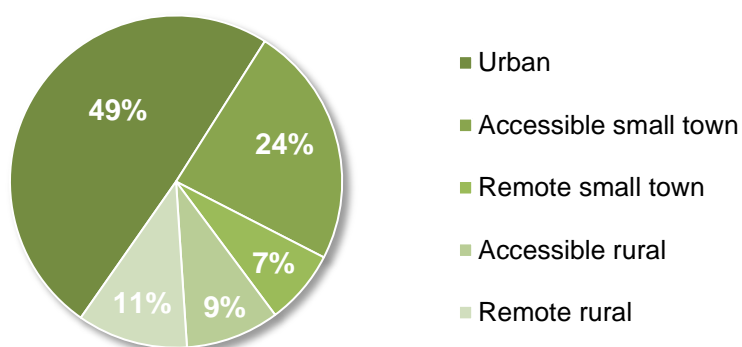


Figure 8.5 MyBus passengers by urban-rural characteristics (of area of residence), 2016/17¹⁵



9. Achieving 'Reduced Emissions'

9.1 Park and Ride

In 2016/17, ARA completed land acquisition for the project to extend park and ride facilities at Kilmaurs rail station with £11,000 in capital funding from SPT. In 2017/18, ARA will seek to complete construction of the 22-space extension with £100,000 grant from SPT capital programme. The project will improve access to the station, which has over 100,000 boardings and alightings per annum, and improve safety on adjacent roads.

SPT and ARA will continue to work together to develop options for a proposed bus park and ride facility in Kilmarnock, serving passengers using regional express bus services between Ayrshire and Glasgow.

9.2 Cycling

Sustrans is supporting ARA in the development of an active travel strategy for East and South Ayrshire, with additional support from SPT's Sustrans Project Officer. SPT will continue to work with EAC and ARA to deliver improvements to cycling infrastructure and networks across the area including in Kilmarnock and cross-boundary connections.

9.3 Travel Behaviour Change

ARA, EAC and Sustrans continue to build upon the initial success of the Active Travel Hub located at Kilmarnock rail station. EAC secured Smarter Choices, Smarter Places funding for 2017/18 to continue to work of the active travel officer and volunteers in delivering a programme of behaviour change interventions and monitoring activities including led rides and walks, providing advice and information about public transport and promoting the health benefits of increased active travel.

SPT will continue to support interventions that seek behaviour change towards more sustainable behaviours and support partners such as NHS Ayrshire and Arran in this regard. SPT continues to support car sharing through JourneyShare, the regional car-sharing scheme, which currently has 6,000 active members.

9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity in East Ayrshire

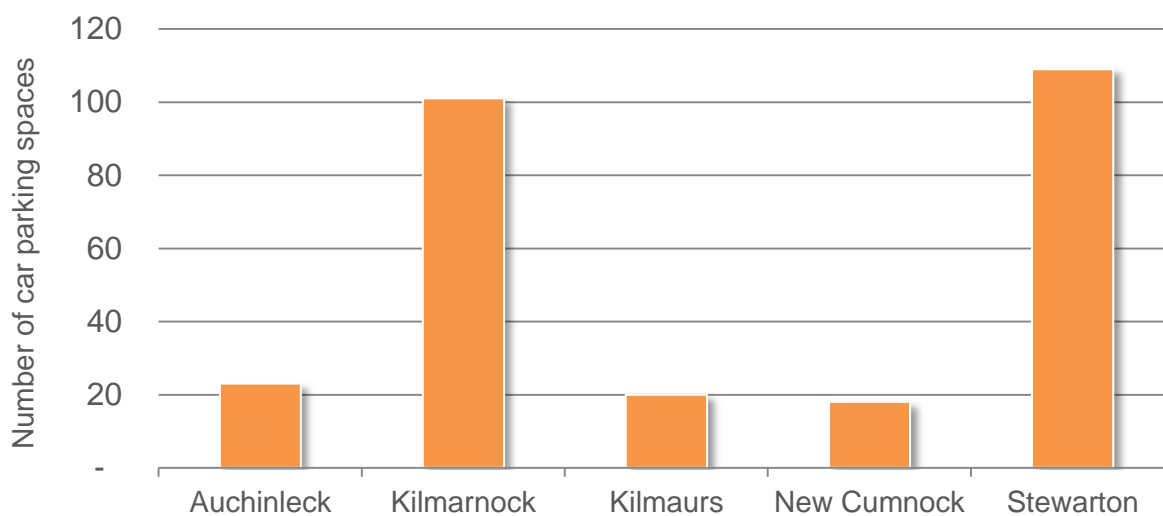


Figure 9.2 Number of bicycles available for private use by households (in East Ayrshire), 2015¹⁶

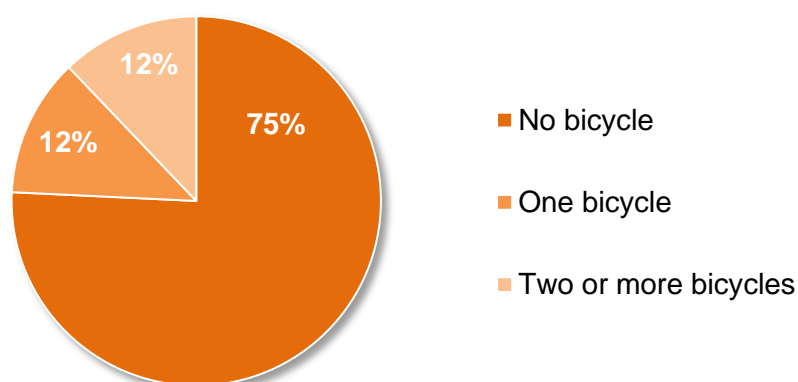
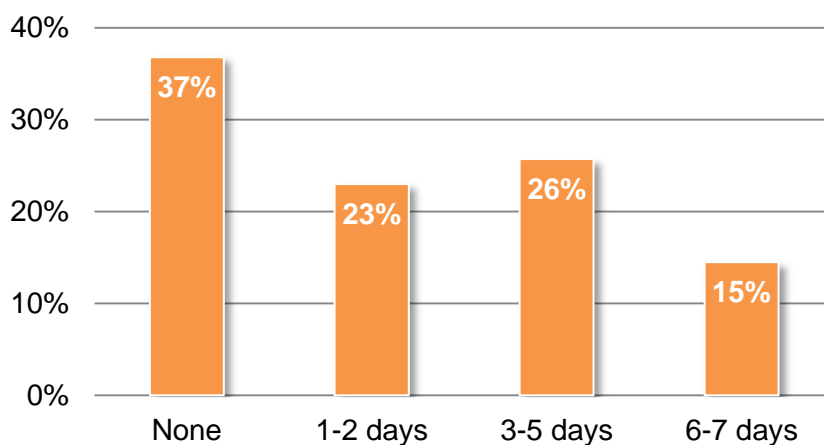


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in East Ayrshire), 2014¹⁷



Appendix 1: 2016/17 supported bus services in East Ayrshire

Service Number	Route
21	Crosshouse Hospital - Dundonald - Irvine
42	Muirkirk - Cumnock
42A	Ayr - Cumnock
49A	Logan – Cumnock Hospital – Craigens
110	Kilmarnock - Troon
113	Stewarton - Irvine
219 / 319	Stewarton Local
332 / 333 / 334	Galston - Fenwick - Kilmarnock
337	Beith – Crosshouse Hospital - Kilmarnock
343	Ayr – New Cumnock
347	Rankinston - Ayr Hospital - Ayr
347A	Sinclairston – Skares – Cumnock
352	Ayr - Bellsbank
356	Cumnock - New Cumnock – Dalmellington - Bellsbank
X50	Cumnock -Sorn
X76	Kilmarnock - Cumnock - Muirkirk

Appendix 2: 2017/18 capital projects

SPT invested £1.4 million in capital projects delivered by East Ayrshire Council over financial years 2014/15, 2015/16 and 2016/17.

Table 1 below provides a summary of EAC category 1 projects in the 2017/18 SPT capital programme.

