



Transport Outcomes Reports 2016/17

Date of meeting 17 June 2016

Date of report 18 May 2016

Report by Assistant Chief Executive (Operations)

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);
- Highlight the relationship between SPT activity and the local outcomes from each of our constituent council's Single Outcome Agreements (SOAs);
- Inform the Partnership of the process for circulating the TORs and for presentations to the Community Planning Partnerships; and
- Evidence the significant benefits to individuals, communities and councils who make use of SPT services.

Draft copies of the TORs for North Lanarkshire, North Ayrshire and West Dunbartonshire are attached at Appendix 1. The remaining TORs will be prepared and circulated over the summer period.

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 Plan 2014 – 2017¹, and are the local monitoring and planning element of SPT's suite of strategic plans.
- 2.3 The TORs summarise our commitment and contribution as a Community Planning Partner by detailing the links between SPT activity and each CPP's local outcomes from the SOAs.

¹ As approved by the Partnership on 9 May 2014
http://www.spt.co.uk/documents/latest/rtp090514_agenda8.pdf

3. Outline of proposals

3.1 Content of TORS

3.1.1 The RTS Delivery Plan and the TORs are linked through the 15 key work streams set out in the Delivery Plan. SPT officers consult with council colleagues to select from the work streams those most relevant to that council area. These sub-sets of the Delivery Plan's key work streams are known as the 'joint work streams' within each TOR.

3.1.2 The TOR structure is flexible and other key work streams from the Delivery Plan may be included in a council's TOR next year if there is a shift in local priorities, or if a new local transport issue is identified.

3.1.3 The main content of each 2016/17 TOR is as follows:

- *Working in Partnership* - This section sets out the 4 RTS Outcomes and the associated joint work streams, as agreed with each council;
- *Improving outcomes for local residents* – This section explains the relationships between the local outcomes from each council's Single Outcome Agreement and the TOR joint 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 includes 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 2015/16 and a list of the 2016/17 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 and presentation

3.2.1 The draft TORs will be submitted to each council Chief Executive for final comment and then sent to each CPP chairperson.

3.2.2 SPT representatives will provide a presentation on the TOR to each CPP board from August 2016 onwards to highlight the contribution SPT makes towards the SOA. Members will be invited to attend the presentation for their relevant CPP.

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

3.3 Value of SPT services

3.3.1 Against a background of a contracting bus market, aging population and many other factors increasing the demand for services, SPT services continue to benefit communities, with it estimated that the value of services provided by SPT is approximately 2 to 2.5 times the requisition received from councils.

3.3.2 Many projects and services have both regional and local benefits. Some examples include:

- supporting bus services across the region to optimise the overall bus network;
- improving the region's bus fleet through investment in vehicles operating on supported services and MyBus services;
- leading key issues for the region including bus policy, rail service levels and investment in rail;
- improving travel information throughout the region through the provision of additional travel information points, support to Traveline Scotland and investing in new bus stop poles, flag and information cases;
- developing smartcard integrated ticketing;
- developing strategic park and ride solutions; and
- delivering Subway Modernisation.

3.3.3 Furthermore, SPT provides significant expertise in undertaking agency work for school contracts, processing National Concessionary Travel Scheme cards, administering the Strathclyde Concessionary Travel Scheme and the ZoneCard forum. The estimated combined saving from delivery of these services on a regional basis is in the region of £10m.

3.3.4 In totality, the information compiled for the TORS shows that the regional planning and delivery of services not only realises a significant value of service delivery across the west of Scotland but also provides significant savings.

4. Conclusion

SPT continues to be a committed CP 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 relationship between SPT activity and the local outcomes from each of our constituent council's SOAs;
- The process for circulating the TORs and for presentations to the Community Planning Partnerships;
- The preparation of the 2016/17 TORs and the TOR presentations for SPT's constituent councils and CPPs; and
- The significant value of SPT services for councils and CPPs.

6. Consequences

Policy consequences	<i>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.</i>
Legal consequences	<i>SPT has a statutory requirement to participate in and support CP. The TORs are SPT's key document in demonstrating this commitment.</i>
Financial consequences	<i>The services and projects, as set out in the TORs to be delivered in 2016/17 are contained within SPT approved capital and revenue budgets. As a CPP partner, SPT is required to demonstrate a clear alignment between resource allocation and fit with SOA outcomes.</i>
Personnel consequences	<i>None identified.</i>
Equalities consequences	<i>TORs reflect all RTS outcomes and the local outcomes of the CPPs SOAs.</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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Transport Outcomes Report: North Ayrshire 2016/17



ATTRACTIVE SEAMLESS RELIABLE IMPROVED CONNECTIVITY ACCESS FOR ALL REDUCED EMISSIONS

in partnership with



North Ayrshire Council
Comhairle Siarachd Air a Tuath

ABOUT US

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

SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering School 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.

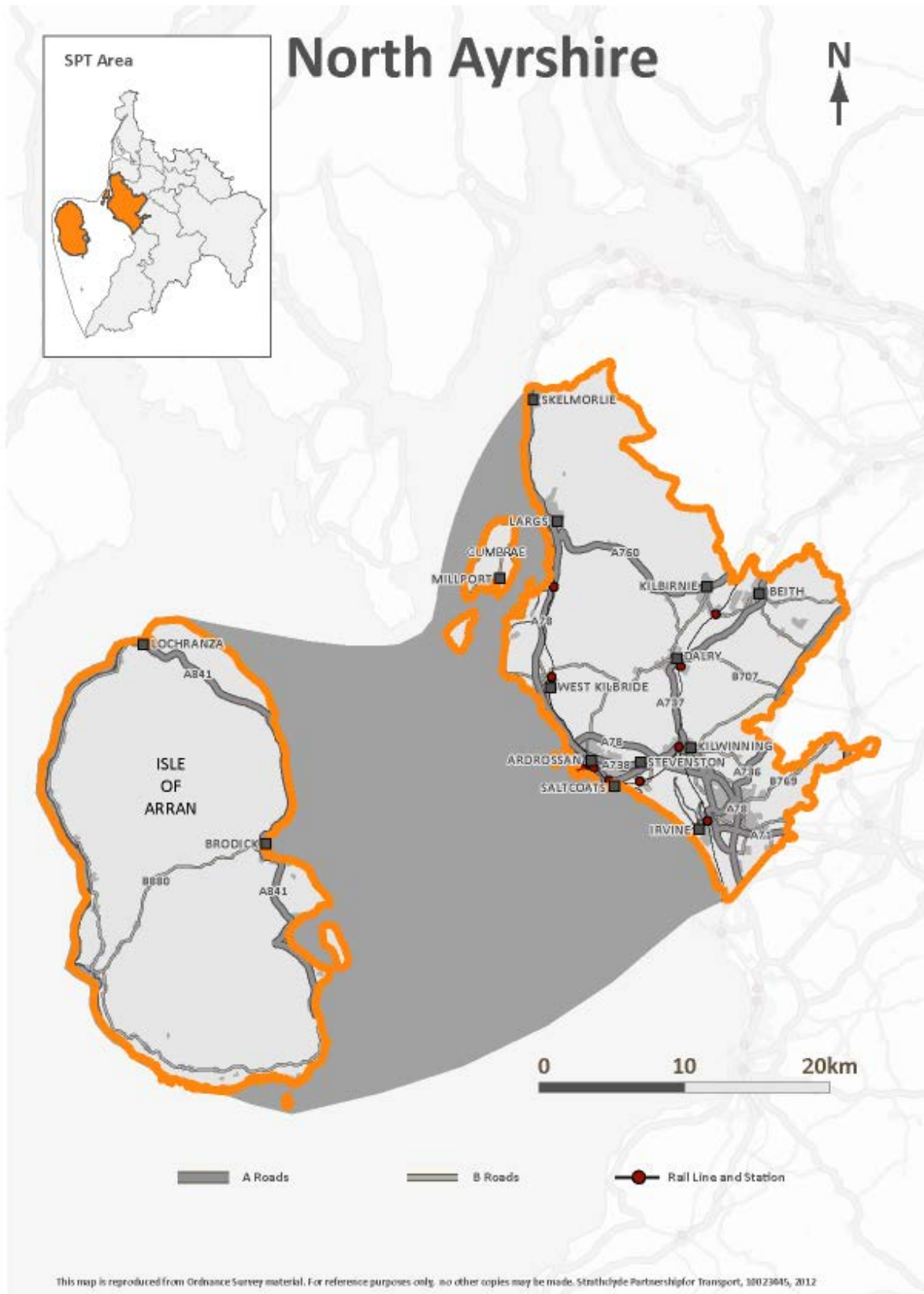
North Ayrshire Council (NAC), in addition to wider responsibilities, is the local Roads Authority and Planning Authority for North Ayrshire. NAC is responsible for the development of the Local Transport Strategy² and Local Development Plan³ and is lead partner in the development of the North Ayrshire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

SPT, NAC 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. Introduction

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 North Ayrshire.

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

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

SPT will continue to work with North Ayrshire Council and our other partners to deliver the outcomes of the recently updated North Ayrshire Local Transport Strategy and on such key initiatives as regenerating Irvine town centre and improving public transport between North Ayrshire and Glasgow conurbation. 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.

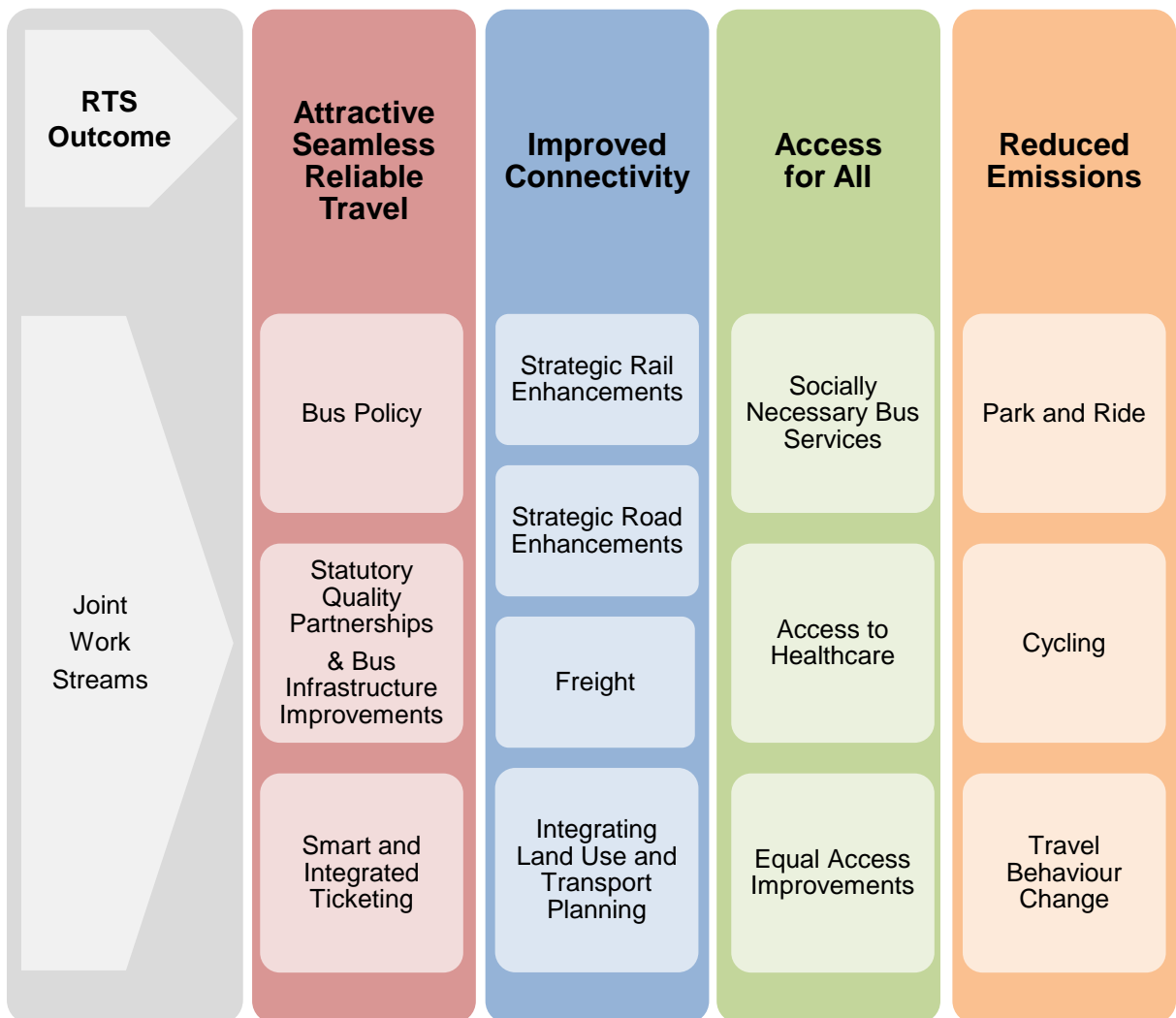
2. Working in partnership with North Ayrshire

The 2016/17 Transport Outcomes Report follows the same structure as last year’s report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.⁵ These are set out in Figure 2.1 below. This year’s report provides an update on the joint work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams.

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

Services, projects, investments and initiatives that benefit the local area are detailed under each joint work stream within the main body of the report (sections 6 – 9).

Figure 2.1: RTS Outcomes and SPT- North Ayrshire 2016/17 joint work streams



3. Improving outcomes for North Ayrshire residents

SPT is a statutory participant in Community Planning and works in partnership with North Ayrshire Council (NAC) 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 North Ayrshire Community Planning Partnership Single Outcome Agreement (SOA). Figure 3.1 shows the relationship between the SOA local priorities and the TOR joint work streams. The text below provides more detail on the relationships.

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

For local outcome 2 - 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 outcome 3 - Improving road safety is achieved through a combination of factors including infrastructure and access improvements, awareness and training programmes, improving freight routing, high-quality bus services and pedestrian-friendly development.

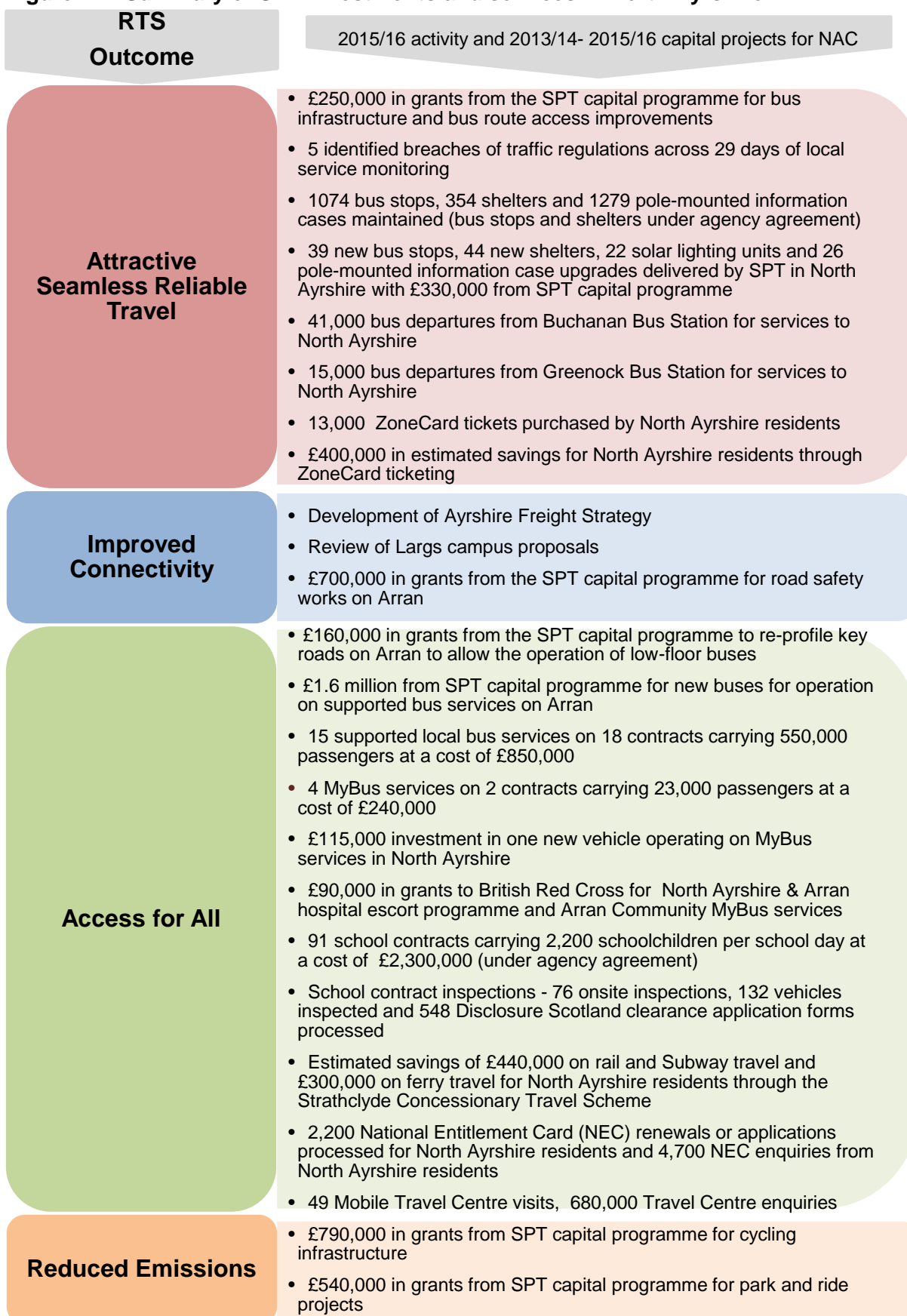
For local outcomes 4, 5, and 6 - High-quality, modern transport infrastructure supports physical regeneration efforts. An efficient, reliable transport network built upon sustainable land use and development patterns reduces the cost of transport and congestion for business and residents. Good transport connections ensures residents are able to access healthcare, education, training and employment opportunities as well as local shopping, social and leisure options.

Figure 3.1 North Ayrshire local Outcomes and TOR joint work streams

		Joint 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
North Ayrshire CPP SOA Local Outcomes	1) Children's health and wellbeing is improved by breaking the cycle of poverty, inequality and poor outcomes.							✓	✓	✓	✓		✓	✓
	2) Adults and older people in North Ayrshire live healthier and more active lives.					✓		✓	✓	✓			✓	✓
	3) North Ayrshire is a safer place to live: Road safety has improved.	✓	✓			✓	✓	✓					✓	✓
	4) Support is given to the creation of distinctive and vibrant town centres and mechanisms to encourage spend in North Ayrshire are established.		✓	✓		✓		✓	✓	✓			✓	✓
	5) Connections to neighbouring areas, the West of Scotland, Scotland, the UK and internationally are improved.	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	
	6) Worklessness is at the Scottish level and there is less inequality within North Ayrshire.			✓				✓	✓	✓			✓	✓

4. Delivering transport improvements for North Ayrshire

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



5. Measuring progress

The figures below are measures of key travel and transport issues at the local and regional level.