Table 1: East Ayrshire projects in 2017/18 SPT capital programme (April 2017)

Project	Details	Approved grant
Kilmaurs Park and Ride Extension	To complete land purchase for proposed P&R car park at Kilmaurs rail station	£100,000
A70 and A71 Route Improvements	Realignment of A70 at Glenbuck to improve road safety (phased project)	£250,000
Quality Bus Infrastructure Improvements	Infrastructure improvements including improved bus stop layouts	£120,000
Bus Station Improvements	Improvements to Kilmarnock and Cumnock bus stations	£110,000
Make It Kilmarnock Sustainable Transport Improvements	Detailed design for improved pedestrian infrastructure in Kilmarnock town centre, in line with recommendations from the Integrated Urban Development Plan	£20,000
Urban Traffic Control Upgrade	upgraded Urban Traffic Control system for Kilmarnock	£80,000
Total		£680,000

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 'Accessing a Sustainable Future' The East Ayrshire Local Transport Strategy 2009-2014 <http://www.east-ayrshire.gov.uk/Resources/PDF/LTSCover,ContentsandForeword.pdf>
- ³ East Ayrshire Local Development Plan <https://www.east-ayrshire.gov.uk/PlanningAndTheEnvironment/Development-plans/LocalAndStatutoryDevelopmentPlans/LocalDevelopmentPlan.aspx>
- ⁴ East Ayrshire Community Planning Partnership Single Outcome Agreement 2015 - 2018 <http://www.eastayrshirecommunityplan.org/resources/files/Single-Outcome-Agreement-2015-2018-Final.pdf>
- ⁵ <http://www.eastayrshirecommunityplan.org/resources/files/COMMUNITY-PLAN-2015-2030.pdf>
- ⁶ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ⁷ Transport and Travel across Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for East Ayrshire = 190.
- ⁸ Transport and Travel across Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for East Ayrshire = 210.
- ⁹ Transport and Travel across Scotland / Local Area Analysis 2014. Transport Scotland. Sample size for East Ayrshire = 230. This question is asked every two years.
- ¹⁰ Transport and Travel across Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for East Ayrshire = 440.
- ¹¹ SPT PTIS database.
- ¹² Transport and Travel across Scotland / Local Area Analysis 2015. Transport Scotland. Sample size = 220.
- ¹³ Station Usage Estimates 2013/14, 2014/15 and 2015/16. Office of Rail and Road.
- ¹⁴ Using Scottish Index of Multiple Deprivation. Figures shown are for proportion of East Ayrshire MyBus passengers living in areas by level of multiple deprivation. For example, 9% of EAC MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- ¹⁵ Using Scottish Government Urban Rural Classification. Figures shows are for proportion of East Ayrshire MyBus passengers living in areas by urban-rural characteristic. For example, 9% of EAC MyBus passengers live in accessible rural areas.
- ¹⁶ Transport and Travel across Scotland / Local Area Analysis 2015. Transport Scotland. Sample size = 240.
- ¹⁷ Transport and Travel across Scotland / Local Area Analysis 2014. Transport Scotland. Sample size = 230. This question is asked every two years.

Useful contacts

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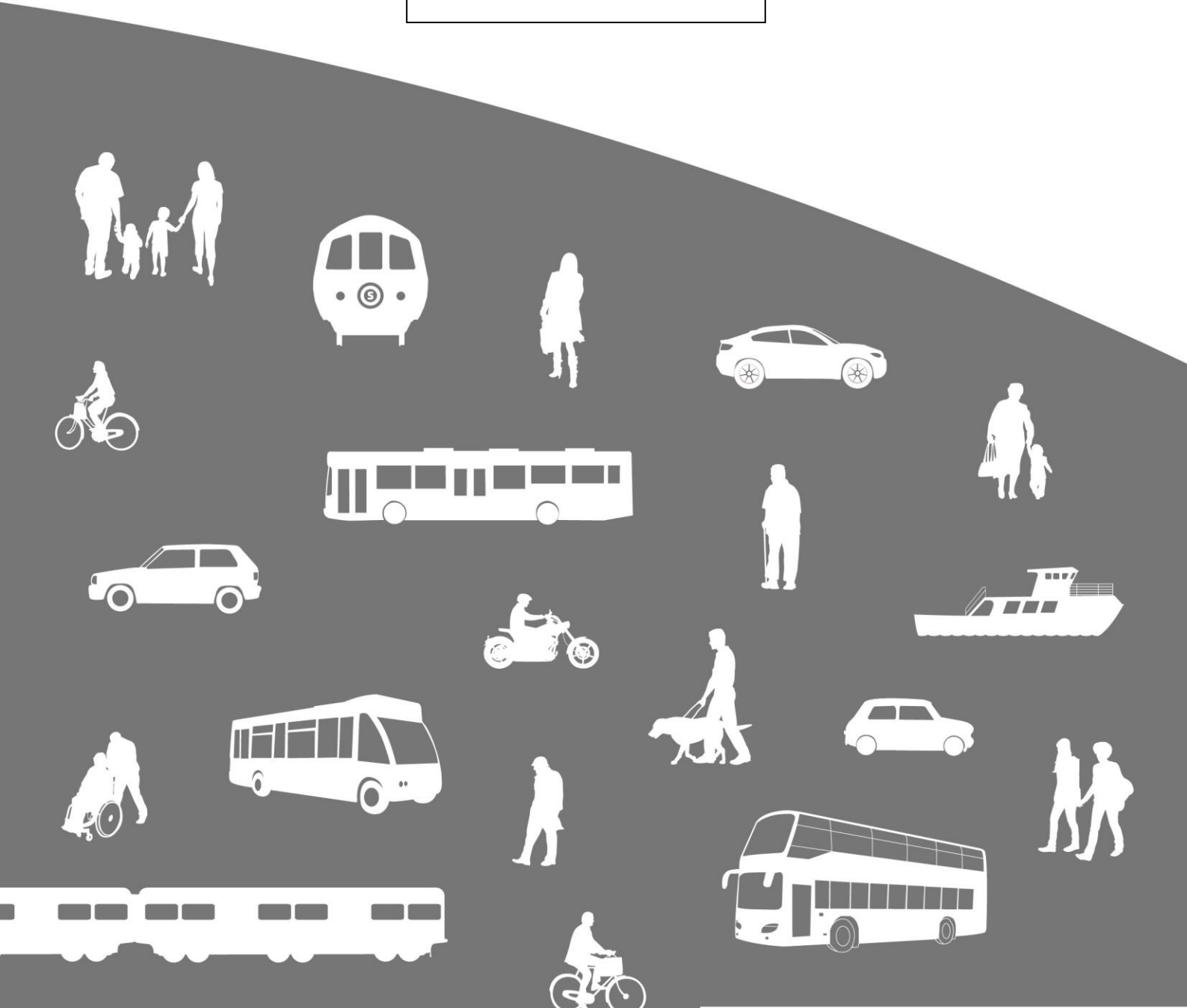
Local rail operators

ScotRail

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Transport Outcomes Report: East Dunbartonshire 2017/18

DRAFT



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East Dunbartonshire Council

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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 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.