Figure 5.1: Satisfaction with public transport⁶

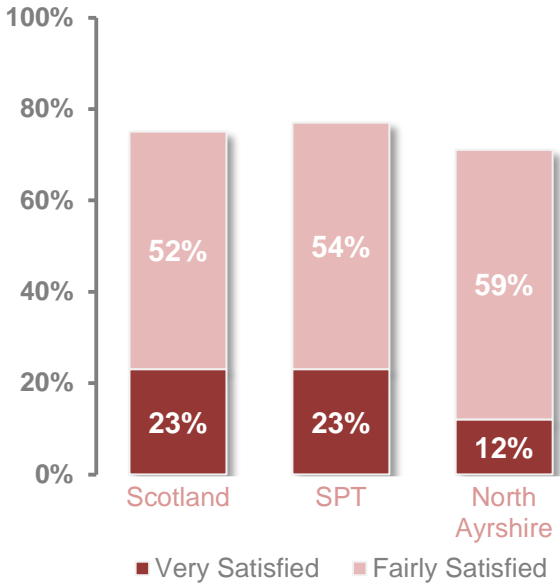


Figure 5.2: Congestion delays experienced by drivers⁷

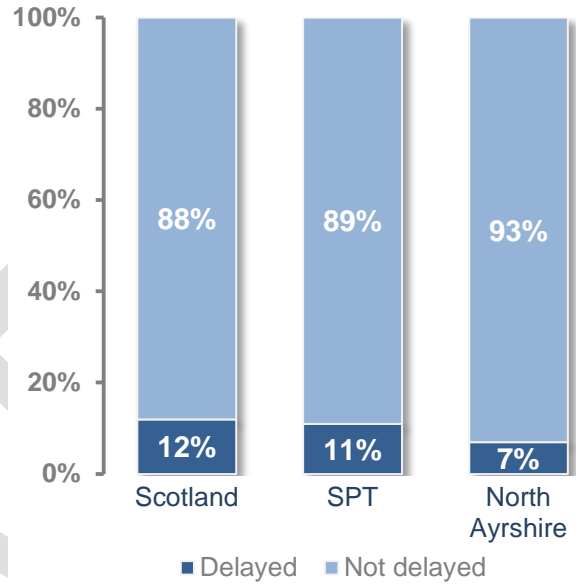


Figure 5.3: Convenience of public transport⁸

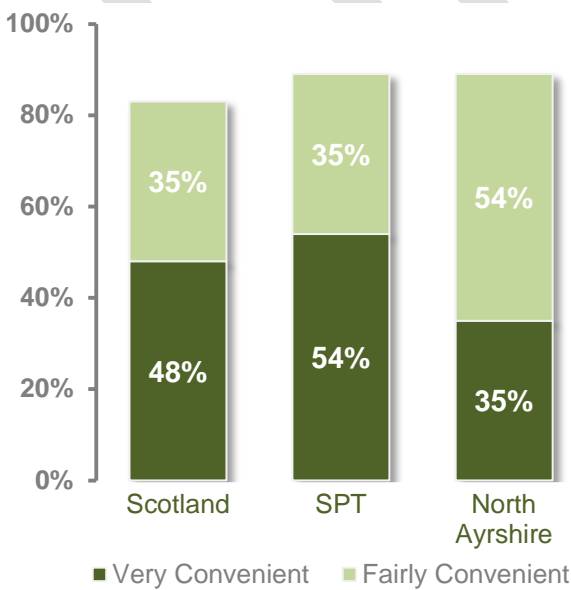
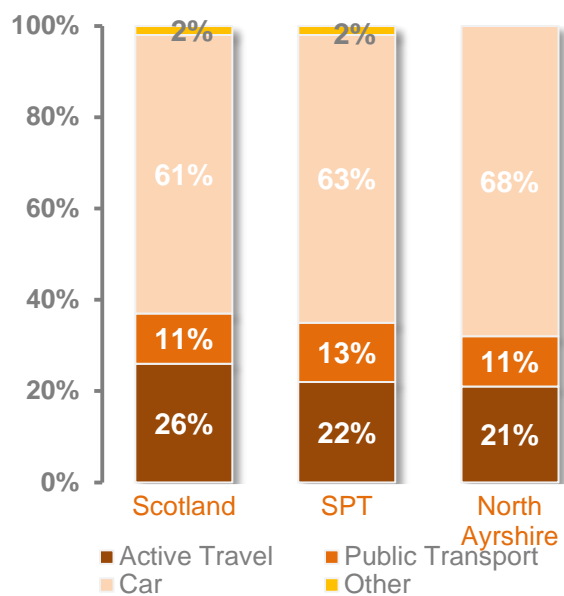


Figure 5.4: Main mode of travel⁹



6. Achieving 'Attractive Seamless Reliable Travel'

6.1 Bus Policy

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

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

6.2 Statutory Quality Partnerships & Bus Infrastructure

SPT service compliance inspectors identified 5 breaches of traffic regulations across 29 days of local service monitoring in North Ayrshire during 2015/16. These include instances of engine idling and services not operating as registered. Inspectors will continue to undertake local monitoring throughout 2016/17.

SPT bus station staff managed 41,000 departures at Buchanan Bus Station and 15,000 departures at Greenock Bus Station for bus services operating within North Ayrshire during 2015/16.

In 2015/16, SPT maintained 1074 bus stops and 354 shelters under agency agreement and 1279 SPT-owned, pole-mounted information cases in North Ayrshire. SPT delivered 39 new stops, 44 new shelters, 22 solar lighting units, 32 areas of bus stop hard standing, 42 bus stop graphics upgrades and 26 bus stop pole upgrades in 2015/16 with £330,000 from the SPT capital programme. SPT will deliver further upgrades in 2016/17 through the SPT capital programme.

North Ayrshire Council delivered improved bus passenger facilities at The Claddach on Arran with £50,000 investment from the SPT capital programme in 2015/16. NAC will seek to deliver improved bus passenger infrastructure across North Ayrshire and the i3 Enterprise Area in Irvine in 2016/17 with £70,000 in capital grants from SPT.

Design works for improvements to Hawkhill Roundabout in Stevenston were undertaken in 2015/16 with £12,000 in capital funding from SPT. Construction is planned for 2016/17 with SPT providing a £255,000 capital grant to complete the project. The re-designed roundabout will reduce congestion on the approach to the junction and improve journey time reliability for buses on this route.

SPT will continue to work with North Ayrshire to plan and deliver improvements for Irvine town centre. In 2015/16, NAC progressed design works for improved passenger and bus facilities with £50,000 from the SPT capital programme. Construction will follow in future years following agreement on final design.

6.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. North Ayrshire residents bought an estimated 13,000 ZoneCards and made around 650,000 trips using a ZoneCard in 2015/16 – saving North Ayrshire residents an estimated £400,000.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. Nevis Technologies (NT), SPT’s joint venture with East Kilbride-based technology firm Ecebs, continues to work with ScotRail to deliver interoperable smartcard ticketing across rail and Subway services. In 2015/16, McGill’s buses, the largest privately-owned bus company in Scotland, selected NT to be the delivery agent for their new smartcard ticketing system, with rollout of the new card in 2016.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in North Ayrshire¹⁰

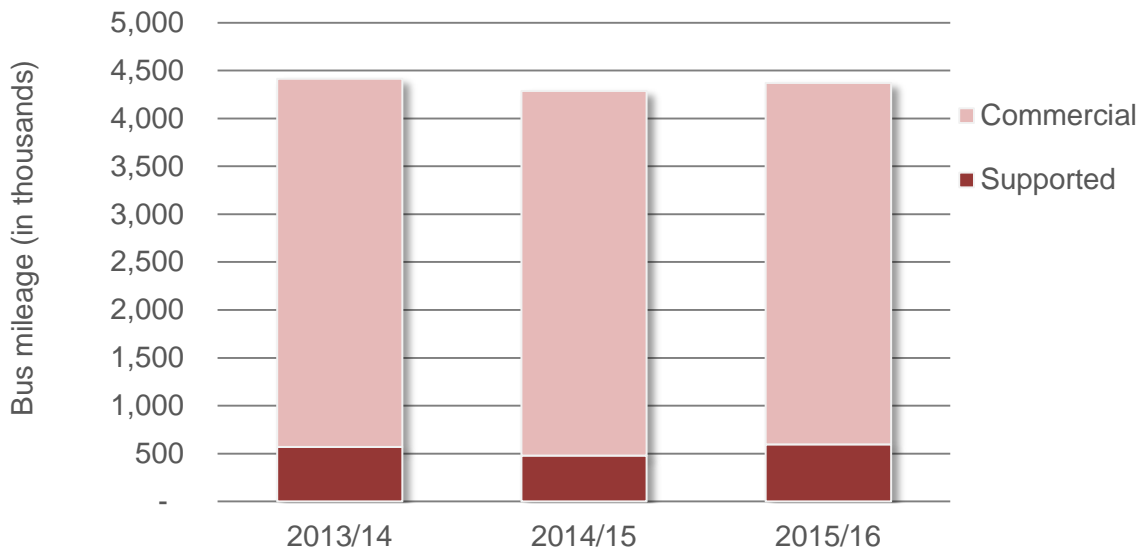
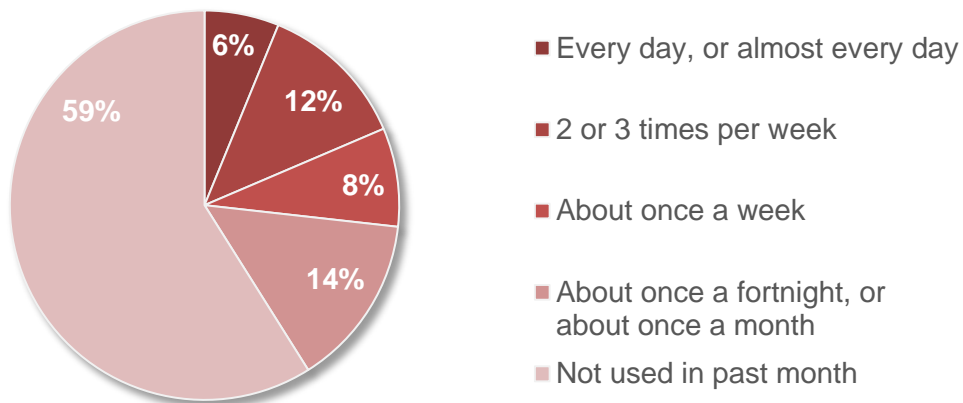


Figure 6.2 Use of local bus services (adults aged 16+ living in North Ayrshire), 2014¹¹



7. Achieving 'Improved Connectivity'

7.1 Rail

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

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

7.2 Roads, Freight and Ferry Infrastructure

In 2015/16, SPT, Ayrshire Roads Alliance and North Ayrshire Council developed a pan-Ayrshire freight strategy to understand issues and opportunities for the freight industry in Ayrshire including connectivity issues, infrastructure constraints and opportunities. The strategy established a hierarchy of freight routes, the Freight Route Network (FRN), as a guide for hauliers and for road maintenance planning and outlines potential solutions for more sustainable movement of freight.

A freight web portal was delivered as a supporting tool to deliver the strategy action plan. The portal will improve information flow between public sector bodies and freight industry partners and includes interactive maps of the FRN, route constraints like weight restrictions and key destinations such as industrial estates and ports.

In 2015/16, NAC delivered carriageway improvements between Brodick and Lochranza with £700,000 in SPT capital funding. This project improves road safety for all users and is part of a wider project to improve conditions for bus passengers, pedestrians and cyclists. SPT is providing £150,000 in capital funding in 2016/17 to continue the road safety works on Arran.

In 2015/16, SPT provided £10,000 in capital funding towards the design of the redevelopment of the Brodick Ferry Terminal. SPT is providing £500,000 in capital funding in 2016/17 towards the construction of the new bus interchange facilities at the terminal.

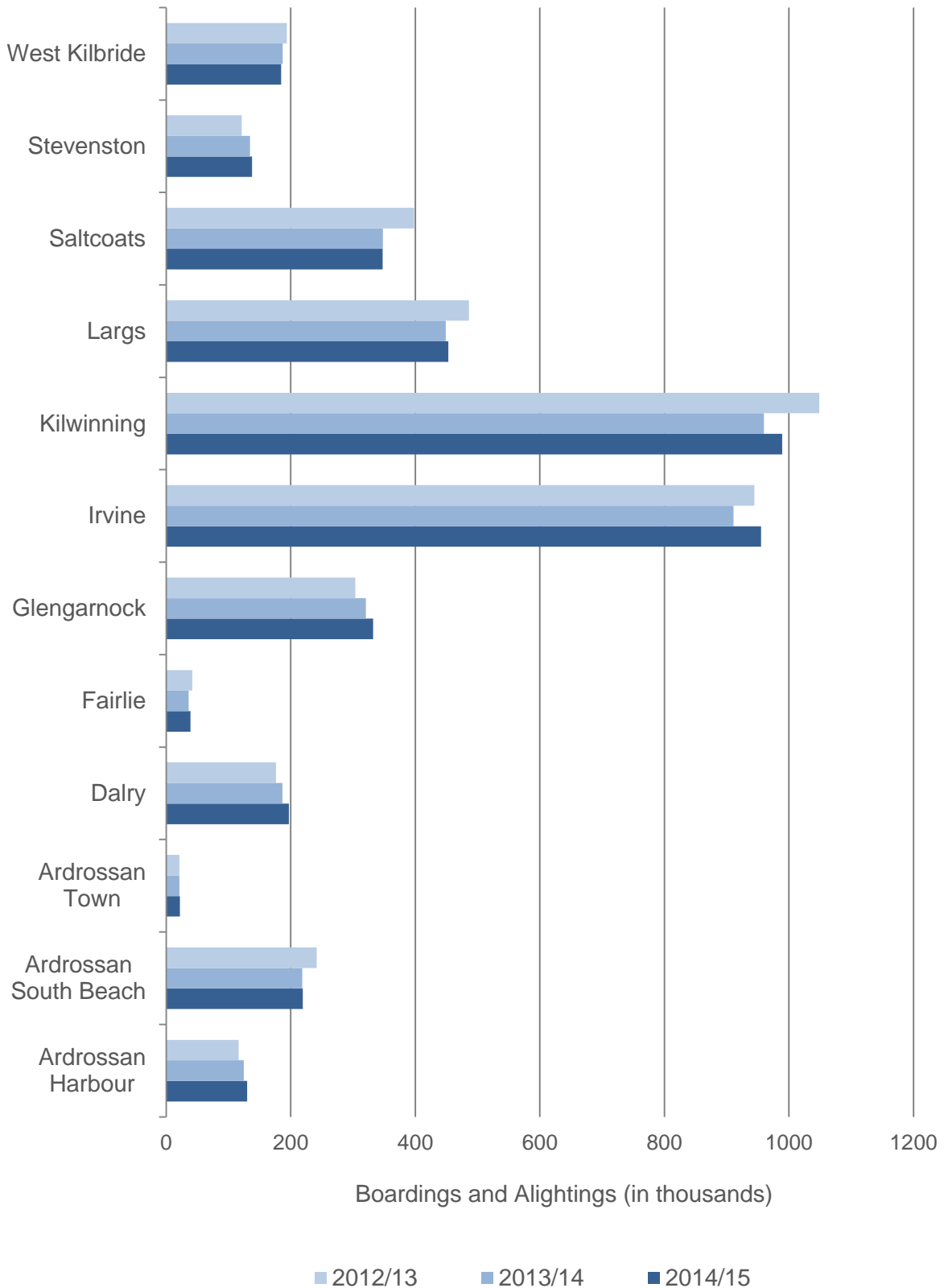
7.3 Integrating Transport and Land Use Planning

In 2015/16 SPT reviewed development proposals for potential impacts on the strategic transport network including commenting on the proposals for the new Largs Campus to improve sustainable access to the site.

In 2016/17, SPT will continue to work with the Council and developers to ensure that sustainable transport measures are embedded in the delivery of new development and as key agency will support the development of the Main Issues Report for the second North Ayrshire Development Plan. 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. SPT is also assisting the three Ayrshire Councils in developing the transport elements of the Ayrshire Growth Deal bid.

7.4 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in North Ayrshire¹²



8. Achieving 'Access for All'

8.1 Socially Necessary Services

In 2015/16, SPT supported fifteen local bus services in North Ayrshire on contracts that carried 550,000 passengers in total. SPT MyBus services in North Ayrshire carried 23,000 passengers.

In 2015/16, SPT supported the British Red Cross Society with £90,000 in capital grants to provide the North Ayrshire & Arran escort programme and Arran Community MyBus.

In 2015/16, SPT managed 91 school bus contracts on behalf of North Ayrshire Council that transported 2200 children to school every school day. SPT compliance inspectors made 76 inspections on site at schools, SPT vehicle examiners inspected 132 vehicles operating on school contracts and SPT processed 548 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2016/17, SPT will continue to provide socially necessary services in North 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 2015/16, SPT supported local services improving access to Crosshouse Hospital and Ayrshire Central Hospital, provided MyBus services for healthcare appointments and supported the North Ayrshire and Arran hospital escort service, which transports residents to hospitals and GP surgeries for scheduled appointments.

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

8.3 Equal Access

In 2015/16, the SPT Mobile Travel Centre made 49 visits to Largs, Kilbirnie, Dalry and Beith to provide travel advice and information to residents and SPT Travel Centre staff answered 680,000 travel enquiries from residents and visitors from across the region and beyond.

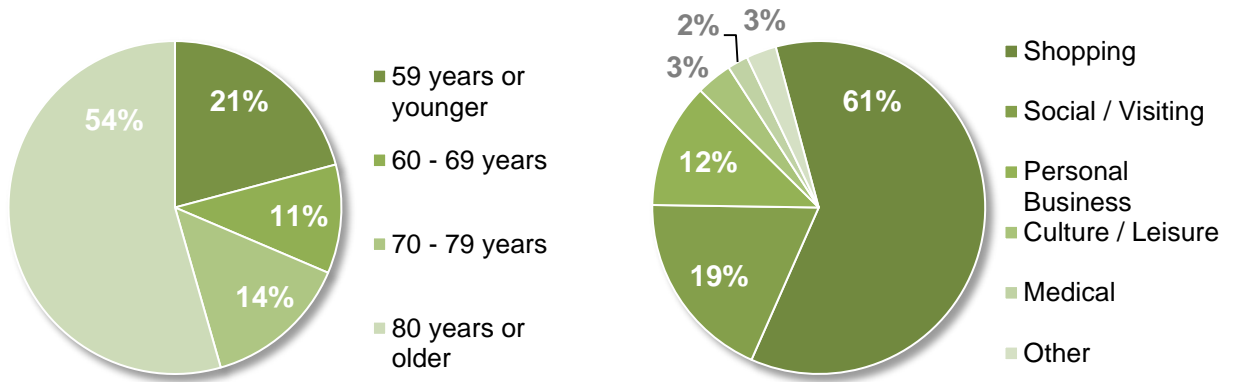
In 2015/16, North Ayrshire residents saved an estimated £740,000 on rail, ferry and Subway travel through the Strathclyde Concessionary Travel Scheme. SPT processed 2,200 National Entitlement Card (NEC) applications or renewals on behalf of NAC and handled 4,700 enquiries on NECs from North Ayrshire residents. SPT will continue to deliver these services in 2016/17.