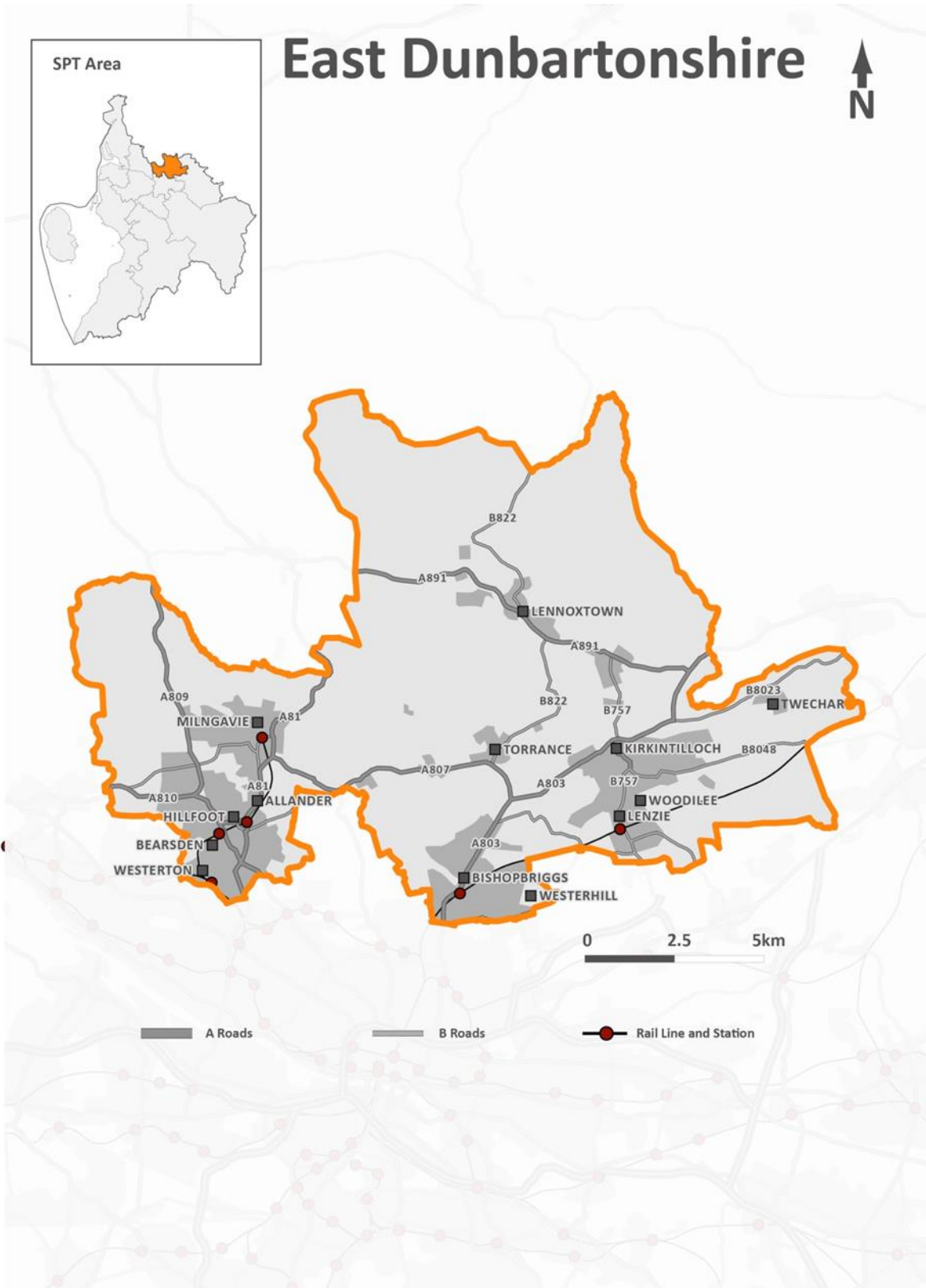
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive 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.

East Dunbartonshire Council (EDC), in addition to wider responsibilities, is the local Roads Authority and Planning Authority for East Dunbartonshire. EDC is responsible for the development of the Local Transport Strategy² and Local Development Plan³ and is lead partner in the development of the East Dunbartonshire Community Planning Partnership Local Outcome Improvement Plan.⁴ EDC has a duty to manage and maintain local public roads, footways, street lighting and traffic signals and the powers to improve infrastructure as necessary. EDC also has responsibility for road safety and flood risk management.

SPT, EDC 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.

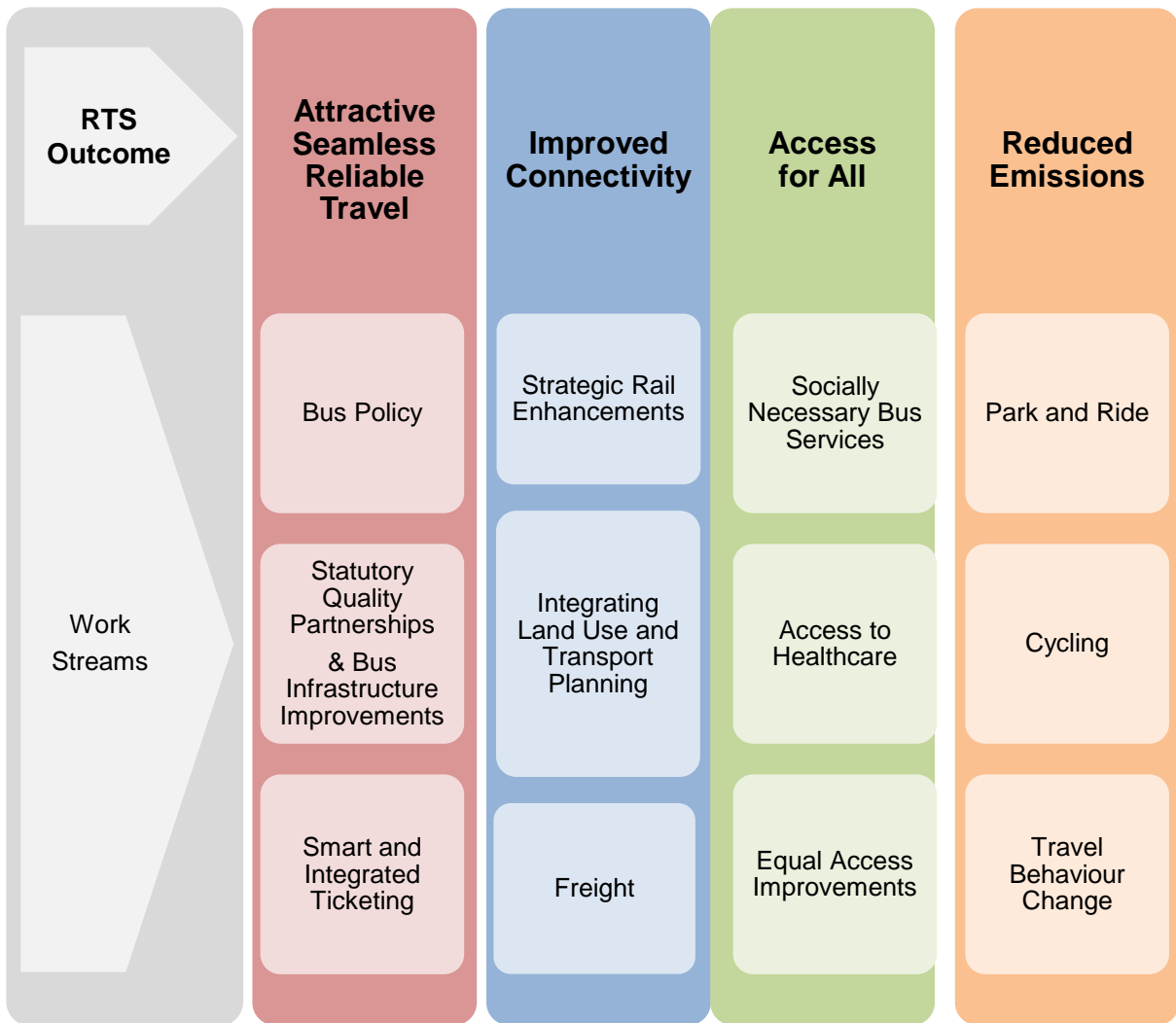
This TOR outlines SPT's investments, projects and services for the past year and current year. The TOR also sets out the role of transport in achieving improved outcomes for local residents and business in East Dunbartonshire, with the aim of achieving the East Dunbartonshire Community Planning Partnership's long term vision of *working together to achieve the best with the people of East Dunbartonshire*.

SPT will continue to work with East Dunbartonshire Council and our other partners on key projects and initiatives including regenerating Kirkintilloch town centre, improving sustainable transport options on the A81 and A803 corridors and delivering the East Dunbartonshire Active Travel Strategy. We will work together to deliver material change to the regional bus market and public transport ticketing, and to strengthen the role of community transport to help ensure all residents have access to safe, integrated and affordable transport services.

2. Working in partnership with East Dunbartonshire

The 2017/18 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 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 work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams. Services, projects, investments and initiatives that benefit East Dunbartonshire residents are detailed under each work stream within the main body of the report (sections 6 – 9).

Figure 2.1: RTS Outcomes and SPT - East Dunbartonshire 2017/18 work streams



3. Improving outcomes for East Dunbartonshire residents

SPT is a statutory participant in Community Planning and works in partnership with East Dunbartonshire Council (EDC) 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 East Dunbartonshire Community Planning Partnership Local Outcome Improvement Plan (LOIP) 2016 - 2019. Figure 3.1

shows the relationship between the TOR work streams and the LOIP local outcomes. The text below provides more detail on the relationships.

In support of local outcome 1 (as numbered in figure 3.1 below) - Safe, accessible transport and passenger facilities support independent living by improving access to services and amenities and reducing isolation by making it easier to visit family and friends and attend social events. Improving conditions for active travel encourages healthy, active lifestyles. Sustainable development improves local access to goods and services.

In support of local outcomes 2 and 3 - High-quality, modern transport infrastructure supports physical regeneration efforts; an efficient, reliable transport network built upon sustainable land use and development patterns reduce the cost of transport and congestion for business and residents and supports environmental targets by reducing emissions; and good access improves employment, training and education opportunities.

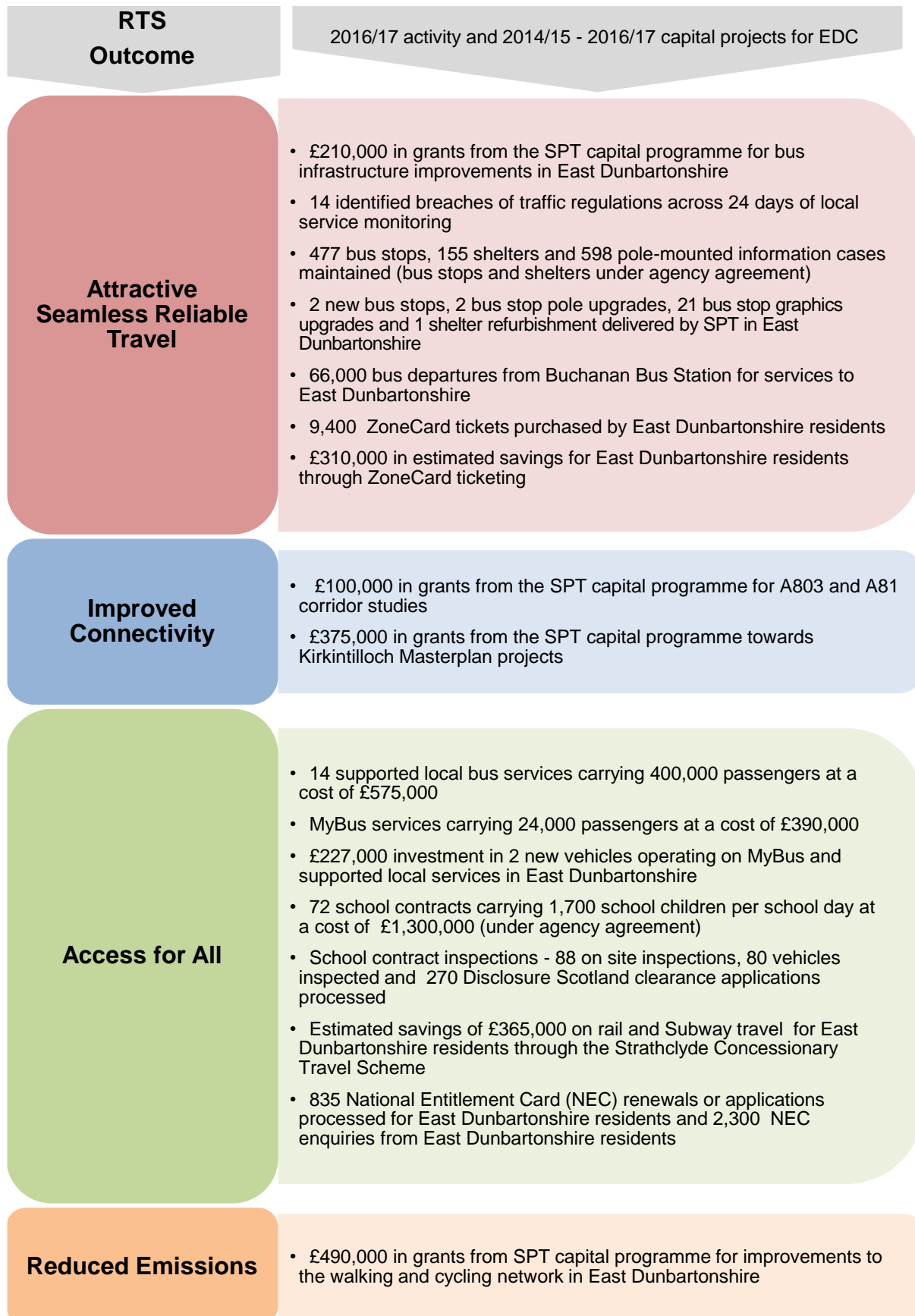
In support of local outcomes 4 and 5 - Good transport access to services supports residents in fully realising the benefits of healthcare, education, training and safe leisure opportunities. Promoting active travel and investing in high-quality walking and cycling infrastructure supports individuals to live healthier, more active lives.

Figure 3.1 East Dunbartonshire local outcomes and TOR work streams

East Dunbartonshire CPP LOIP Local Outcomes	Work streams											
	Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Land use & transport planning	Freight	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
1) Our older population is supported to enjoy a high quality of life and our more vulnerable citizens, their families and carers benefit from effective care and support services.		✓			✓		✓	✓	✓		✓	
2) East Dunbartonshire has an expanding economy with a competitive and diverse business and retail base.	✓	✓	✓	✓	✓	✓			✓	✓	✓	
3) East Dunbartonshire is a safe and sustainable environment in which to live, work and visit.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4) Our people and communities enjoy increased physical and mental wellbeing and health inequalities are reduced.		✓	✓		✓		✓	✓	✓		✓	✓
5) We have reduced inequality and disadvantage across East Dunbartonshire.	✓	✓	✓		✓		✓	✓	✓		✓	✓