8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in North Ayrshire, 2015/16 (indicative network)



Figures 8.2 & 8.3 MyBus passengers by age and journey purpose, 2015/16



Figures 8.4 MyBus passengers by deprivation levels (of area of residence), 2015/16¹³

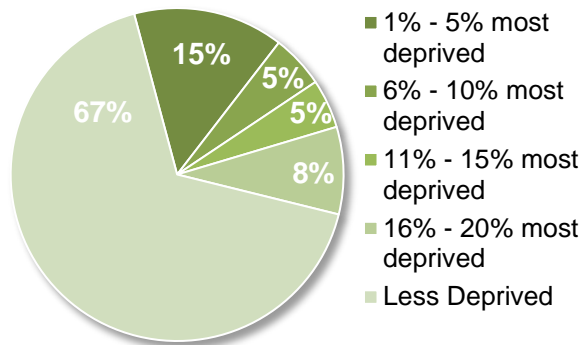
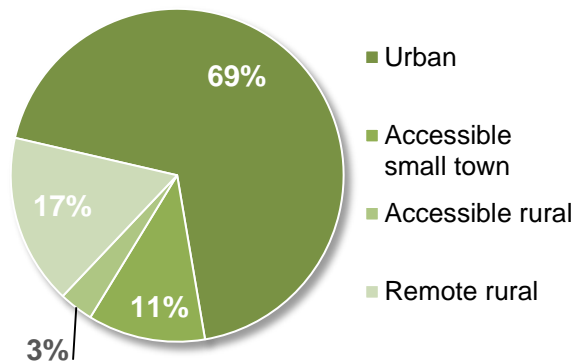


Figure 8.5 MyBus passenger by urban-rural characteristics (of area of residence), 2015/16¹⁴



9. Achieving 'Reduced Emissions'

9.1 Park and Ride

The Irvine Park and Ride extension opened to the public in May 2015. This project, made possible through partnership working between NAC, SPT and Network Rail, created 43 new park and ride spaces. SPT contributed £475,000 in capital funding for this project, which brings total capacity at this busy park and ride location to 120 spaces.

SPT will continue to work with NAC to examine solutions for additional capacity for Largs Park and Ride and other key locations.

9.2 Cycling

NAC delivered significant improvements to the cycling network in 2015/16, supported by a capital grants from SPT totalling £565,000. Sustrans Community Links funding was matched-funded with SPT grants, resulting in investment of over £1m in cycling network improvements across Fairlie, Arran and Irvine.

As part of this investment, NAC delivered the second phase of the Fairlie Community Links project, which provides a safer off road alternative to the A78 for cyclists and pedestrians within Fairlie and between Fairlie and Hunterston. The Fairlie network is included in the third National Planning Framework (NPF3) as a national planning priority.

NAC also delivered a phase of the off-road alternative to National Cycle Network Route 73 between Brodick and Corrie in 2015/16. This project improves safety for vulnerable road users on a stretch of road that has been the location of three fatal road accidents in recent years.

A range projects from the Irvine Cycle Friendly Town strategy also were delivered by NAC in 2015/16 to improve access between the town centre and i3 Enterprise Area. These projects included upgrading the existing path network to all-abilities and multi-user standard, new paths and the installation of infrastructure including cycle parking.

9.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 5,600 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which North Ayrshire Council is a member. Topics in 2015/16 included Smarter Choices, Smarter Places; Community Links funding; Cycle Hubs; Cycle Friendly Campuses; and staff travel surveys.

SPT supported NAC's Travel Smart Project funded through the Scottish Government's Smarter Choices Smarter Place initiative. This project focused upon the communities in Irvine, Fairlie and the Garnock Valley to promote active and sustainable travel.

9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity in North Ayrshire, 2016

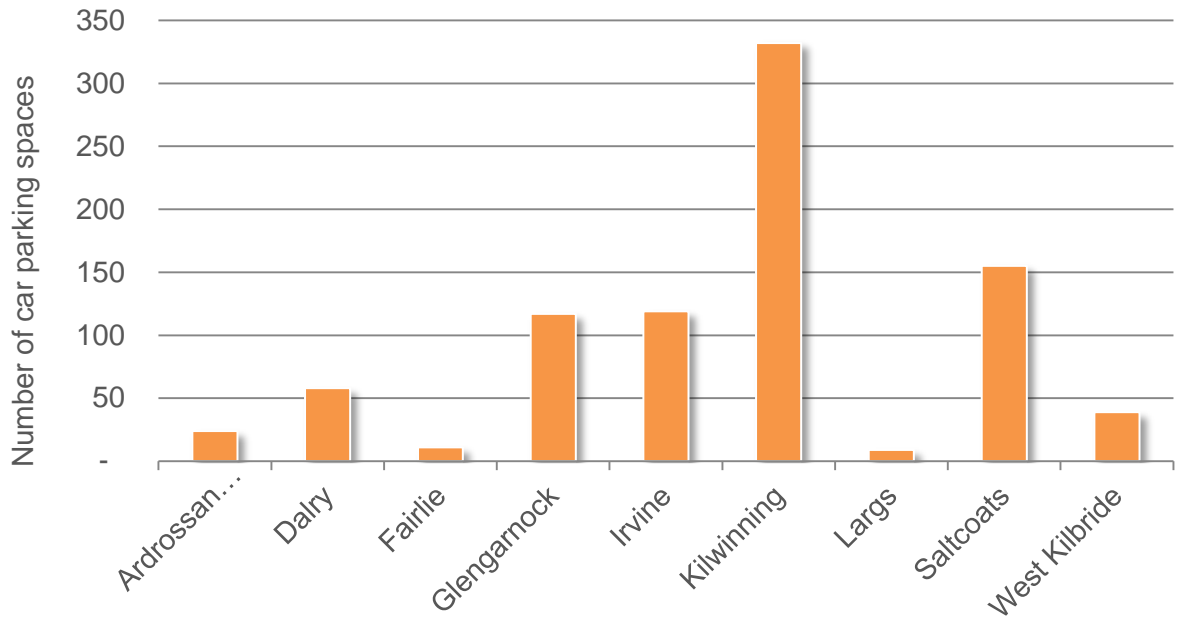


Figure 9.2 Number of bicycles available for private use by households(in North Ayrshire), 2014¹⁵

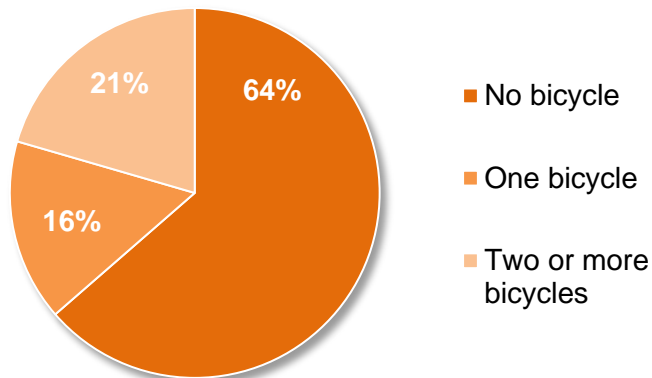
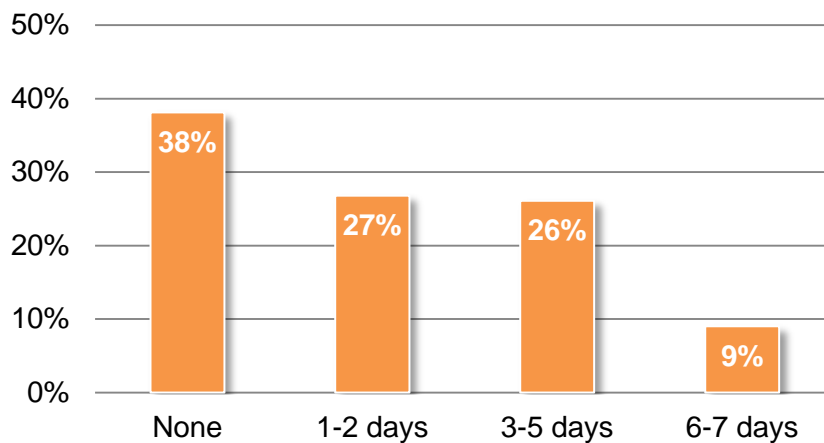


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in North Ayrshire), 2014¹⁶



Appendix 1: 2015/16 supported bus services in North Ayrshire

Service Number	Route
27	Kilwinning - Irvine
29A	Montgomerie Park - Irvine
32	Kilbirnie (Milton Quadrant) - Beith (Meadside)
113	Stewarton – Irvine
125	Irvine – Kilbirnie - Beith
320	Cumbrae Slip - Millport Pier
320	Kilwinning Station – Woodwynd - Blacklands - Kilwinning
321/322/323/324	Arran Services & Ferries
337	Beith - Kilmarnock
576/578	Greenock - IBM - Inverkip - Wemyss Bay - Upper Skelmorlie - Largs
585A	North Ayrshire Flexibus / Largs - Ardrossan - Stevenston

Appendix 2: 2016/17 capital projects

SPT invested £4 million in capital projects delivered by North Ayrshire Council over financial years 2013/14, 2014/15 and 2015/16.

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

Table 1: North Ayrshire projects in 2016/17 SPT capital programme (as of April 2016)

Project	Details	Approved grant
Bus Corridor Improvements	Bus stop infrastructure improvements across North Ayrshire	£70,000
A841 Brodick to Lochranza Ferry Link Upgrade	Carriageway improvements on Arran to improve road safety for all road users	£150,000
Hawkhill Roundabout Improvements	Reconstruction of Hawkhill Roundabout, Stevenston to improve access to and through the junction for buses	£255,000
Irvine Town Centre Bus Infrastructure Improvements	Design of improved passenger and bus facilities in the centre of Irvine	£5,000
Brodick Ferry Terminal Improved Bus Interchange Facilities (Grant to Caledonian Maritime Assets Ltd)	Design and construction of bus interchange facilities as part of redevelopment of Brodick Ferry Terminal	£500,000
Total		£980,000

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 North Ayrshire Local Transport Strategy <http://www.north-ayrshire.gov.uk/council/consultations/local-transport-strategy-consultation.aspx>
- ³ North Ayrshire Local Development Plan <http://www.north-ayrshire.gov.uk/resident/planning-and-building-standards/local-development-plan.aspx>
- ⁴ North Ayrshire Community Planning Partnership Single Outcome Agreement 2013-2017 <http://www.north-ayrshire.gov.uk/council/community-planning-partnership/single-outcome-agreement.aspx>
- ⁵ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ⁶ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁷ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁸ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁹ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ¹⁰ SPT PTIS database.
- ¹¹ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 250.
- ¹² Station Usage Estimates 2012/13, 2013/14 and 2014/15. Office of Rail and Road. Any change between 2012/13 and 2013/14 may be a result of the change in methodology regarding estimation of trips made using ZoneCard products; therefore the real change in patronage may be more or less than the figures shown.
- ¹³ Scottish Index of Multiple Deprivation 2012. Figures shown are for proportion of North Ayrshire MyBus passengers living in areas by level of multiple deprivation. For example, 15% of NAC MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- ¹⁴ Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of North Ayrshire MyBus passengers living in areas by urban-rural characteristic. For example, 3% of NAC MyBus passengers live in accessible rural areas.
- ¹⁵ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 260.
- ¹⁶ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 240.

Useful contacts

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marbillcoaches.co.uk

McGill's Bus Service Ltd.

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Shuttle Bus

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Stagecoach West Scotland

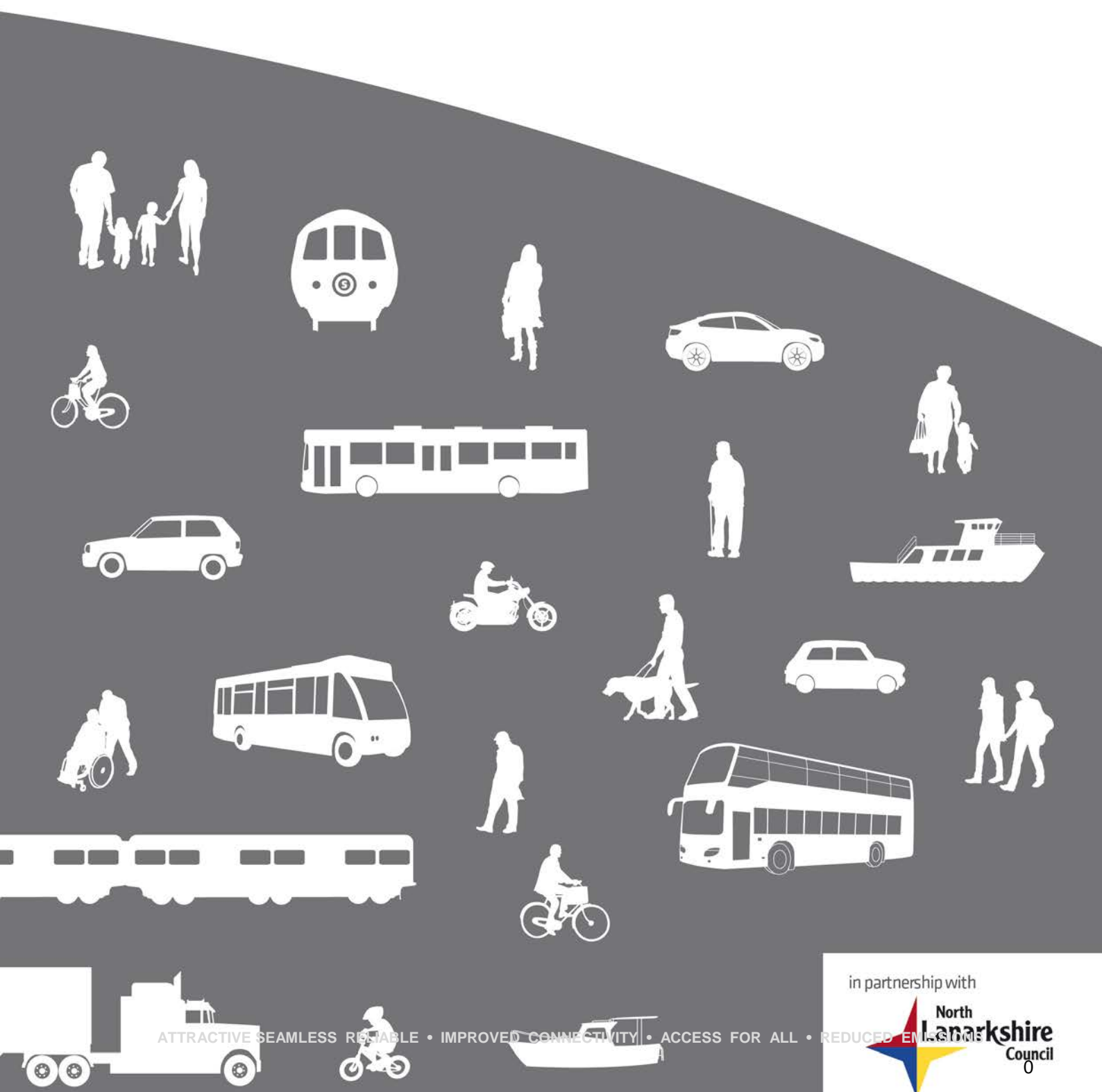
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Arran - 01770 302000
Ayr - 01292 613 500
Cumnock - 01290 421930
Dumfries - 01387 253496
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Transport Outcomes Report: North Lanarkshire 2016/17



ATTRACTIVE SEAMLESS RELIABLE • IMPROVED CONNECTIVITY • ACCESS FOR ALL • REDUCED EMISSIONS

in partnership with



ABOUT US

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

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

North Lanarkshire Council (NLC), in addition to wider responsibilities, is the local Roads Authority and Planning Authority for North Lanarkshire. NLC is responsible for the development of the Local Transport Strategy² and Local Plan³ and is lead partner in the development of the North Lanarkshire Single Outcome Agreement.⁴ NLC has a duty to manage and maintain local public roads, footways, street lighting and traffic signals and the powers to improve infrastructure as necessary. NLC has responsibility for road safety and flood risk management.

SPT, NLC and our other partners work together to deliver a range of transport 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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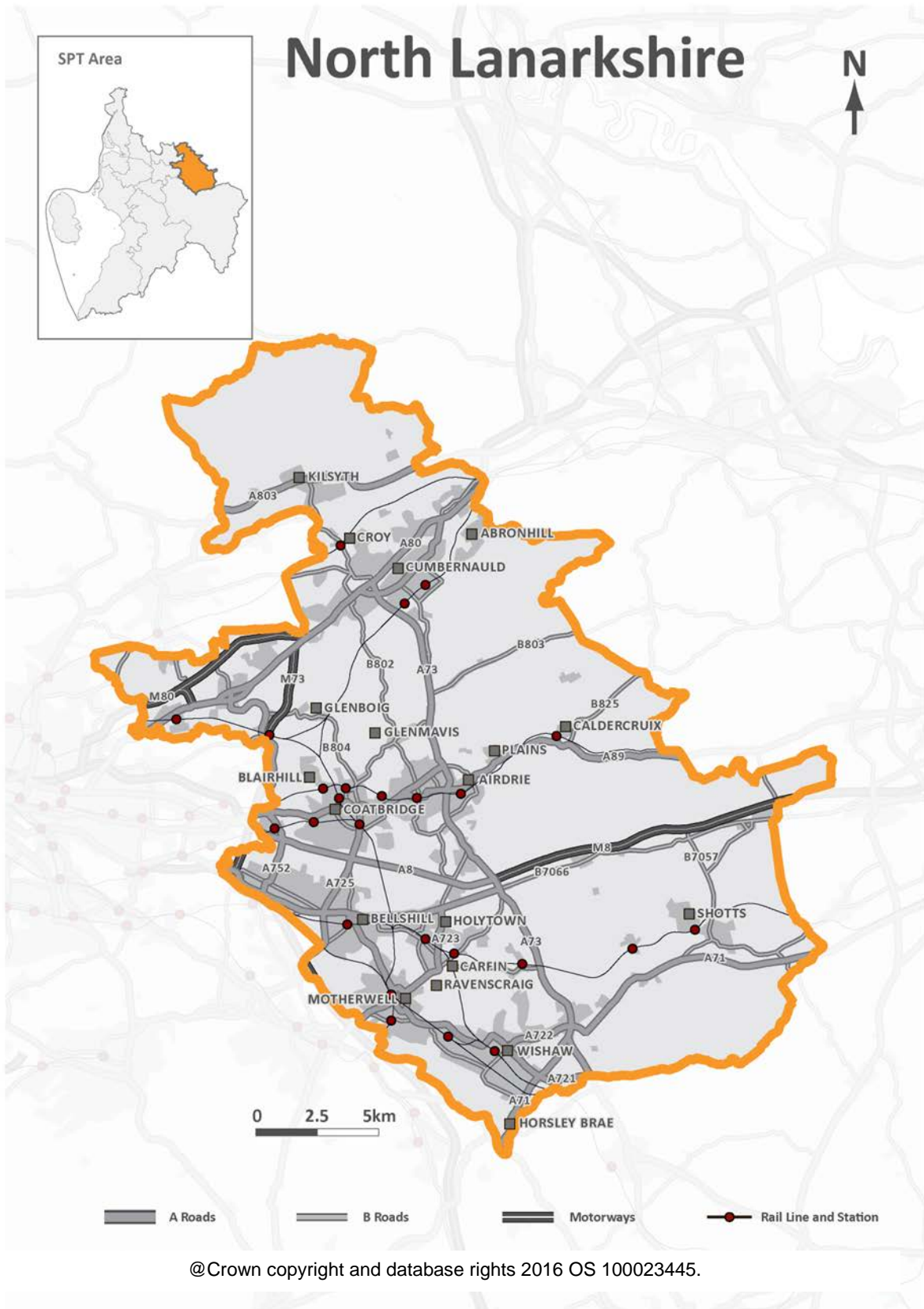
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DRAFT



1. Introduction

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.