4. Delivering transport improvements for East Dunbartonshire

Figure 4.1: Summary of SPT investments and services in East Dunbartonshire



5. Measuring progress

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

Figure 5.1: Satisfaction with public transport⁶

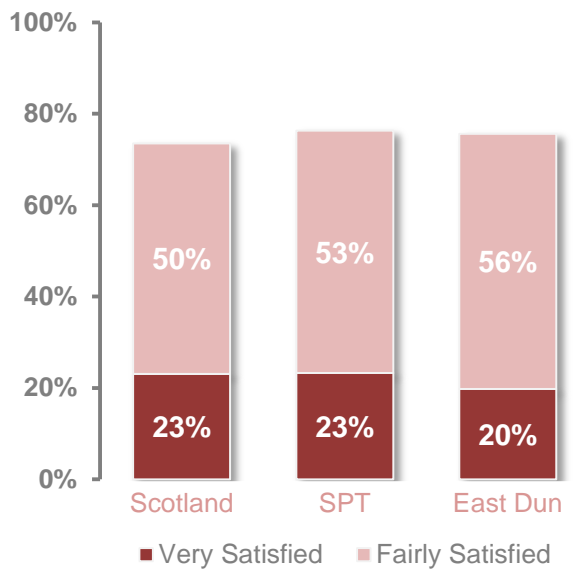


Figure 5.2: Congestion delays experienced by drivers⁷

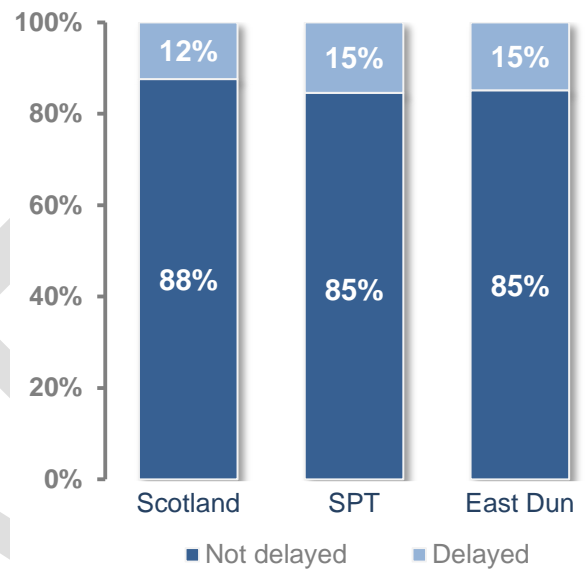


Figure 5.3: Convenience of public transport⁸

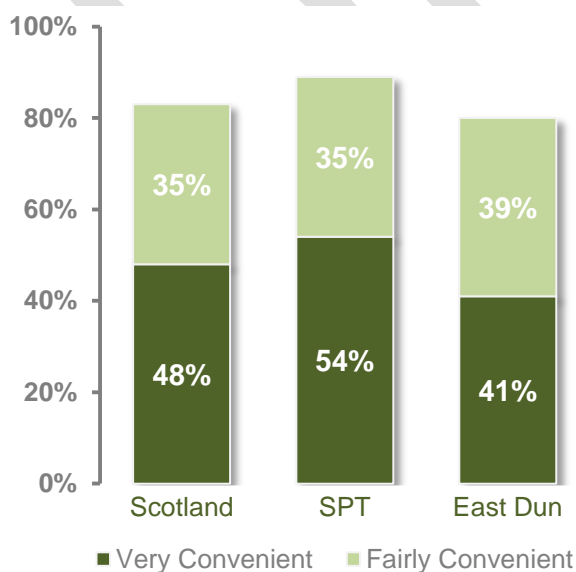
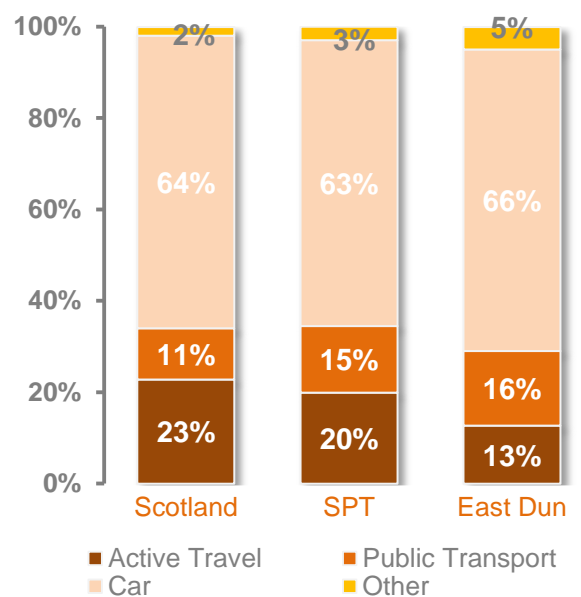


Figure 5.4: Main mode of travel⁹



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 2016, SPT invited bus operators, local authorities and other partners to join a Strathclyde Bus Alliance (SBA), a new partnership with the purpose of changing the long term trends in bus patronage from a declining trend to year on year growth by 2020. The SBA is promoting the establishment of powers to implement enhanced SQPs to deliver a more integrated bus network with more reliable and attractive services to improve conditions for existing passengers and attract more passengers.

In 2017/18, SPT will continue dialogue with bus operators, local authorities, Transport Scotland and other partners to advance the SBA in preparation for the forthcoming Transport Bill expected during the current Scottish Parliament.

6.2 Statutory Quality Partnerships & Bus Infrastructure

SPT service compliance inspectors identified 14 breaches of traffic regulations across 24 days of local service monitoring in East Dunbartonshire during 2016/17. These include instances of engine idling and services not operating as registered. Inspectors will continue to undertake local monitoring throughout 2017/18.

SPT bus station staff managed 66,000 departures at Buchanan Bus Station for bus services operating within East Dunbartonshire during 2016/17.

In 2016/17, SPT maintained 477 bus stops and 155 shelters under agency agreement and maintained 598 SPT-owned pole-mounted information cases in East Dunbartonshire. SPT delivered 2 new bus stops, 1 shelter refurbishment, 2 bus stop pole upgrades and 21 bus stop graphics.

In 2016/17, East Dunbartonshire delivered bus infrastructure improvements in Bearsden and Kirkintilloch including bus stop and layby on Canniesburn Road with £48,000 investment from the SPT capital programme. EDC continued to deliver the Kirkintilloch Masterplan, including Cowgate streetscape improvements that create a more pedestrian friendly

environment using Shared Space principles. SPT contributed £150,000 to the overall project in 2016/17 including improvements to public transport passenger facilities, junction design, pavements, crossings and lighting.

In 2017/18, EDC will seek to deliver bus infrastructure improvements across East Dunbartonshire including developing a quality bus corridor along the A803 corridor in Bishopbriggs with £150,000 in capital funding from SPT. EDC will also continue delivery of the Kirkintilloch Masterplan, including improvements to bus passenger facilities in the Townhead area, with £50,000 from the SPT capital programme.

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. East Dunbartonshire residents bought an estimated 9,400 ZoneCards and made around 470,000 trips using a ZoneCard in 2016/17 – saving East Dunbartonshire residents an estimated £310,000. SPT also improved access to integrated ticketing by launching an improved online sales portal for ZoneCard ticket renewals and multi-modal Daytripper ticket sales in 2016/17.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. In 2016/17, interoperable smartcard ticketing was delivered across ScotRail and Subway services. SPT also launched online registration and ticket sales for Subway smartcard passengers. Further, Nevis Technologies, SPT's joint venture with Rambus, provided back office systems for McGill's Buses smartcard including online registration and ticket sales.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

As shown in Figure 6.1, total mileage of local bus services operating within East Dunbartonshire reduced between 2015/16 and 2016/17 in line with regional trends. Within the chronological parameters of the report, the area has seen service reductions and increases as well as operator changes, and as a consequence local bus service mileage fluctuations.

Figure 6.1 Bus mileage in East Dunbartonshire¹⁰

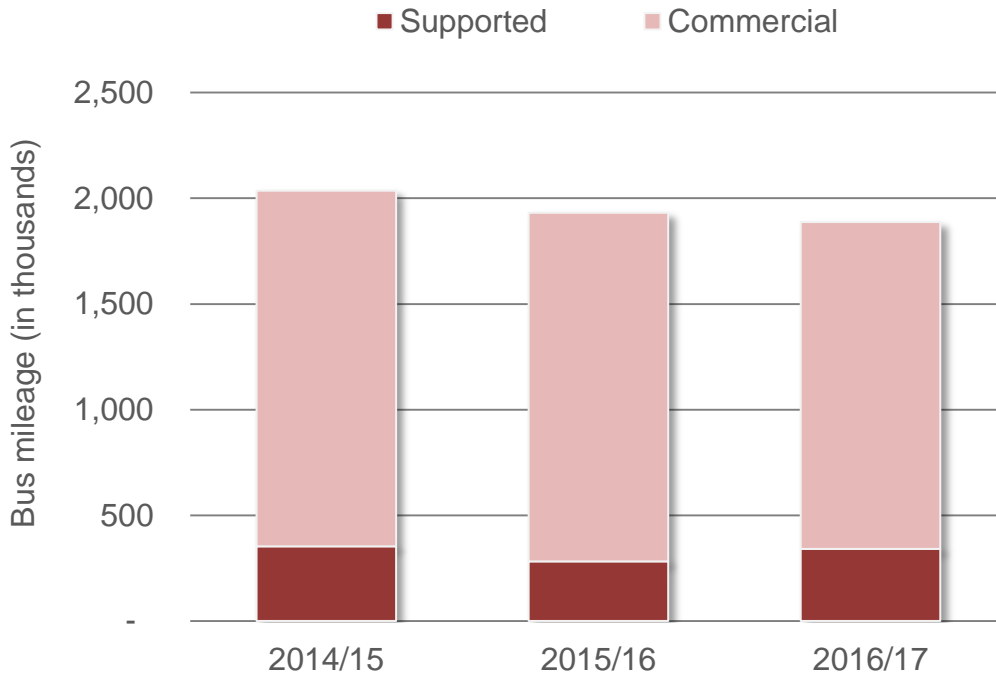
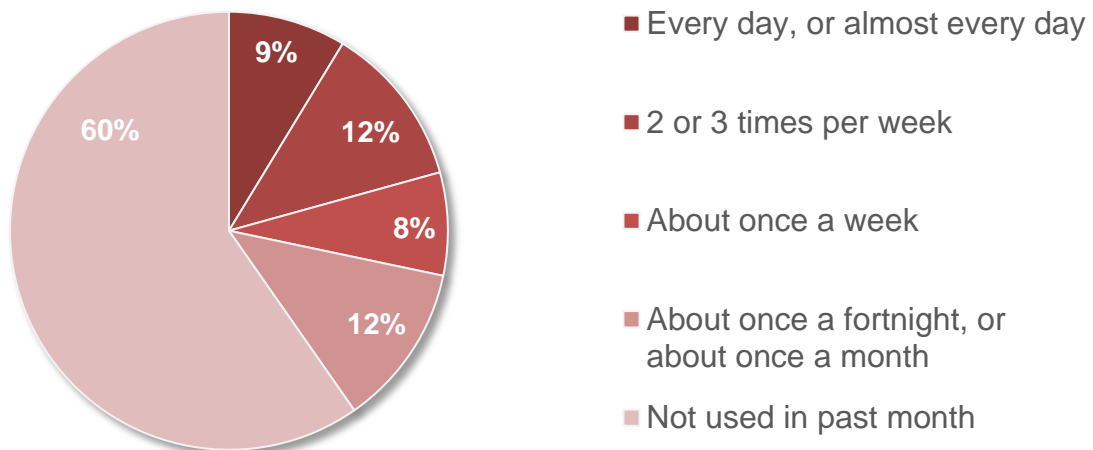