As is the case annually, this TOR outlines SPT's investments, projects and services for the past year and current year and sets out the role of transport in achieving improved outcomes for local residents and business in North Lanarkshire. The TOR demonstrates the significant investment made by SPT and the Council in the public transport network. This is set against an increasingly tight financial framework that means that public sector bodies must demonstrate more than ever that their services are efficiently managed and that opportunities have been taken to work innovatively to deliver services.

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

SPT will continue to work with North Lanarkshire Council and our other partners on such key initiatives as integrating respective Glasgow City Region City Deal projects to maximise socio-economic benefits of this major investment; to plan new transport infrastructure to support sustainable economic growth; and to deliver material change to the regional bus market and public transport ticketing to realise safe, integrated, affordable and stable public transport services for all.

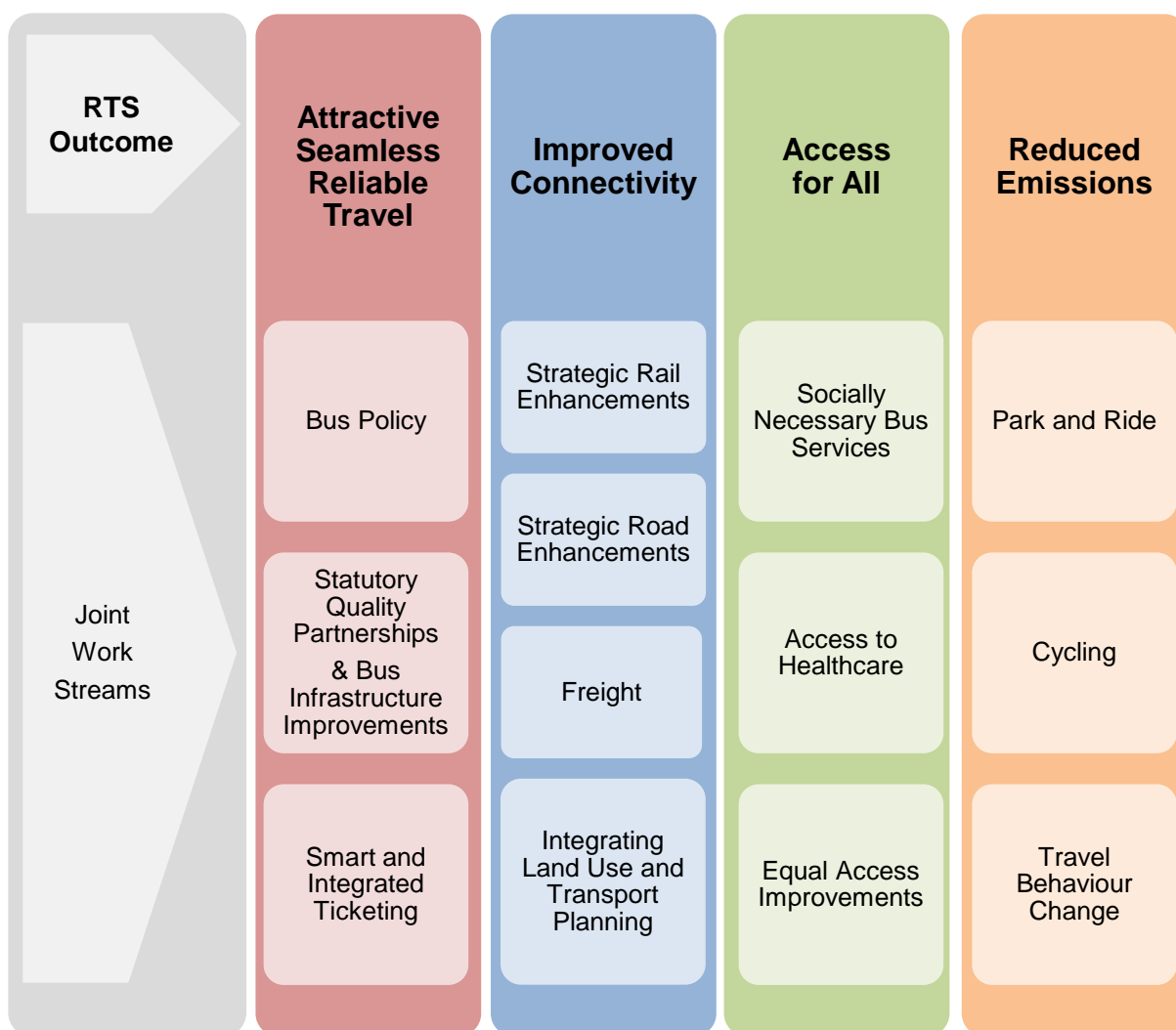
2. Working in partnership with North Lanarkshire

The 2016/17 Transport Outcomes Report follows the same structure as last year’s report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.⁵ These are set out in Figure 2.1 below. This year’s report provides an update on the joint work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams.

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

Services, projects, investments and initiatives that benefit the local area are detailed under each joint work stream within the main body of the report (sections 6 – 9).

Figure 2.1: RTS Outcomes and SPT- North Lanarkshire 2016/17 joint work streams



3. Improving outcomes for North Lanarkshire residents

SPT is a statutory participant in Community Planning and works in partnership with North Lanarkshire Council (NLC) and other partners across a range of themes including health, education, accessibility, social inclusion, equalities and community safety, and our four strategic outcomes link closely to national community planning policy priorities. Transport has an important role in achieving the aims of the North Lanarkshire Partnership Community Plan 2013 – 2018 Single Outcome Agreement (SOA). Figure 3.1 shows the relationship between the TOR joint work streams and the SOA local outcomes.

For local outcomes 1, 2 and 6 (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 encourages more active lives for everyone. Safe, accessible transport and infrastructure 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. Sustainable development improves local access to goods and services, reduces car usage, increases active travel rates and makes for safer roads.

For local outcomes 3, 4 and 5 - 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; and good access improves employment opportunities.

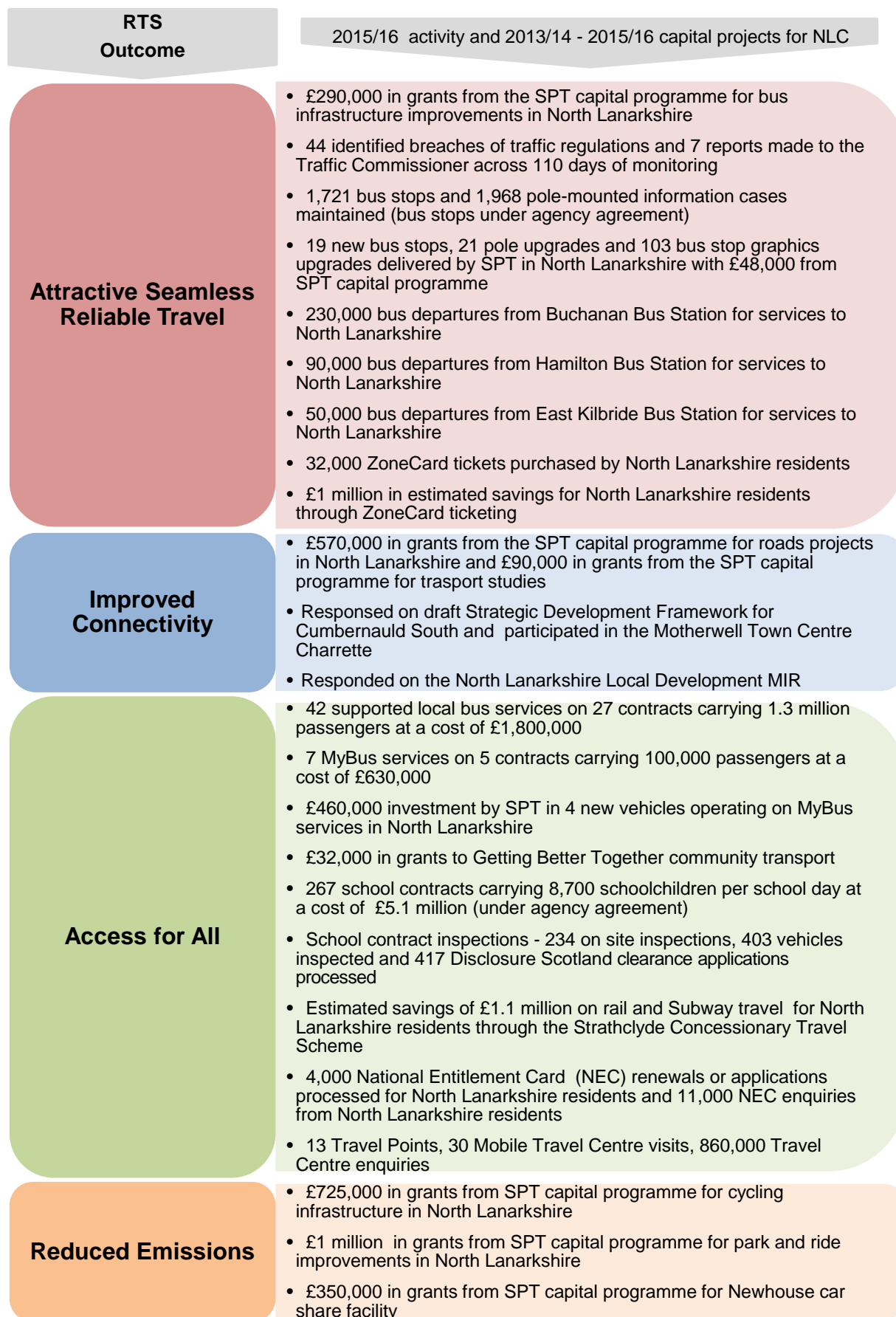
For local outcome 7 - SPT and NLC are working together to improve public transport in North Lanarkshire including raising the quality and accessibility of passenger infrastructure, working with bus operators to improve the quality of services, improving travel information, ensuring high-quality supported services, improving access to the rail network through better park and ride facilities, working towards better ticketing options and planning for future transport needs.

Figure 3.1 North Lanarkshire local priorities and TOR joint work streams

		Joint work streams													
		Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Road	Freight	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change	
North Lanarkshire Partnership SOA Local Outcomes	1) Services and supports are helping children, young people and their families to achieve positive outcomes.							✓	✓	✓	✓		✓	✓	
	2) Older people and people with disabilities are able to live as safely and independently as possible in the community and have control over their care and support.		✓			✓		✓	✓	✓	✓		✓		
	3) Create strong, sustainable town centres and communities that are attractive places to live in, work in, and visit.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	4) Grow the business sector with high levels of survival and entrepreneurship and an infrastructure that attracts investment.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	5) Reduce unemployment and worklessness in North Lanarkshire, particularly among our 16-24 population.	✓	✓	✓				✓	✓		✓			✓	✓
	6) Increase the number of people enjoying a physically active life.								✓	✓				✓	✓
	7) Increase satisfaction with public transport.	✓	✓	✓	✓			✓	✓		✓		✓		

4. Delivering transport improvements for North Lanarkshire

Figure 4.1: Summary of SPT investments and services in North Lanarkshire



5. Measuring progress

The figures below are measures of key travel and transport issues at the local and regional level.

Figure 5.1: Satisfaction with public transport⁶

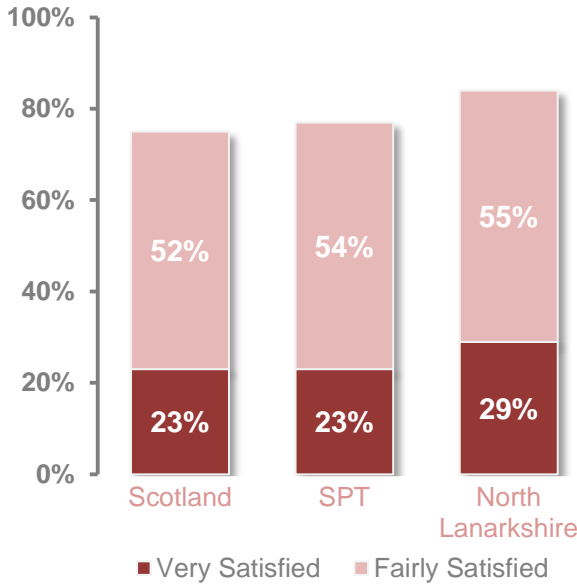


Figure 5.2: Congestion delays experienced by drivers⁷

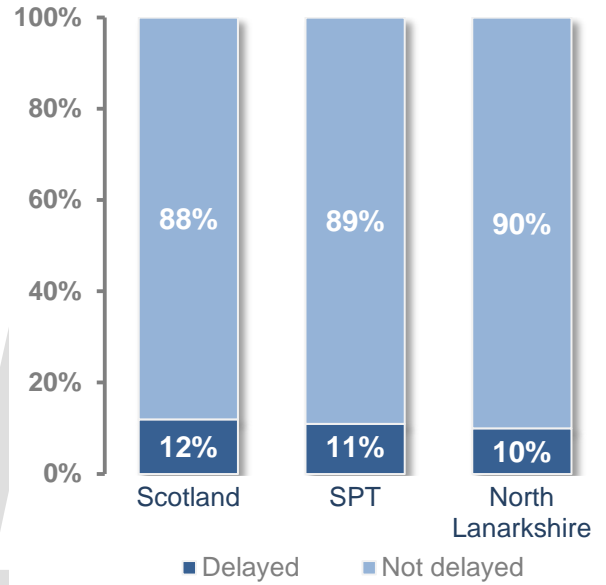


Figure 5.3: Convenience of public transport⁸

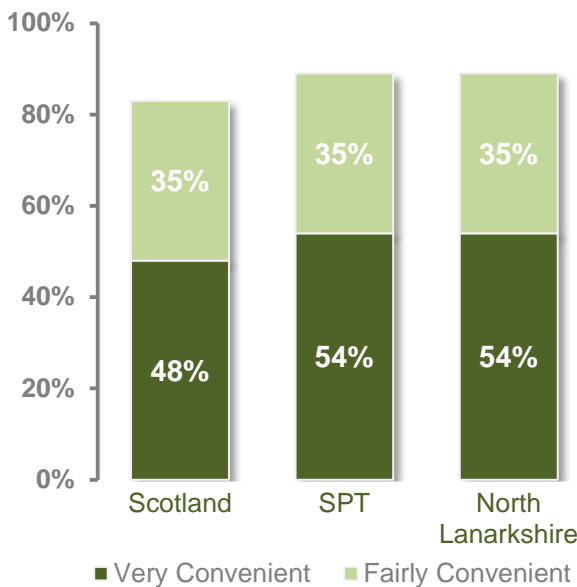
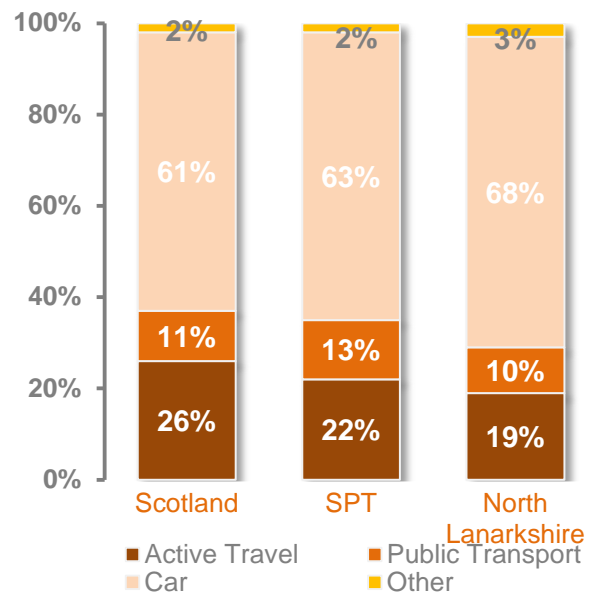


Figure 5.4: Main mode of travel⁹



6. Achieving 'Attractive Seamless Reliable Travel'

6.1 Bus Policy

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

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

6.2 Statutory Quality Partnerships & Bus Infrastructure

SPT service compliance inspectors identified 44 breaches of traffic regulations and made 7 reports to the Traffic Commissioner across 110 days of monitoring in North Lanarkshire during 2015/16. These include instances of engine idling, illegal parking and services not operating as registered. Inspectors will continue to undertake local monitoring throughout 2016/17.

SPT bus station staff managed 230,000 departures at Buchanan Bus Station, 90,000 departures at Hamilton Bus Station and 50,000 departures at East Kilbride Bus Station for bus services operating within North Lanarkshire during 2015/16.

In 2015/16, SPT maintained 1,721 bus stops under agency agreement and maintained 1,968 SPT-owned, pole-mounted information cases in North Lanarkshire. SPT delivered 19 new stops, 21 bus stop pole upgrades and 103 bus stop graphics upgrades in 2015/16 with £48,000 from the SPT capital programme. SPT will seek to deliver further upgrades in 2016/17 through the SPT capital programme.

NLC delivered improvements to bus stops in Kilsyth including 15 new high access kerbs, 3 shelters and improved layouts for buses to access the stops. Additionally, detailed design commenced for a new bus terminus at Pather. SPT provided £52,000 in capital funding towards these projects.

SPT, NLC and the owners and managers of Cumbernauld Shopping Centre have been working together to develop solutions for improved bus passenger facilities and to improve conditions for the operation of buses through Cumbernauld Town Centre. In 2015/16, four bus stops on Carbrain Road were upgraded and key progress was made towards the refurbishment of the bus station including commencement of detailed design. The refurbished bus station will be constructed over 2016/17 – 2017/18 with SPT providing £500,000 in capital funding in 2016/17. NLC and Campsie Centre Cumbernauld Ltd are providing funding too.

SPT and NLC will continue to work together to develop proposals for sQPs for Motherwell, Airdrie and Coatbridge including consideration of outcomes of the sQP feasibility report for Motherwell town centre.

6.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. North Lanarkshire residents

bought an estimated 32,000 ZoneCards and made around 1,600,000 trips using a ZoneCard in 2015/16 – saving North Lanarkshire residents an estimated £1 million.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. Nevis Technologies (NT), SPT’s joint venture with East Kilbride-based technology firm Ecebs, continues to work with ScotRail to deliver interoperable smartcard ticketing across rail and Subway services. In 2015/16, McGill’s buses, the largest privately-owned bus company in Scotland, selected NT to be the delivery agent for their new smartcard ticketing system, with rollout of the new card in 2016.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in North Lanarkshire¹⁰

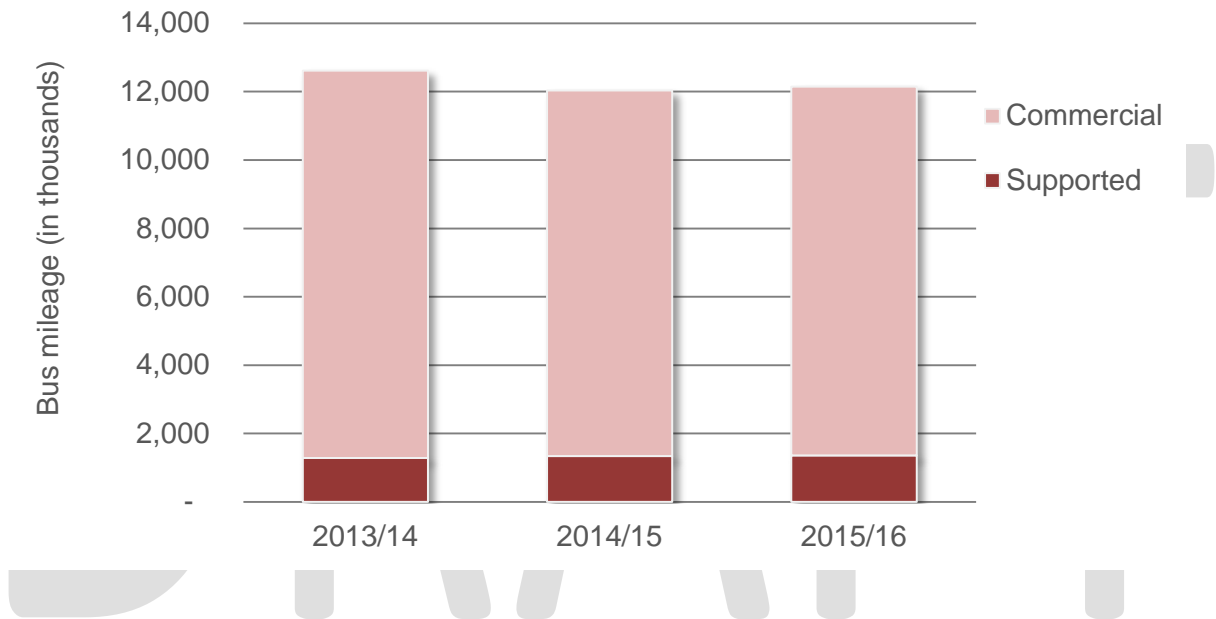
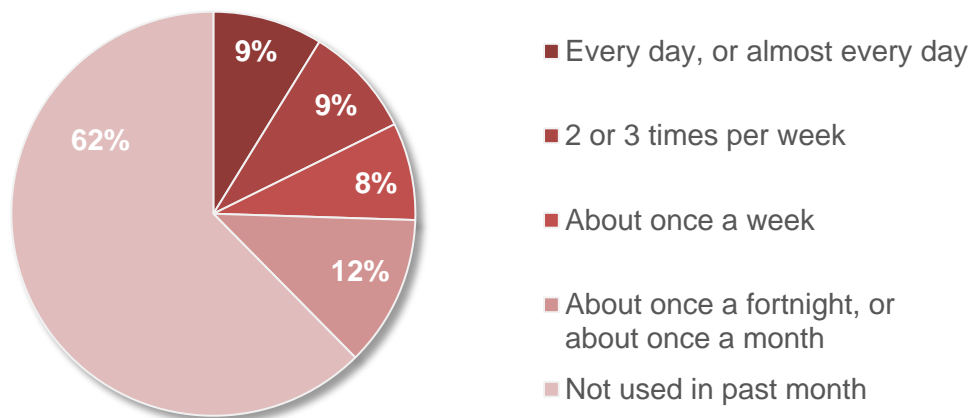


Figure 6.2 Use of local bus services (adults aged 16+ living in North Lanarkshire), 2014¹¹



7. Achieving 'Improved Connectivity'

7.1 Rail

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

SPT worked with NLC, East Dunbartonshire Council (EDC), Network Rail (NR) and local bus operators to establish an alternative bus route between Kirkintilloch and Cumbernauld during the closure of the B8048 from August 2015 to April 2016 to enable the replacement of the Drumgrew Bridge. These works formed a key part of the Edinburgh-Glasgow Improvement Programme (EGIP) and the alternative routing for the local bus service, facilitated through funding support from NR, SPT, EDC and NLC allowed for the continue bus service provision minimising the impact of the works on local residents.

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. Additionally, SPT and ScotRail met regularly in 2015/16 to plan and agree principles for the timetabling changes necessary to accommodate the closure of Queen Street high level during the platform extension works in 2016.

7.2 Roads & Freight

NLC continues to progress dualling of the A723 between Carfin and Holytown, following completion of rail bridge enabling works in 2014/15. In 2015/16, SPT provided £50,000 in capital funding towards design and CPO works.

NLC continue to progress the project to construct a right-turn storage lane on the A71 Horsley Brae at Brownlee Road near Garrion Bridge to reduce congestion on this key link between North and South Lanarkshire and the M74. SPT provided capital funding of £25,000 in 2015/16 and is providing £10,000 in 2016/17 to progress CPO and contract preparation. NLC and SLC have committed capital funding for the construction.

SPT will work with NLC to integrate our respective City Deal projects to maximise the benefit for residents and business across North Lanarkshire and the region. SPT and NLC are working together to deliver a regional strategy for freight, building on the work undertaken for Ayrshire. The strategy will identify issues and network constraints and appraise opportunities for the efficient and sustainable movement of freight across the region. SPT and NLC are providing funding for the strategy development.

7.3 Integrating Transport and Land Use Planning

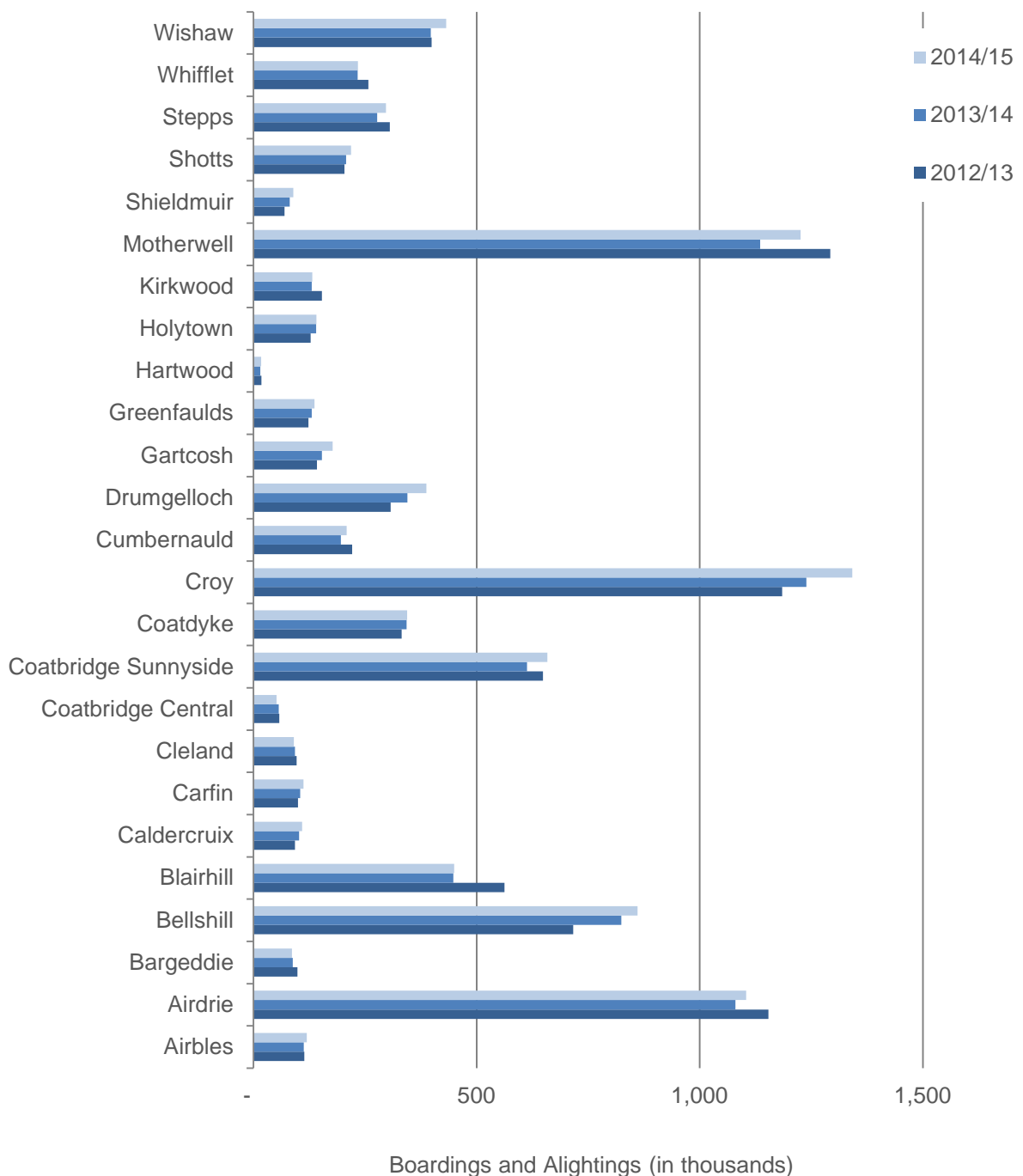
In 2015/16 NLC undertook STAG¹² pre-appraisals for sustainable transport options for Plains, Abronhill and Glenboig areas, funded with £70,000 from the SPT capital programme. SPT and NLC will work together to further examine the outcomes of the studies, including potential rail, bus and active travel interventions.

SPT responded on the draft Strategic Development Framework for Cumbernauld South and participated in the Motherwell Town Centre Charrette. As a key agency, SPT responded on the North Lanarkshire Local Development Main Issues Report (MIR) and undertook public transport accessibility analysis on the potential development sites that emerged from the MIR consultation. SPT also worked closely with the Clydeplan team, providing input to the development of and responding to the Strategic Development Plan Proposed Plan.

In 2015/16 SPT, as a key agency, SPT will review and respond on the North Lanarkshire Local Development Proposed Plan; work with NLC and developers to embed sustainable transport measures in all new developments; and 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. SPT will also continue to work with all partners in the assessment of the transport impacts of Glasgow City Region City deal projects through participation in the Transport Group.

7.4 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in North Lanarkshire¹³



8. Achieving 'Access for All'

8.1 Socially Necessary Services, MyBus, Community Transport and Schools Transport

In 2015/16, SPT supported 42 local bus services in North Lanarkshire on contracts that carried 1.3 million passengers in total. SPT MyBus services in North Lanarkshire carried 100,000 passengers.

In 2015/16, SPT supported Getting Better Together to provide Community Transport services in North Lanarkshire with capital grants totalling £32,000.

In 2015/16, SPT managed 267 school bus contracts on behalf of North Lanarkshire Council that transported 8,700 children to school every school day. SPT compliance inspectors made 234 inspections on site at schools, SPT vehicle examiners inspected 403 vehicles operating on school contracts and SPT processed 417 Disclosure Scotland clearance applications for potential drivers on school contracts. SPT will continue to provide these services in 2016/17.

In 2016/17, SPT will continue to provide socially necessary services and MyBus services in North Lanarkshire 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.

SPT will continue to work with NLC, large employers and business parks in North Lanarkshire to improve transport access to employment.

8.2 Access to Healthcare

In 2014/15, SPT supported local bus services that provided direct access to Wishaw General and Monklands hospitals, provided MyBus services for healthcare appointments and supported the Getting Better Together community transport services. SPT will continue to provide socially necessary bus services to improve access to healthcare.

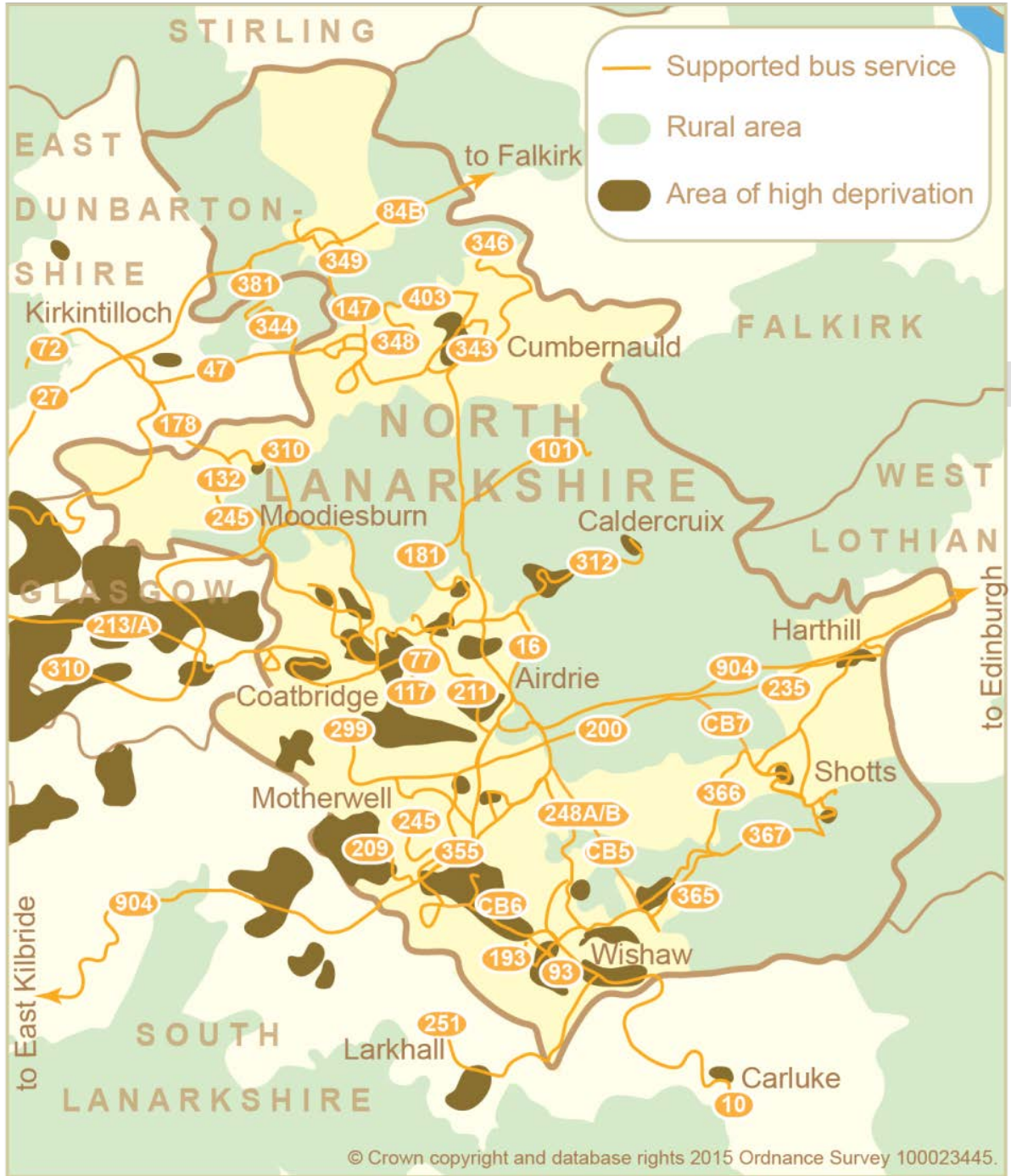
8.3 Equal Access

In 2015/16, the SPT Mobile Travel Centre made 30 visits to Shotts, Kilsyth and Airdrie to provide travel advice and information to residents, SPT Travel Centre staff answered 860,000 travel enquiries and SPT maintained 13 Travel Points across North Lanarkshire to provide public transport timetables and journey planning information in easily accessible locations.

In 2015/16, North Lanarkshire residents saved an estimated £1.1 million on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 4,000 National Entitlement Card (NEC) applications or renewals on behalf of NLC and handled 11,000 enquiries on NECs from North Lanarkshire residents. SPT will continue to deliver these services in 2016/17.

8.4 Additional figures in support of Access for All

Figure 8.1 Supported bus services in North Lanarkshire, 2015/16 (indicative network)



Figures 8.2 & 8.3 MyBus passengers by age and journey purpose, 2015/16

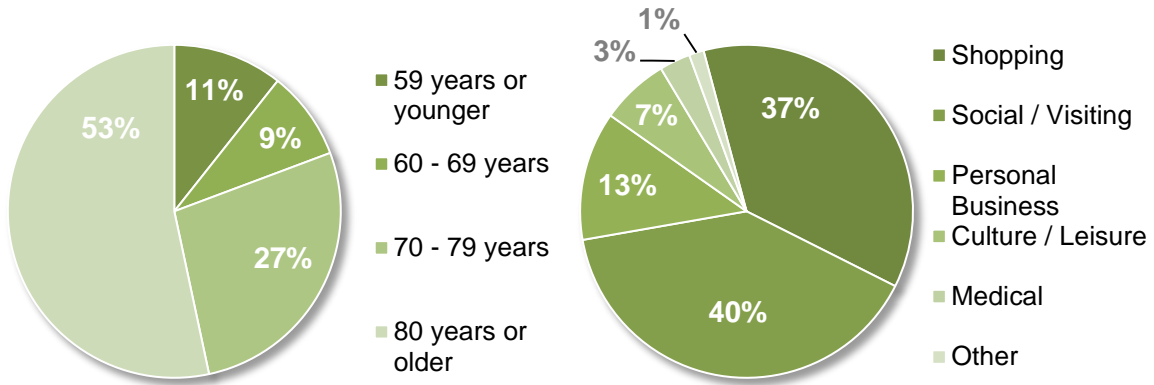


Figure 8.4 MyBus passengers by deprivation levels (of areas of residence), 2015/16¹⁴

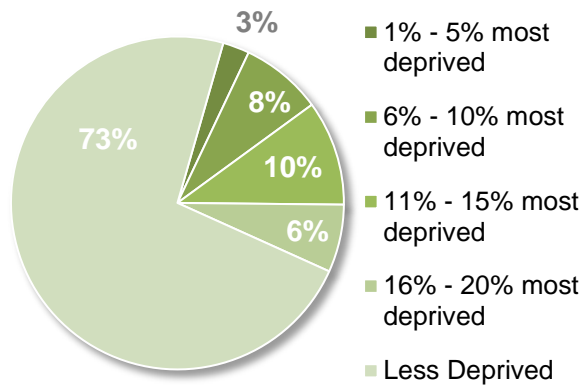
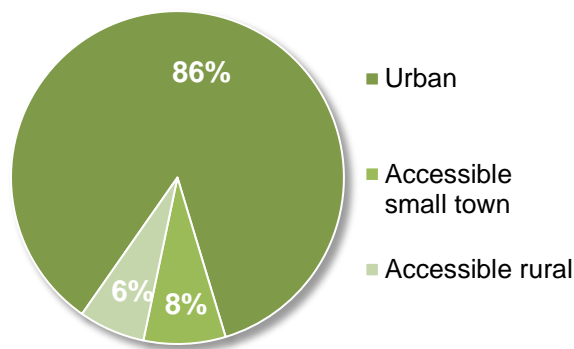


Figure 8.5 MyBus passengers by urban-rural characteristics (of area of residence), 2015/16¹⁵



9. Achieving 'Reduced Emissions'

9.1 Park and Ride

In 2016/17, NLC will seek to undertake design, planning and contract preparation for an extension to Airdrie park and ride. This extension will increase capacity by c. 80 additional spaces. Construction will follow in future years.