Figure 6.2 Use of local bus services (adults aged 16+ living in East Dunbartonshire), 2015¹¹



7. Achieving 'Improved Connectivity'

7.1 Integrating Transport and Land Use Planning

In 2016/17, SPT reviewed development proposals for potential impacts on the strategic transport network and provided input to the A81 corridor transport study.

In 2017/18 SPT will continue to work with the Council and developers to ensure that sustainable transport measures are embedded in the delivery of new development and to reinforce the importance of the integration of transport and land use planning and the promotion of sustainable transport solutions to delivery of successful places. We will continue to work with the council in the development of the next Local Transport Strategy.

SPT will continue to work with EDC to develop the range of options falling from the A81 and A803/A806 corridor studies and will work with all partners in the assessment of the transport impacts of Glasgow City Region City deal projects through participation in the Transport Group.

7.2 Rail and Freight

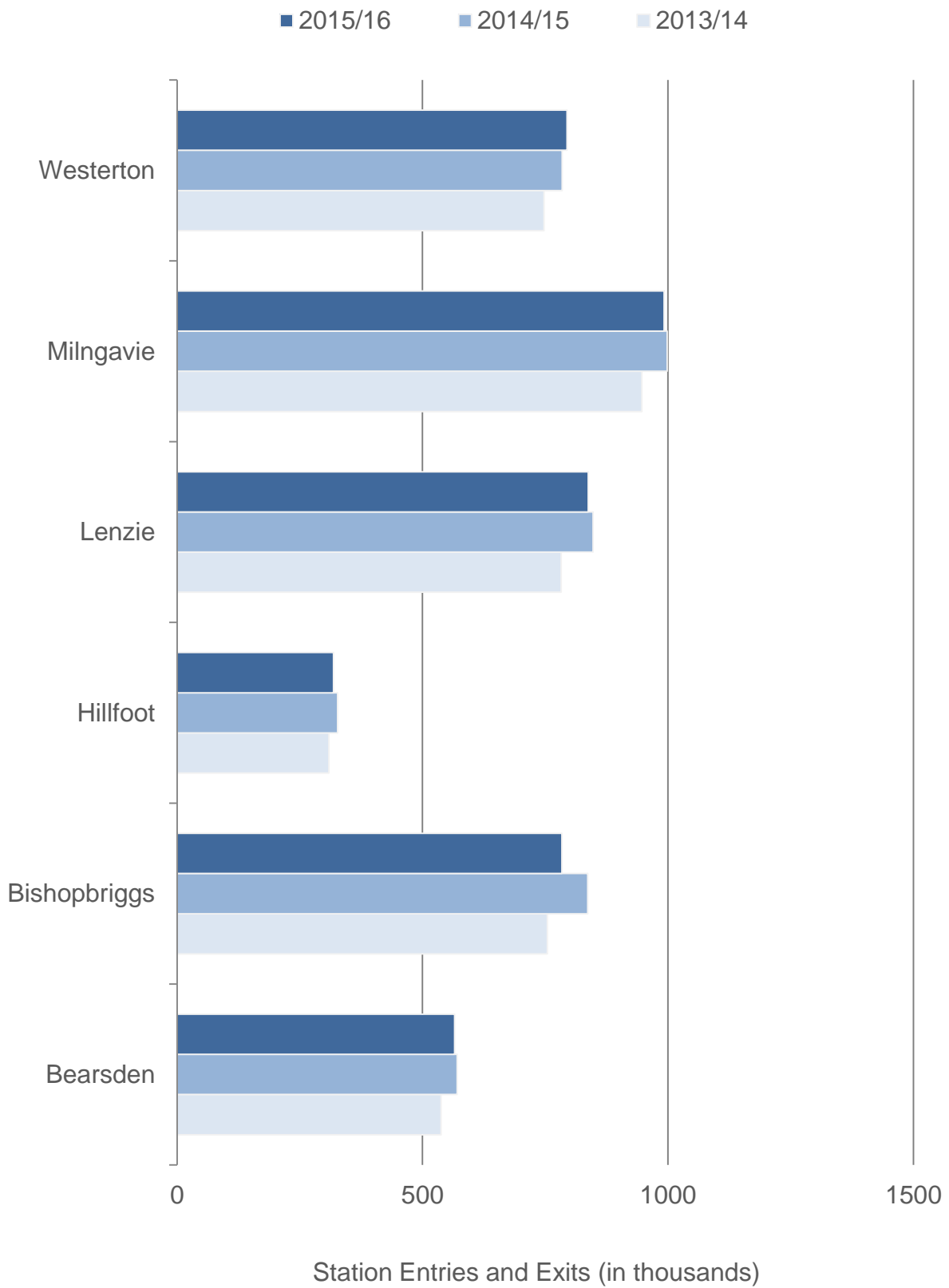
SPT, through the West of Scotland Rail Forum and other engagement activities, will continue to co-ordinate and lead on regional input to the ScotRail franchise including service and timetable changes, fares and ticketing; investment in rail infrastructure; network planning and integration; and new station development. SPT will support EDC to develop the case for rail enhancements across the area. In 2017/18, Network Rail is delivering step-free access at Westerton station through the Access for All programme.

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. Operation of electric local services for Bishopbriggs and Lenzie will commence in 2017-18.

In 2016/17, SPT, with partners and industry stakeholders, delivered a regional freight strategy, building on work undertaken previously for Ayrshire. The strategy identifies key issues and opportunities and sets objectives for improved air quality, increased safety, intermodal freight movements, enhanced quality of life, economic competitiveness and improved communication between public and private sector stakeholders. The freight strategy findings will feed into the development of the Regional Transport Strategy.

7.3 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in East Dunbartonshire¹²



8. Achieving 'Access for All'

8.1 Socially Necessary Services

In 2016/17, SPT supported 14 local bus services in East Dunbartonshire that carried 400,000 passengers in total. SPT MyBus services in East Dunbartonshire carried 24,000 passengers.

In 2016/17, SPT managed 72 school bus contracts on behalf of East Dunbartonshire Council that transported 1,700 children to school every school day. SPT service inspectors made 88 inspections on site at schools, SPT vehicle examiners inspected 80 vehicles operating on school contracts and SPT processed 270 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2017/18, SPT will continue to provide socially necessary services in East Dunbartonshire to support greater access to education, employment, healthcare, shopping and other travel purposes. SPT will continue to work with CT operators and other partners to support the development of Community Transport services in East Dunbartonshire and to improve Community Transport practice across the region through the West of Scotland Community Transport Forum.

8.2 Access to Healthcare

In 2016/17, SPT supported local bus services in East Dunbartonshire that improved access to hospitals in Glasgow, SPT provided MyBus services for healthcare appointments and supported the Glasgow Hospitals Evening Visitor Service. In 2017/18, SPT will continue to provide socially necessary bus services to improve access to healthcare.