North Lanarkshire Council is developing options within their Glasgow City Region City Deal projects for bus park and ride at Eurocentral and near the M80 Hornhill Roundabout south of Lenzie. SPT will work with NLC to examine these options and the potential impact on the transport network.

9.2 Cycling

In 2015/16, NLC delivered cycle network improvements at Ravenscraig / New College Lanarkshire and upgraded sections of the path network on the former Strathkelvin railway line with £145,000 in capital funding from SPT.

In 2015/16, NLC completed design and contract preparation for the upgrade of a key active travel corridor through Eurocentral along McNeil Drive with £65,000 in capital funding from SPT.

In 2016/17, NLC will seek to construct the McNeil Drive upgrade and improve links between Airdrie and Eurocentral with £125,000 from the SPT capital programme. These project forms part of the M8 Strategic Investment Sites (SIS) Cycle Routes Study and SPT funding will be used as a match for Sustrans Community Links funding.

9.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 5,600 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which North Lanarkshire Council is a member. Topics in 2015/16 included Smarter Choices, Smarter Places; Community Links funding; Cycle Hubs; Cycle Friendly Campuses; and staff travel surveys. SPT provided 50% of the cost of NLC's JourneyShare membership in 2015/16 to encourage council employees to

In 2015/16, NLC delivered the expansion of the Newhouse car sharing facility with £330,000 in capital funding from SPT. This project delivered an additional 90 car parking spaces, bringing total capacity at the site to 146 spaces. The site is very popular with commuters wanting to reduce travel costs for their journeys to work.

SPT supported NLC's Smarter Travel Project funded through the Scottish Government's Smarter Choices Smarter Places initiative. This project promoted active and sustainable travel for work and education trips for people living or working in Cumbernauld, Croy and Kilsyth.

9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity in North Lanarkshire, 2015

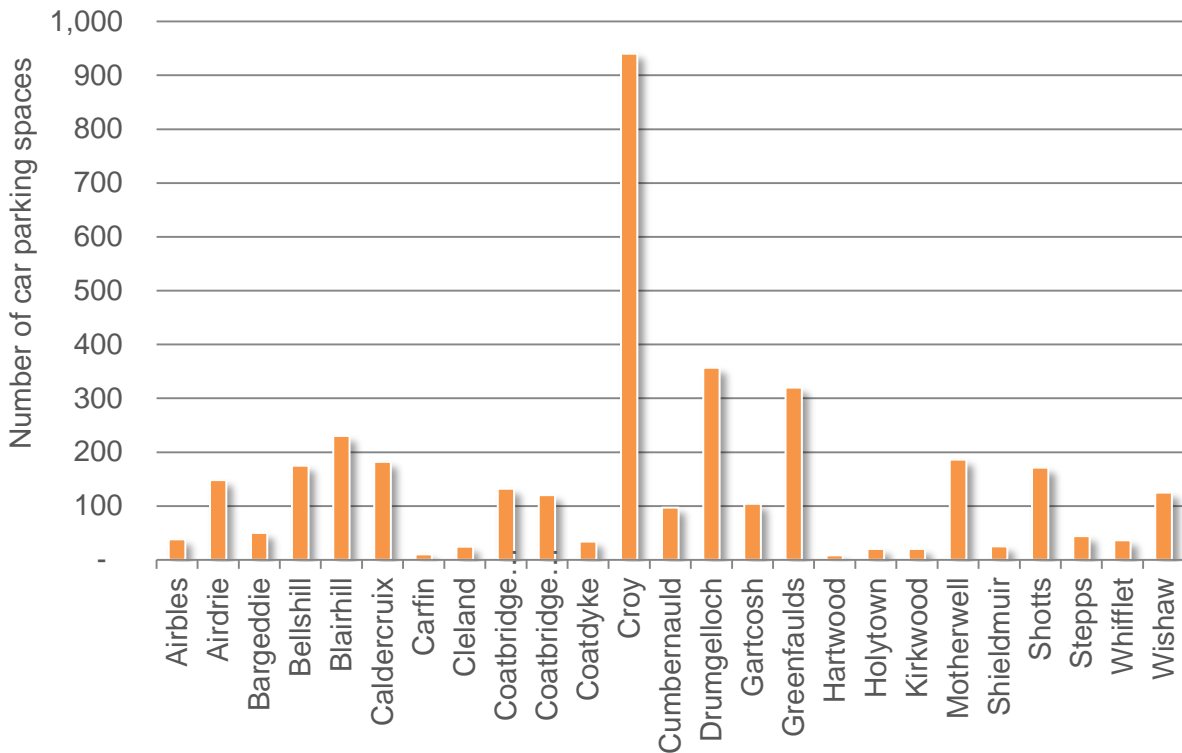


Figure 9.2 Number of bicycles available for private use by households (in North Lanarkshire), 2014¹⁶

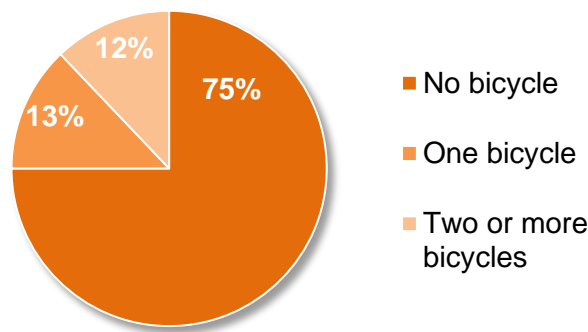
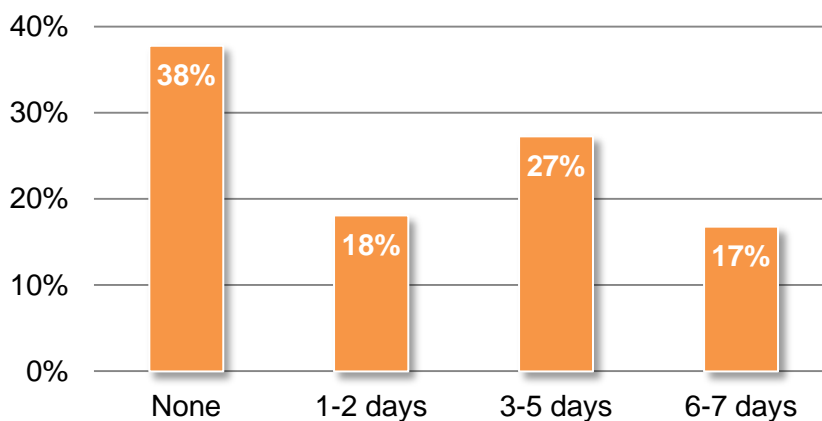


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in North Lanarkshire), 2014¹⁷



Appendix 1: 2015/16 supported bus services in North Lanarkshire

Service Number	Route
CB5	Bonkle – Shotts – Eurocentral
CB6	Motherwell Rail Station – New College Lanarkshire
CB7	Shotts – Maxim Business Park
10 / 10X	Wishaw General - Carluke - Lower Braidwood
16	Salsburgh - Chapelhall - Airdrie - Monklands - Carnbroe
27	Kilsyth - Glasgow
47/147	Kilsyth/Milngavie - Kirkintilloch - Cumbernauld - Monklands Hospital
72 / 178	Glasgow-Kirkintilloch via Lenzie / Moodiesburn-Kirkintilloch
117 / 77	Townhead/Cliftonville - Coatbridge (Carnbroe)
84B	Kirkintilloch - Twechar/Banton
93	Wishaw Local
101/181	Monklands Hospital - Upperton
132	Coatbridge - Moodiesburn Circle
193	Cleland - Coltness - Pather
200	Salsburgh - Chapelhall - Airdrie - Monklands
209	North Motherwell - Bellshill
211	Motherwell Asda - New Stevenston - Holytown -Calderbank - Airdrie
213 / 213A	Glasgow City - Bargeddie
235/236	Bellshill - Holytown - Salsburgh - Harthill
245	Forgewood - Motherwell - North Lodge
245 / 310	Moodiesburn - Coatbridge / Moodiesburn - Glasgow Fort - Shettleston
248	Wishaw General Hospital - Holytown
248A/248B	Law - Wishaw - Holytown - Airdrie / Monklands Hospital
251	Wishaw General - Overton - Larkhall
299	Bellshill - Strathclyde Business Park
310	Moodiesburn – Glasgow Fort - Shettleston
312	Coatbridge - Caldercruix
343/346	Cumbernauld Town Service
344/344A/349	Croy Station - Twechar / Kilsyth
348/403	Croy - Balloch - Carrickston / Cumbernauld
355	Newarthill - Motherwell - North Lodge
365/366/367	Harthill - Shotts - Wishaw Hosital - Ravenscraig
381	Kilsyth - Balmalloch - Twechar
904	East Kilbride - Hamilton - Motherwell - Chapelhall - Harthill - Edinburgh

Appendix 2: 2016/17 capital projects

SPT invested £3.1 million in capital projects delivered by North Lanarkshire Council over financial years 2013/14, 2014/15 and 2015/16.

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

Table 1: North Lanarkshire projects in 2015/16 SPT capital programme (April 2016)

Project	Details	Approved grant
A71 Junction Improvements	Road improvements at A71 Horsley Brae / Brownlee Road to improve safety and reduce congestion through construction of a right-hand storage lane on the A71 (phased project)	£10,000
Ravensraig Access Strategy	Enabling works and pre-implementation phase of proposed A723 dualling between Ravensraig and Chapelhall / M8 (phased project)	£100,000
Central Way Cumbernauld Bus Stances	Improved town centre bus passenger facilities (phased construction over 2 years)	£500,000
Airdrie Station Park and Ride	Design, planning and contract preparation for park and ride extension at Airdrie rail station to increase capacity by c. 80 new spaces	£25,000
Bus Infrastructure Improvements	Improved bus passenger infrastructure and improved access to bus stops	£100,000
M8 Strategic Investment Sites Cycle Access Improvements	Cycle infrastructure to improve access to key employers on the A8/M8 corridor from neighbouring communities	£125,000
Motherwell College Bus Facility Improvements	Design and implementation of improvements to bus stops serving Motherwell College	£25,000
Total		£885,000

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 North Lanarkshire Local Transport Strategy <http://www.northlanarkshire.gov.uk/CHttpHandler.ashx?id=4970&p=0>
- ³ North Lanarkshire Local Plan <http://www.northlanarkshire.gov.uk/index.aspx?articleid=24102>
- ⁴ North Lanarkshire Partnership Community Plan 2013-2018 Single Outcome Agreement <http://www.northlanarkshire.gov.uk/CHttpHandler.ashx?id=10316&p=0>
- ⁵ http://www.spt.co.uk/wmslib/Documents_RTS/RTS%20Delivery%20Plan%202014-17.pdf?2
- ⁶ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁷ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁸ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁹ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ¹⁰ SPT PTIS database.
- ¹¹ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 450.
- ¹² Scottish Transport Appraisal Guidance
- ¹³ Station Usage Estimates 2012/13, 2013/14 and 2014/15. Office of Rail and Road. Any change between 2012/13 and 2013/14 may be a result of the change in methodology regarding estimation of trips made using ZoneCard products; therefore the real change in patronage may be more or less than the figures shown.
- ¹⁴ Scottish Index of Multiple Deprivation 2012. Figures shown are for proportion of North Lanarkshire MyBus passengers living in areas by level of multiple deprivation. For example, 3% of NLC MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- ¹⁵ Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of North Lanarkshire MyBus passengers living in areas by urban-rural characteristic. For example, 6% of NLC MyBus passengers live in accessible rural areas.
- ¹⁶ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 490
- ¹⁷ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 450

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Airbles Bus Company

01698 260001

Blue Bus Ltd.

01501 820 598

Canavan Travel

01236 822 600

Castle Eurocentral (TRAVEL) Ltd.

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Whitelaws Coaches

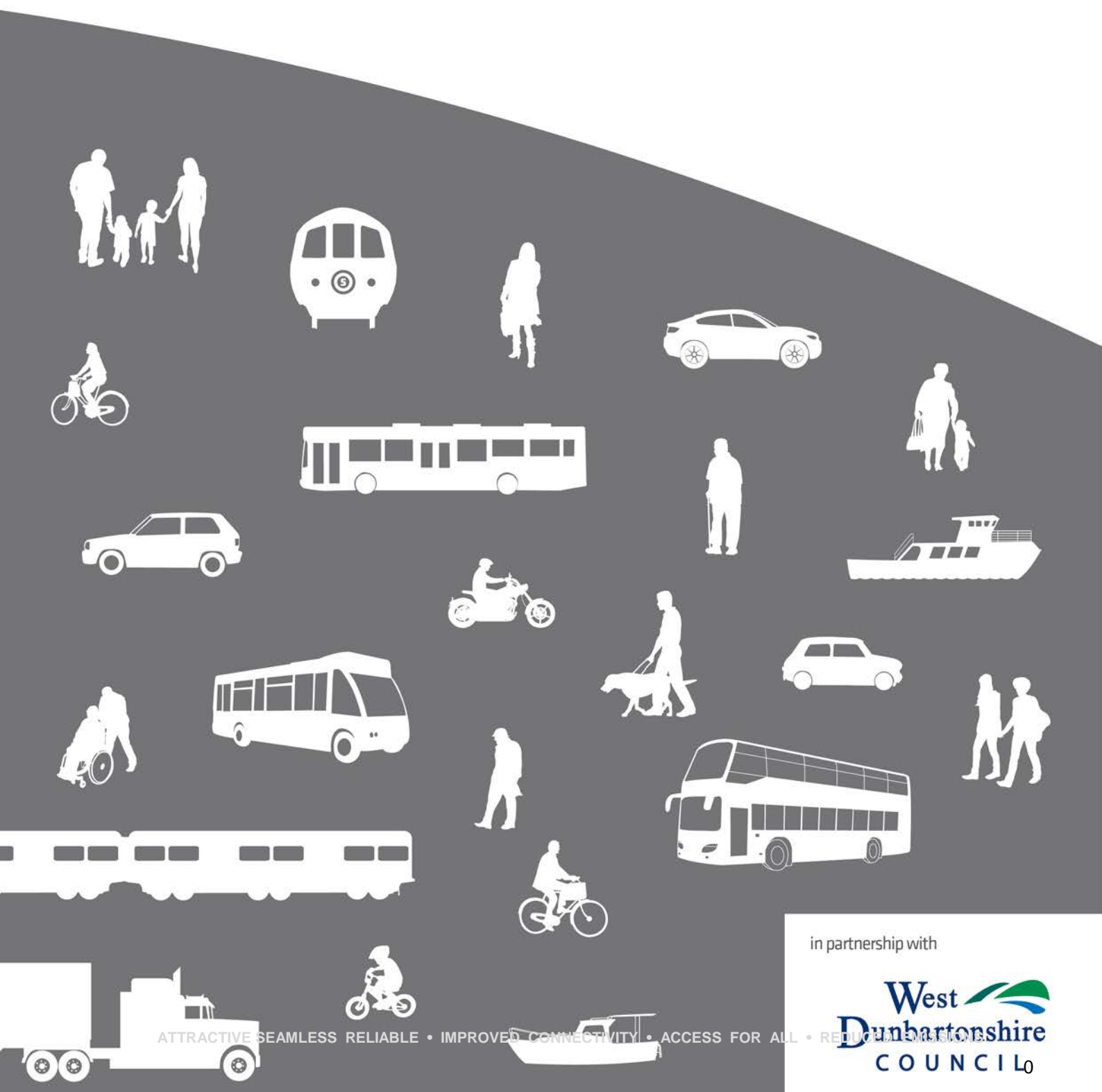
01698 792800

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customer.relations@scotrail.co.uk
www.scotrail.co.uk

Transport Outcomes Report: West Dunbartonshire 2016/17



ATTRACTIVE SEAMLESS RELIABLE • IMPROVED CONNECTIVITY • ACCESS FOR ALL • REDUCED EMISSIONS

in partnership with

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

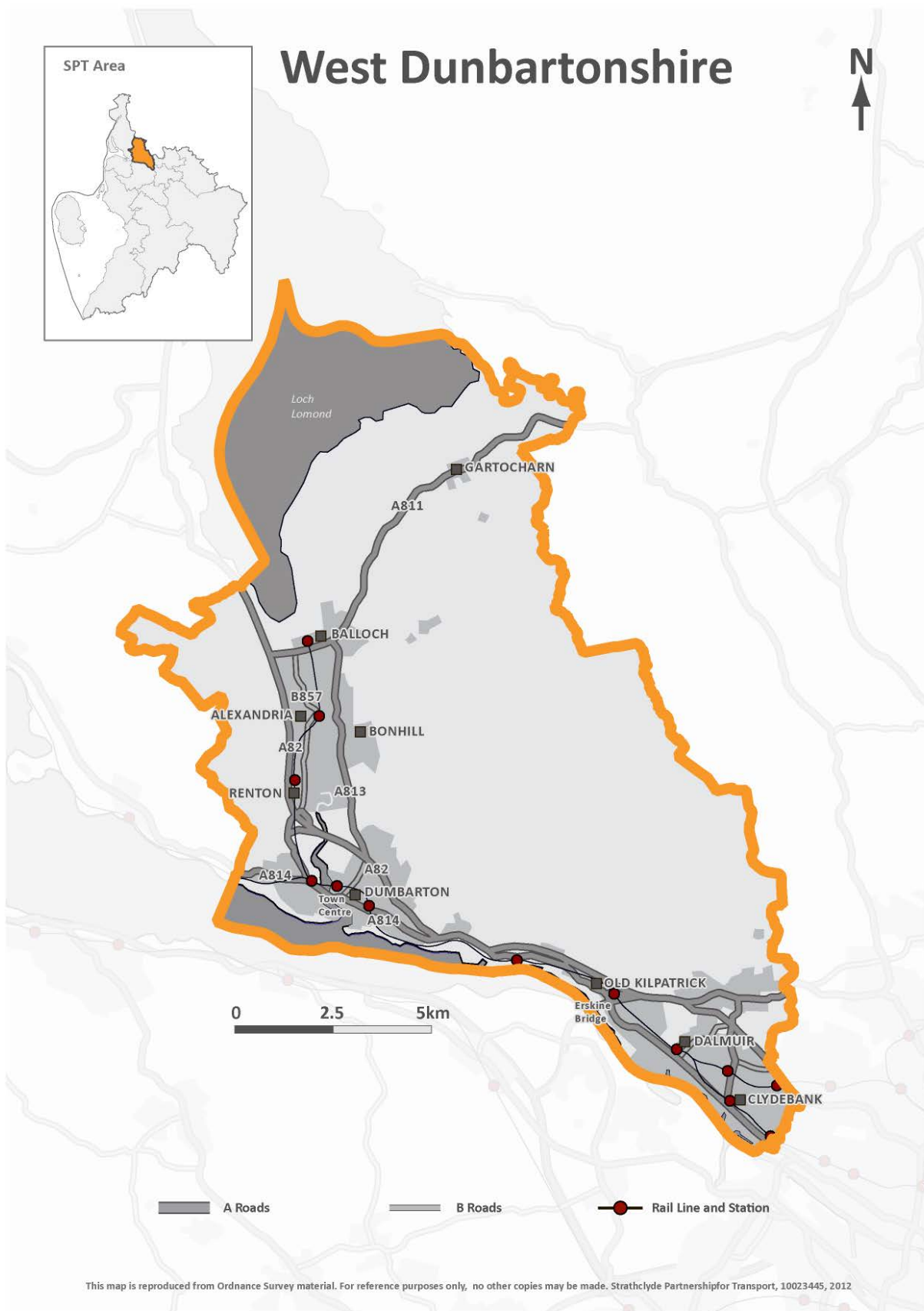
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive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

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

SPT, WDC 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. Introduction

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 West Dunbartonshire.