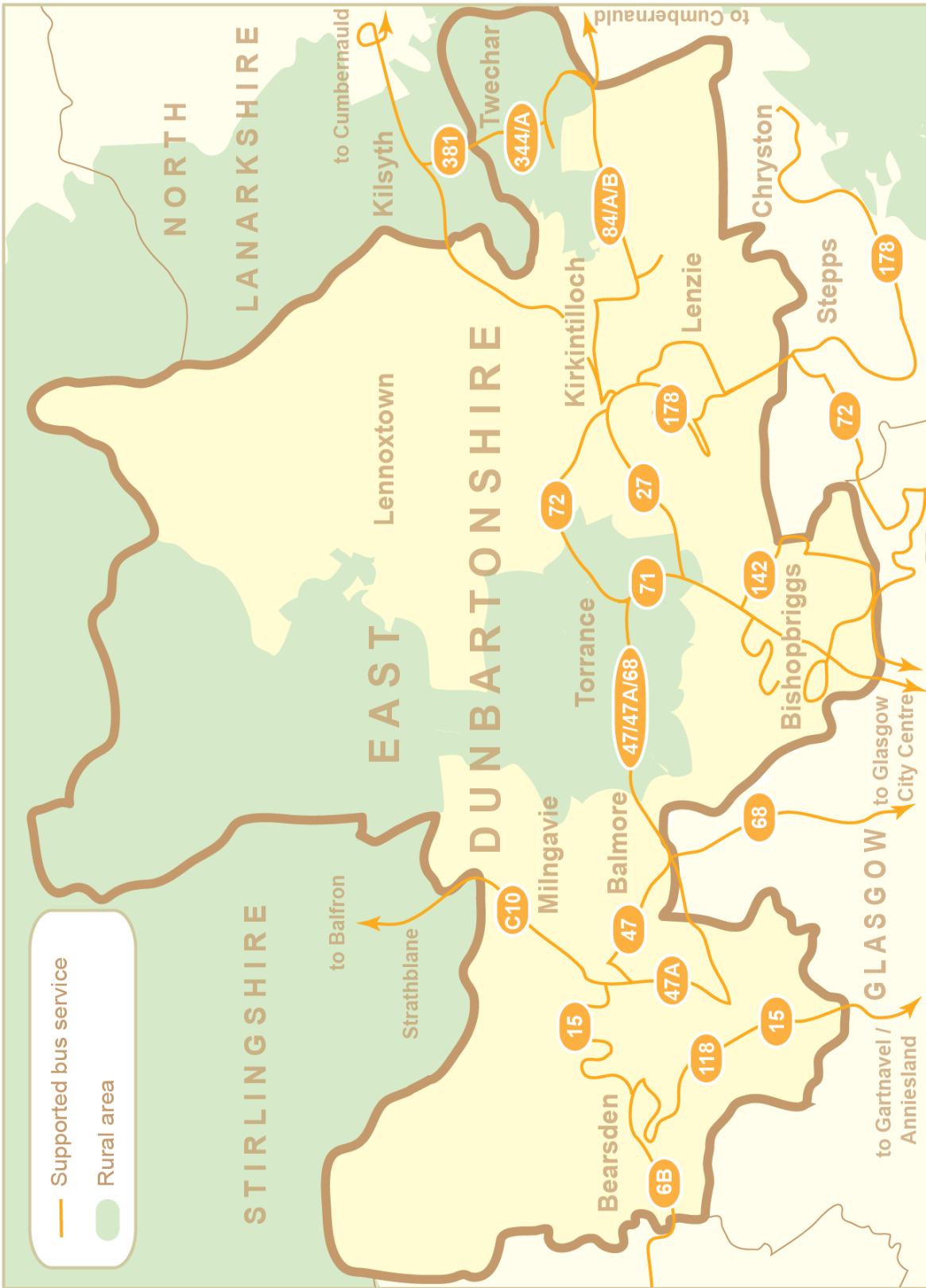
8.3 Equal Access

In 2016/17, SPT Travel Centre staff handled travel enquiries from residents and visitors and SPT maintained Travel Points at locations in Kirkintilloch, Bishopbriggs, Lennoxton, Bearsden and Milngavie to provide public transport timetables and journey planning information in easily accessible locations.

In 2016/17, East Dunbartonshire residents saved an estimated £365,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 835 National Entitlement Card (NEC) applications or renewals on behalf of EDC and handled 2,300 enquiries on NECs from East Dunbartonshire residents. SPT will continue to deliver these services in 2017/18.

8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in East Dunbartonshire, 2016/17 (indicative network)



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Figure 8.2 MyBus passengers by age, 2016/17

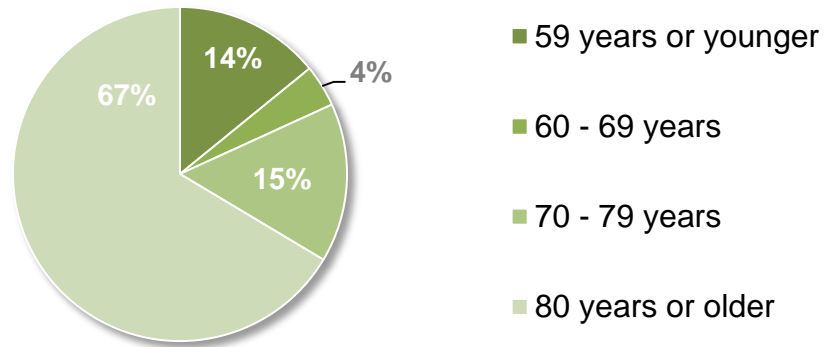


Figure 8.3 MyBus passengers by journey purpose, 2016/17

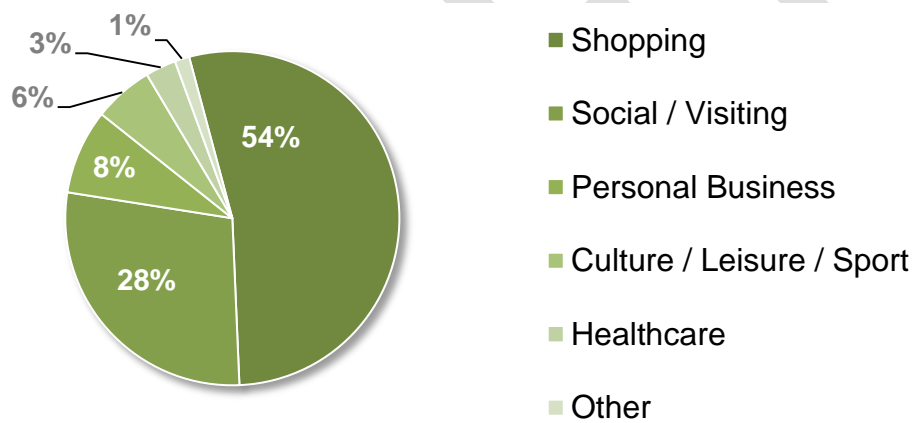
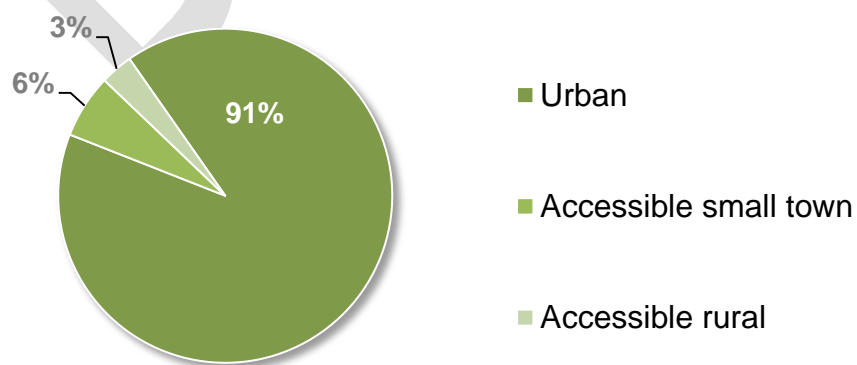


Figure 8.4 MyBus passengers by urban-rural characteristics (of area of residence), 2016/17¹³



9. Achieving ‘Reduced Emissions’

9.1 Park and Ride

SPT and East Dunbartonshire Council will continue to work together to develop solutions for park and ride throughout East Dunbartonshire including for the A81 corridor to reduce congestion, improve access to public transport and support town centre economic growth and parking management strategies.

9.2 Cycling

In 2016/17, EDC delivered improvements to the core path network at St. Ninian’s High School in Kirkintilloch and completed feasibility and design of the Lenzie-Bishopbriggs active travel corridor. SPT contributed £40,000 in capital funding to these projects.