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

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

SPT will continue to work with West Dunbartonshire Council and our other partners on such key issues as integrating respective Glasgow City Region City Deal projects to maximise socio-economic benefits of this major investment; planning new transport infrastructure to support sustainable economic growth; and delivering material change to the regional bus market and public transport ticketing to realise safe, integrated, affordable and stable public transport services for all.

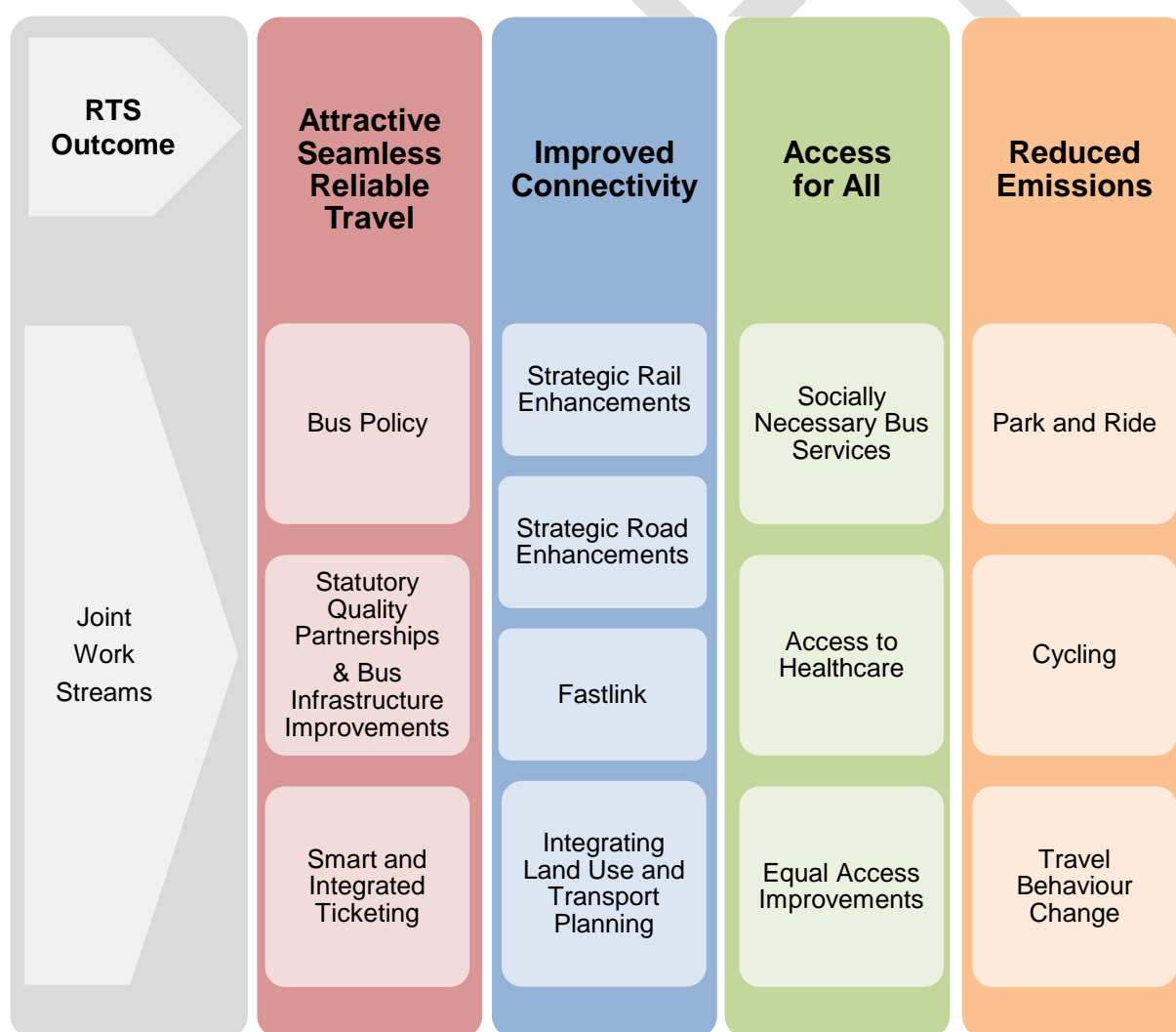
2. Working in partnership with West Dunbartonshire

The 2016/17 Transport Outcomes Report follows the same structure as last year’s report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.⁵ These are set out in Figure 2.1 below. This year’s report provides an update on the joint work streams, whilst the 2014/15 TOR and the Delivery Plan provide additional background information on the work streams.

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

Services, projects, investments and initiatives that benefit the local area are detailed under each joint work stream within the main body of the report (sections 6 – 9).

Figure 2.1: RTS Outcomes and SPT-West Dunbartonshire 2016/17 joint work streams



3. Improving outcomes for West Dunbartonshire residents

SPT is a statutory participant in Community Planning and works in partnership with West Dunbartonshire Council (WDC) 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 Community Planning West Dunbartonshire Single Outcome Agreement (SOA) 2014 – 2017. Figure 3.1 shows the relationship between the TOR joint work streams and the SOA local outcomes. The text below provides more detail on the relationships.

For outcomes 1 and 2 (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 all residents to be more active and live healthier lives. Sustainable development encourages reduced car usage and increased active travel; improves road safety and improves local access to goods and services.

For outcome 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. Improving conditions for active travel encourages healthy, active lifestyles. Sustainable development improves local access to goods and services.

For outcome 4 - Good access to services supports residents in fully realising the benefits of available healthcare, education, training, employment and voluntary opportunities. A stable, affordable bus network provides reliable everyday transport for commuting purposes.

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

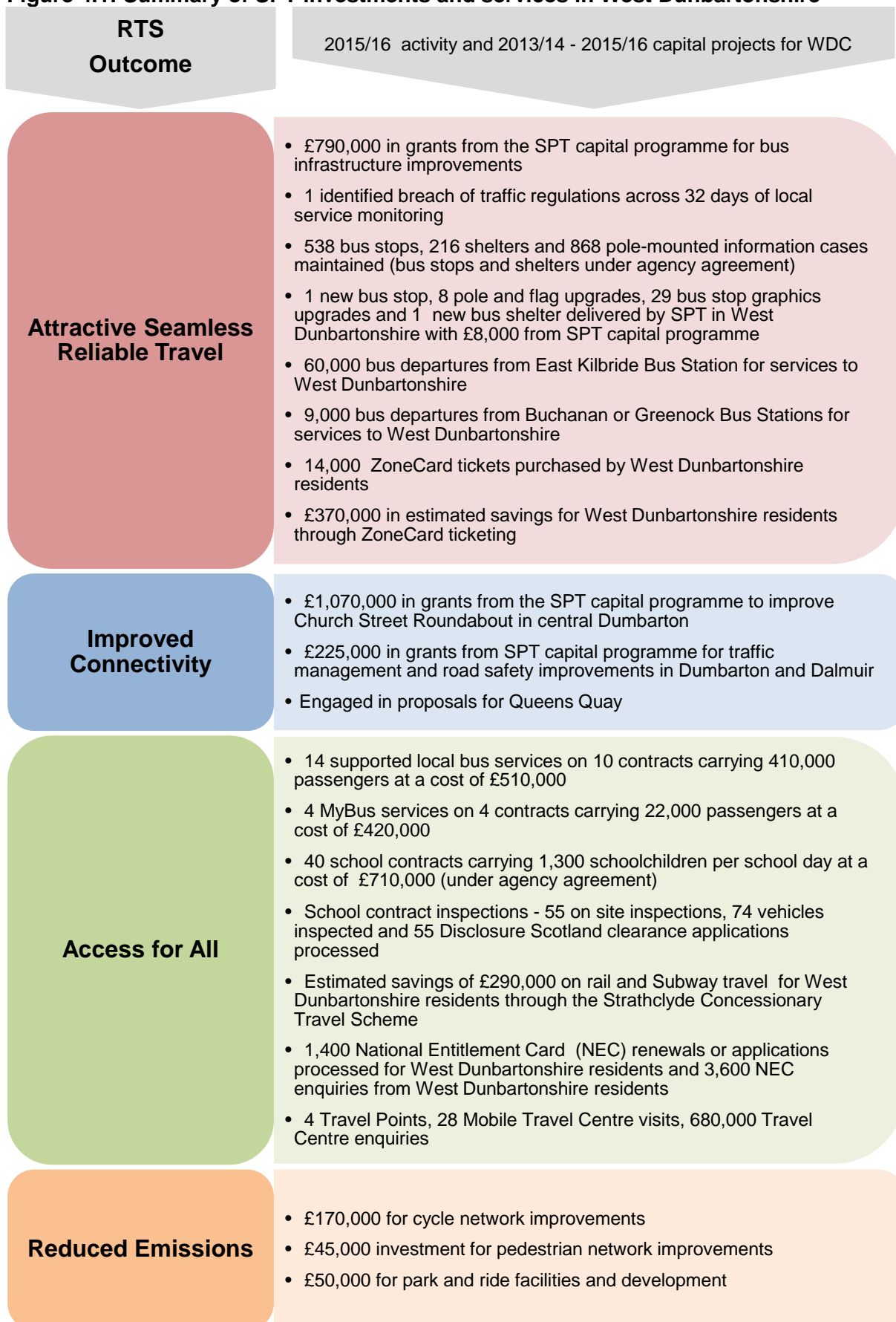
For outcome 6 – A combination of factors can achieve improved road safety including infrastructure improvements, awareness and training programmes and pedestrian-friendly development.

Figure 3.1 West Dunbartonshire local outcomes and TOR joint work streams

		Joint work streams												
		Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Road	Fastlink	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
West Dunbartonshire CPP SOA Local Outcomes	1) Families are confident and equipped to support their children throughout childhood.							✓	✓	✓	✓		✓	✓
	2) Stronger, confident and more involved communities.					✓		✓	✓	✓	✓		✓	
	3) Improved care for and promote independence with older people.		✓					✓	✓	✓	✓		✓	
	4) Improved core employability skills and assisted people into work.	✓	✓	✓		✓		✓	✓	✓	✓		✓	✓
	5) Created attractive, competitive and safe town centres and enabled the development of our major regeneration sites.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6) Home, Fire and Road Safety.					✓		✓						✓

4. Delivering transport improvements for West Dunbartonshire

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



5. Measuring progress

The figures below are measures of key travel and transport issues at the local and regional level.

Figure 5.1: Satisfaction with public transport⁶



Figure 5.2: Congestion delays experienced by drivers⁷

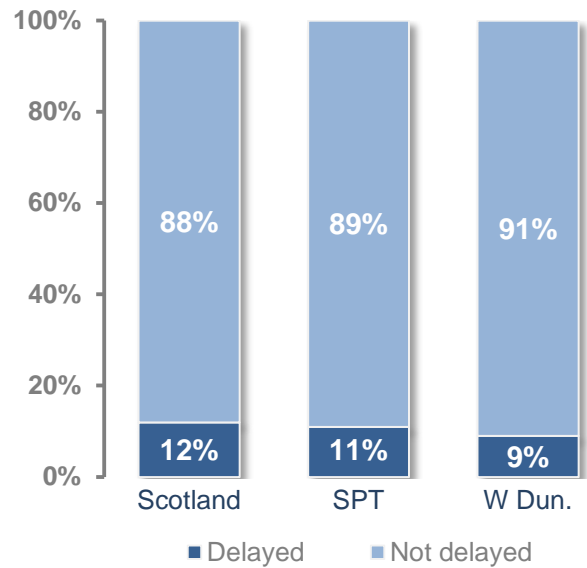


Figure 5.3: Convenience of public transport⁸

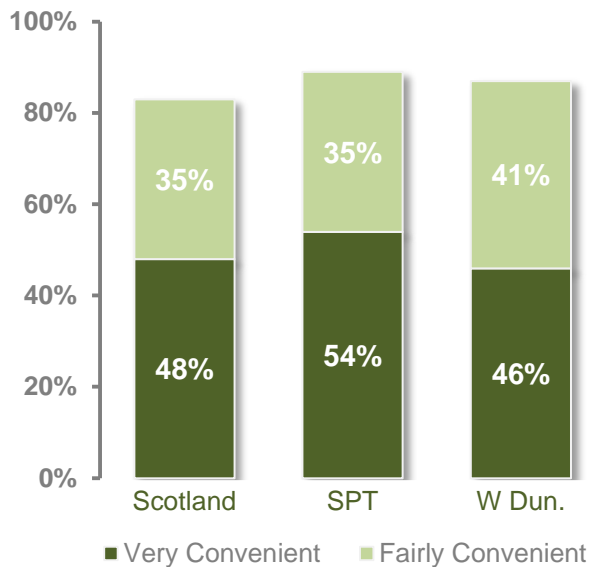
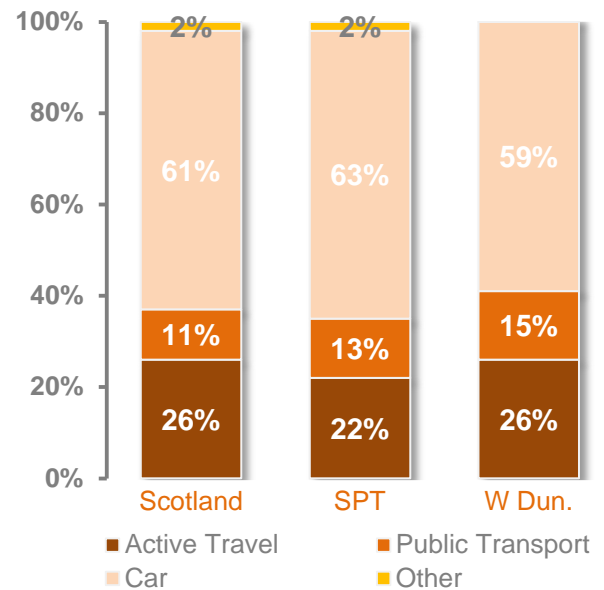


Figure 5.4: Main mode of travel⁹



6. Achieving 'Attractive Seamless Reliable Travel'

6.1 Bus Policy

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

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

6.2 Statutory Quality Partnerships & Bus Infrastructure

SPT service compliance inspectors identified one breach of traffic regulations of a service not operating as registered following 32 days of local service monitoring in West Dunbartonshire during 2015/16. Inspectors will continue to undertake local monitoring throughout 2016/17.

SPT bus station staff managed 60,000 departures at East Kilbride Bus Station, 7,000 departures at Greenock Bus Station and 2,000 departures at Buchanan Bus Station for bus services operating within West Dunbartonshire during 2015/16.

In 2015/16, SPT maintained 538 bus stops and 216 shelters under agency agreement and maintained 868 SPT-owned, pole-mounted information cases in West Dunbartonshire. SPT delivered 1 new stop, 8 bus stop pole upgrades, 29 bus stop graphics upgrades and 1 new bus shelter in 2015/16 with £8,000 from the SPT capital programme.

West Dunbartonshire Council delivered infrastructure improvements throughout West Dunbartonshire including new high access kerbs and shelters with £280,000 investment from the SPT capital programme in 2015/16. WDC will seek to deliver additional infrastructure improvements throughout West Dunbartonshire with £125,000 in approved SPT capital funds in 2016/17.

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. West Dunbartonshire residents bought an estimated 14,000 ZoneCards and made around 590,000 trips using a ZoneCard in 2015/16— saving West Dunbartonshire residents an estimated £370,000.

SPT continues to work towards the vision of one card multi-modal, multi-operator travel across the region. Nevis Technologies (NT), SPT's joint venture with East Kilbride-based technology firm Ecebs, continues to work with ScotRail to deliver interoperable smartcard ticketing across rail and Subway services. In 2015/16, McGill's buses, the largest privately-owned bus company in Scotland, selected NT to be the delivery agent for their new smartcard ticketing system, with rollout of the new card in 2016.

6.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 6.1 Bus mileage in West Dunbartonshire¹⁰

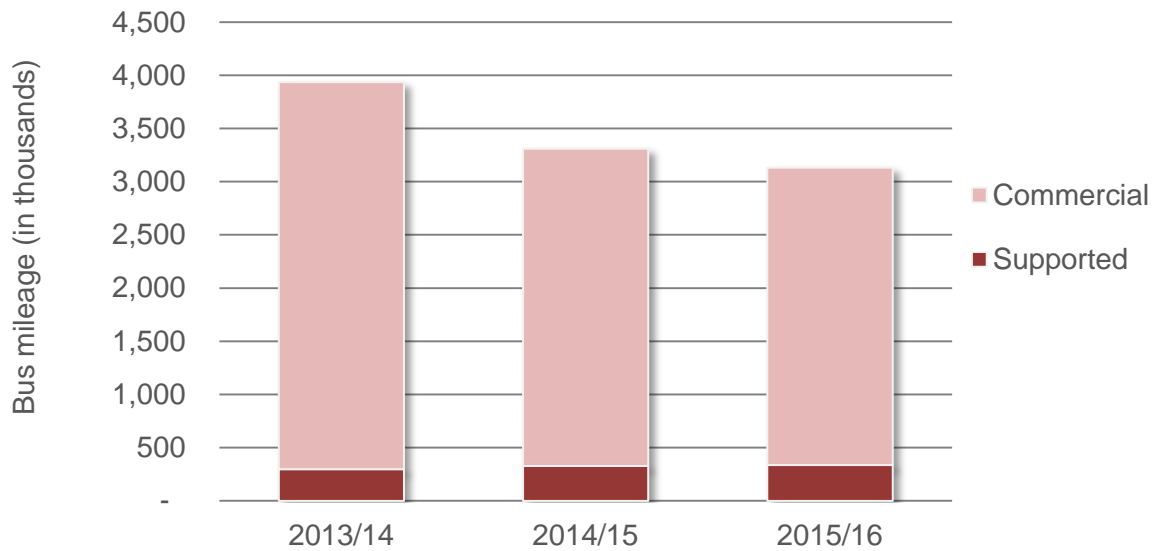
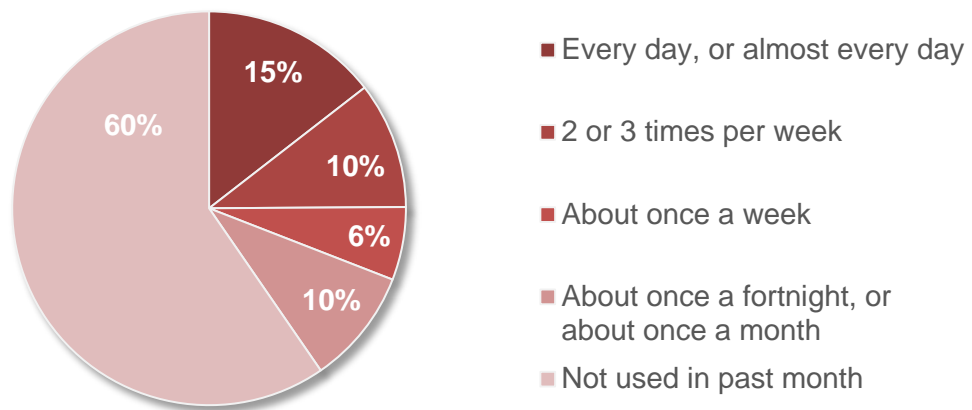


Figure 6.2 Use of local bus services (adults aged 16+ living in West Dunbartonshire), 2014¹¹



7. Achieving 'Improved Connectivity'

7.1 Rail

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

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

7.2 Roads and Freight

In 2015/16, SPT invested £300,000 in capital funds to complete of the re-development of Church Street roundabout in central Dumbarton. The project improves journey time reliability for buses and reduces congestion for all traffic through this strategic junction.