In 2017/18, EDC will seek to deliver additional actions from the East Dunbartonshire Active Travel Strategy including the Bishopbriggs Relief Road active travel corridor and path network improvements in Bearsden and Twechar. SPT is providing up to £275,000 in capital funding towards these projects.

9.3 Travel Behaviour Change

SPT will continue to support interventions that seek behaviour change towards more sustainable behaviours. SPT continues to support car sharing through JourneyShare, the regional car-sharing scheme, which currently has 6,000 active members.

9.4 Additional figures in support of Reduced Emissions

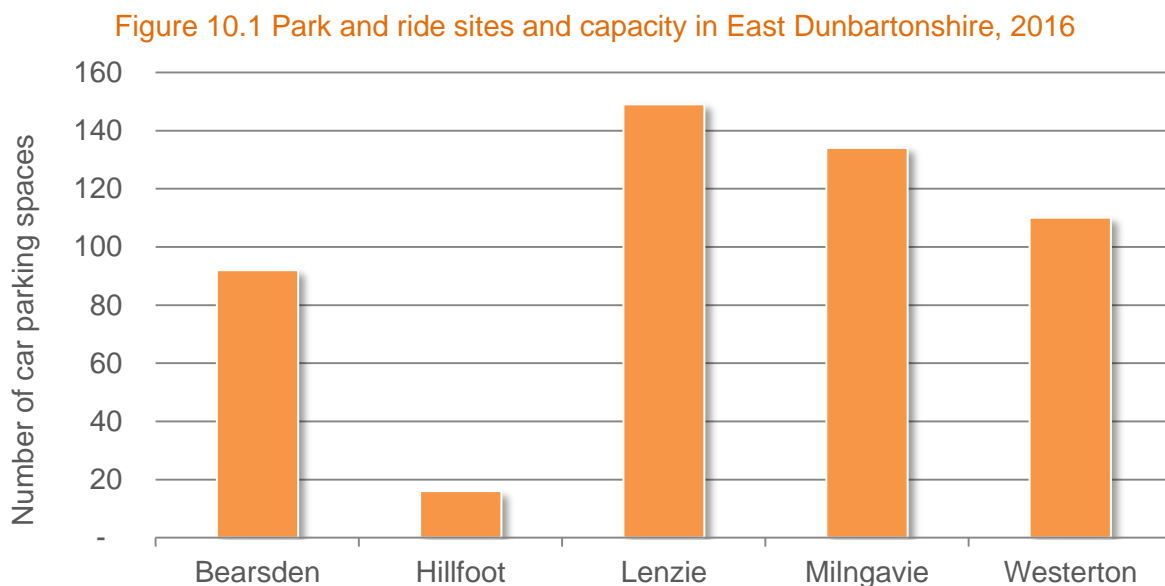


Figure 10.2 Number of bicycles available for private use by households (in East Dunbartonshire), 2015¹⁴

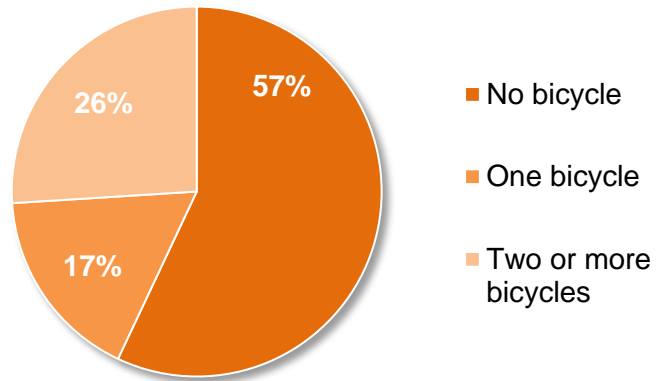
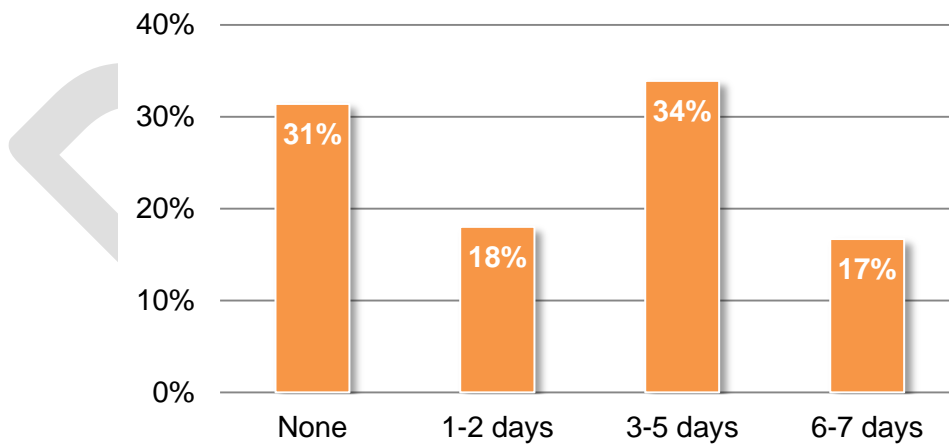


Figure 10.3 Frequency of walking in past week as a means of transport (adults aged 16+ in East Dunbartonshire), 2014¹⁵



Appendix 1: 2016/17 supported bus services in East Dunbartonshire

Service Number	Route
6B	Duntocher – Bearsden – Anniesland – Glasgow city centre
15	Milngavie - Anniesland
27	Kilsyth - Glasgow
47 / 47A	Milngavie – Torrance - Kirkintilloch
68 / 71 / 71A	Torrance - Glasgow
72	Glasgow - Kirkintilloch
84 / 84A / 84B	Kirkintilloch - Twechar / Banton
118	Duntocher – Baljaffray – Gartnavel Hospital
142	Bishopbriggs Local
178	Moodiesburn - Kirkintilloch
344 / 344A	Croy Station - Twechar
381	Kilsyth - Balmalloch - Twechar
C10	Balfron - Strathblane - Milngavie – Glasgow

Appendix 2: SPT capital programme

SPT invested more than £1.2 million in capital projects delivered by East Dunbartonshire Council over financial years 2014/15, 2015/16 and 2016/17.

Table 1: East Dunbartonshire category 1 projects in 2017/18 SPT capital programme (April 2017)

Project	Details	Approved grant
Walking and Cycling Off-Road Network Improvements	Upgrades to core path network in East Dunbartonshire	£275,000
Bus Infrastructure Improvements	Improvements to bus infrastructure in East Dunbartonshire	£150,000
Kirkintilloch Town Centre Sustainable Transport Improvements	Implementation of Kirkintilloch Masterplan	£50,000
Total		£475,000

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 East Dunbartonshire Local Development Plan <https://www.eastdunbarton.gov.uk/LDP>

³ East Dunbartonshire Local Plan 2 (2011) and Proposed Local Development Plan <https://eastdunbarton.gov.uk/residents/planning/planning-policy>

⁴ East Dunbartonshire Community Planning Partnership Local Outcome Improvement Plan 2016-2019 <https://www.eastdunbarton.gov.uk/council/community-planning/single-outcome-agreement-2015-2018>

⁵ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2

⁶ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Adults aged 16+ who had an opinion on local public transport services. Sample size for East Dunbartonshire = 200.

⁷ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for East Dunbartonshire = 310.

⁸ Transport and Travel in Scotland / Local Area Analysis 2014. Transport Scotland. Sample size for East Dunbartonshire = 220. This question is asked every two years.

⁹ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for East Dunbartonshire = 540.

¹⁰ SPT PTIS database.

¹¹ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for East Dunbartonshire = 240.

¹² Station Usage Estimates 2013/14, 2014/15 and 2015/16. Office of Rail and Road.

¹³ Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of East Dunbartonshire MyBus passengers living in areas by urban-rural characteristic. For example, 8% of EDC MyBus passengers live in accessible small towns.

¹⁴ Transport and Travel in Scotland / Local Area Analysis 2015. Transport Scotland. Sample size for East Dunbartonshire = 260.

¹⁵ Transport and Travel in Scotland / Local Area Analysis 2014. Transport Scotland. Sample size for East Dunbartonshire = 220. This question is asked every two years.

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