In 2016/17, SPT will work with partners to deliver a regional freight strategy building on work undertaken for Ayrshire. The strategy will identify issues and network constraints and appraise opportunities for the efficient and sustainable movement of freight across the region.

In the longer term, WDC will seek to deliver new transport infrastructure to support the re-development of the Exxon/Esso site near Bowling as part of their City Deal project. This includes construction of the 'A814 missing link' to provide access through the site and to provide an alternative through route for all traffic at times when the A82 is closed.

7.3 Fastlink

Fastlink is a bus-based public transport service that transcends conventional bus services by providing a highly attractive, faster, accessible, customer-focused service with very high standards for reliability and punctuality. The initial core scheme was delivered between Glasgow city centre and the South Glasgow Hospitals campus in 2015.

The Fastlink standard will be rolled out across other strategic corridors in future years, subject to available funding. This could potentially include routes to Clydebank that could support West Dunbartonshire's plans to regenerate former industrial land, build the local business base and develop the tourism industry. SPT will continue to work with WDC to develop the Fastlink standard.

7.4 Integrating Transport and Land Use Planning

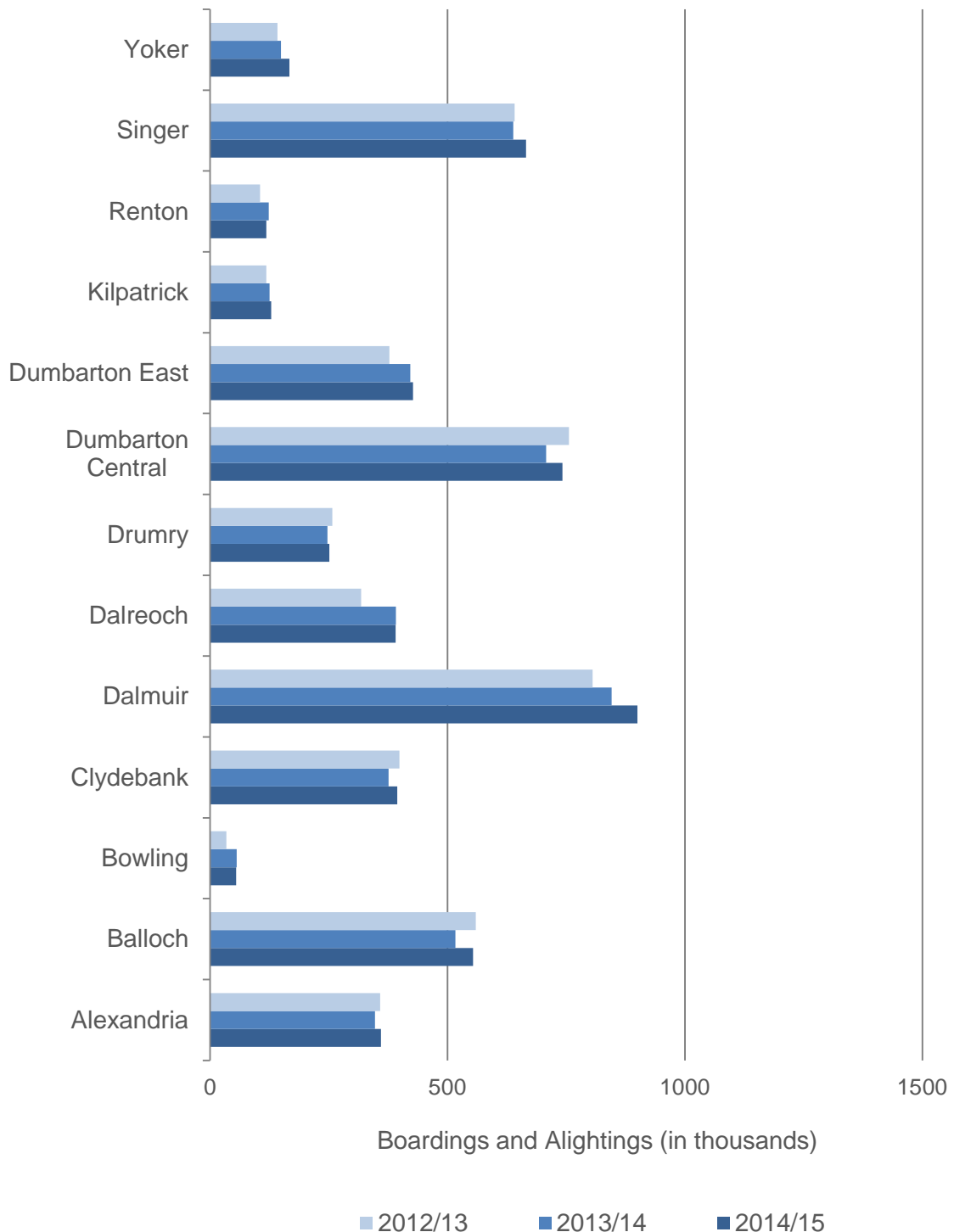
In 2015/16, SPT worked with the council to ensure sustainable transport considerations are at the heart of proposals for the redevelopment of Queens Quay including facilitating dialogue with bus operators regarding the project. SPT assisted the Council in examining transport options for Clydebank town centre, including Queens Quay. SPT also worked closely with the Clydeplan team, providing input to the development of and responding to the Strategic Development Plan Proposed Plan.

In 2016/17, SPT will continue to work with WDC and developers to embed sustainable transport measures in all new developments, including at Queens Quay. SPT and WDC will undertake a transportation study for Clydebank that will consider options to improve sustainable access to and from the town centre and Queens Quay, to ensure efficient interchange between all modes, and to identify affordable and deliverable transport proposals to meet future needs of the area.

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. SPT will continue to work with all partners in the assessment of the transport impacts of Glasgow City Region City deal projects through participation in the Transport Group.

7.5 Additional figures in support of Improved Connectivity

Figure 7.1 Patronage at rail stations in West Dunbartonshire¹²



8. Achieving 'Access for All'

8.1 Socially Necessary Services

In 2015/16, SPT supported 14 local bus services in West Dunbartonshire on contracts that carried 410,000 passengers. SPT MyBus services in West Dunbartonshire carried 22,000 passengers.

In 2015/16, SPT managed 40 school bus contracts on behalf of West Dunbartonshire Council that transported 1,300 children to school every school day. SPT service inspectors made 55 inspections on site at schools, SPT vehicle examiners inspected 74 vehicles operating on school contracts and SPT processed 55 Disclosure Scotland clearance applications for potential drivers on school contracts.

In 2016/17, SPT will continue to provide socially necessary services in West Dunbartonshire to support greater access to education, employment, healthcare, shopping and other travel purposes.

8.2 Access to Healthcare

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

In 2016/17, SPT will continue to provide socially necessary bus services to improve access to healthcare. SPT will continue to work with NHS Greater Glasgow and Clyde to roll out local bus information and directional maps at hospitals and key healthcare facilities.

8.3 Equal Access

In 2015/16, the SPT Mobile Travel Centre made 28 visits to Clydebank, Dumbarton and Loch Lomond Shores to provide travel advice and information to residents, SPT Travel Centre staff answered 680,000 travel enquiries and SPT maintained 4 Travel Points in Alexandria, Golden Jubilee Hospital, Loch Lomond Shores and Vale of Leven Hospital to provide public transport timetables and journey planning information in easily accessible locations.

In 2015/16, WDC delivered high access kerbs to improve physical access onto buses for people with mobility difficulties as part of the £280,000 in capital funds from SPT for bus infrastructure improvement. In 2016/17, more high access kerbs will be delivered by WDC as part of the £125,000 in approved SPT capital funding for bus infrastructure improvements in West Dunbartonshire.

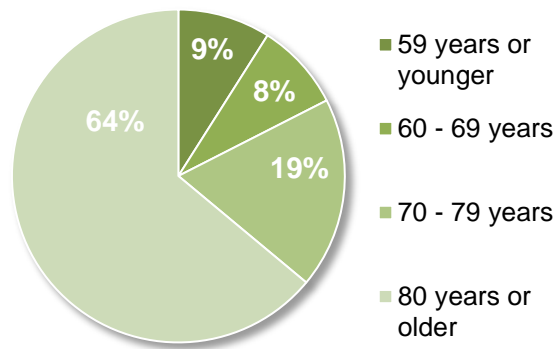
In 2015/16, West Dunbartonshire residents saved an estimated £290,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 1,400 National Entitlement Card (NEC) applications or renewals on behalf of WDC and handled 3,600 enquiries on NECs from West Dunbartonshire residents. SPT will continue to deliver these services in 2016/17.

8.4 Additional figures in support of Access for All

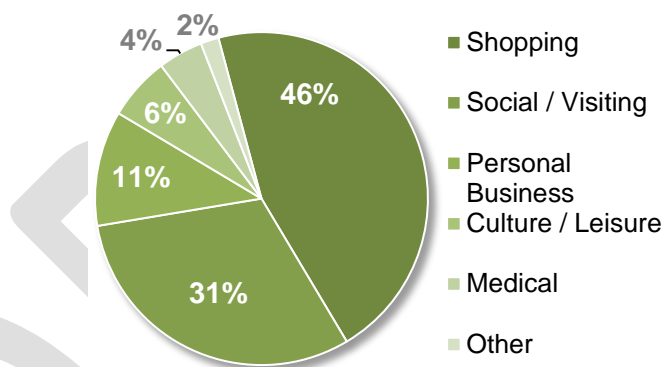
Figure 8.1 Supported bus services in West Dunbartonshire, 2015/16 (indicative network)



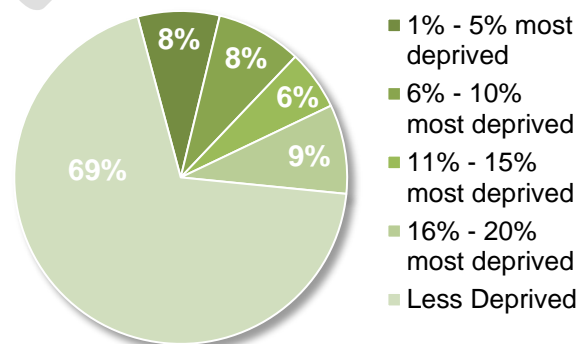
Figures 8.2 MyBus passengers by age, 2015/16



Figures 8.3 MyBus passengers by journey purpose, 2015/16



Figures 8.4 MyBus passengers by deprivation levels (of areas of residence)¹³



9. Achieving 'Reduced Emissions'

9.1 Park and Ride

SPT and WDC will continue to work together to deliver park and ride solutions where there is an identified opportunity to increase access to public transport and reduce car mileage including potentially in central Dumbarton.

9.2 Cycling

In 2015/16, WDC delivered a range of cycle infrastructure improvements in Dumbarton and Dalmuir with £130,000 in capital funding from SPT. The projects include construction of a section of the cross-regional Dumbarton to Helensburgh cycle route and cycle link between Parkhall and Dalmuir rail station / National Cycle Network.

In 2016/17, WDC will seek to deliver further improvements to the cycling network in Dumbarton including improved cycle route between Dumbarton town centre and National Cycle Network Route 7 (NCN 7) via St. James Retail Park and links between Clydebank, Queens Quay and NCN 7.

9.3 Travel Behaviour Change

SPT will continue to support car sharing through JourneyShare, which currently has 5,600 members across the region, and will continue to promote best practice in sustainable travel promotion through the Sustainable Travel Group, of which West Dunbartonshire Council is a member. Topics in 2015/16 included Smarter Choices, Smarter Places; Community Links funding; Cycle Hubs; Cycle Friendly Campuses; and staff travel surveys.

9.4 Additional figures in support of Reduced Emissions

Figure 9.1 Park and ride sites and capacity in West Dunbartonshire, 2015

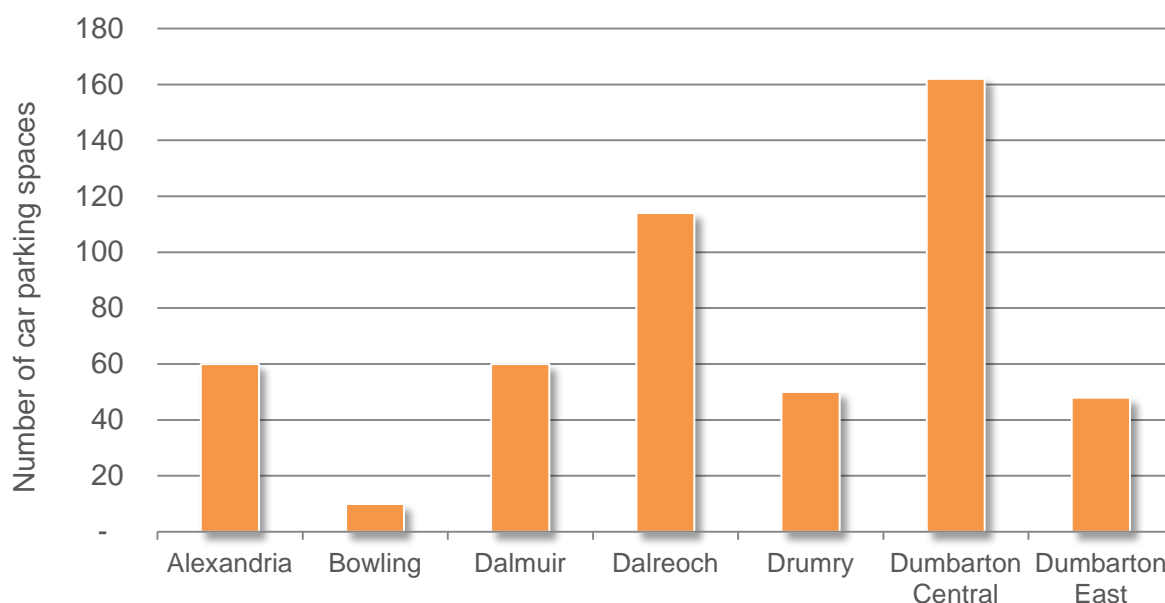


Figure 9.2 Number of bicycles available for private use by households(in West Dunbartonshire), 2014¹⁴

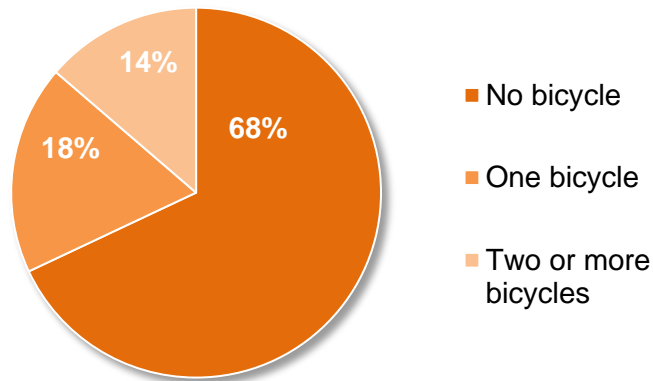
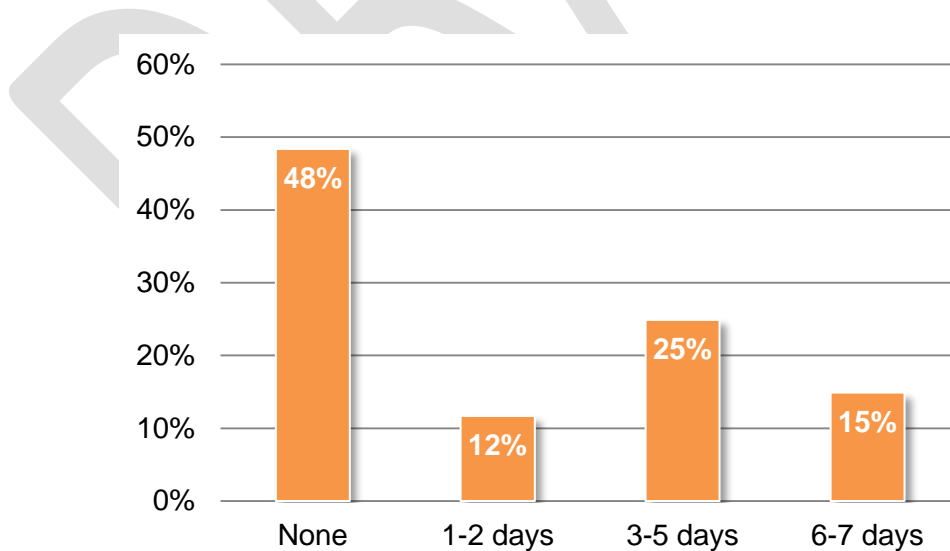


Figure 9.3 Frequency of walking in past week as a means of transport (adults aged 16+ in West Dunbartonshire), 2014¹⁵



Appendix 1: 2015/16 supported bus services in West Dunbartonshire

Service Number	Route
11	Gartnavel Hospital - Clydebank
81/81A	Linnvale - Clydebank - Duntocher
118	Duntocher/Baljaffray - Gartnavel Hospital
184 / 184A	Mount Blow - Antonine Park - Clydebank
206	Dumbarton – Tullichewan/Balloch
207	Bonhill - Rosshhead - Balloch - Loch Lomond Shores
208/218	Silverton - Dumbarton - Westcliffe
305/306/309	Luss/Helensburgh/Balmaha – Alexandria (Old Bonhill)
340	Helensburgh/Vale of Leven Hospital – Royal Alexandria Hospital
757	Paisley - Clydebank
CQ1	Clydebank - Queen Elizabeth University Hospital

Appendix 2: SPT capital programme

SPT invested £2.2 million in capital projects delivered by West Dunbartonshire Council over financial years 2013/14, 2014/15 and 2015/16.

Table 1 below provides a summary of WDC projects in the 2016/17 SPT capital programme, although it is worth noting that, at the time of preparation of this report, SPT and WDC are currently in discussion over potential changes to this year's capital programme, specifically in relation to Clydebank Interchange and Strathleven Park and Ride.

Table 1: West Dunbartonshire category 1 projects in 2016/17 SPT capital programme (April 2016)*

Project	Details	Approved grant
Bus Infrastructure Improvements	New bus shelters, high access kerbs and access improvements to public transport; improvements throughout West Dunbartonshire	£125,000
A814 Congestion Reduction Measures	Feasibility and design for traffic management measures to improve conditions at A814/Dalmuir	£30,000
Cycle Route Improvements	A range of cycle infrastructure improvements in Dumbarton and links between communities and the National Cycle Network.	£50,000
Clydebank Transport Improvements	Identification and appraisal of options to improve integration of public transport modes and improve conditions for bus services	£30,000
Balloch Station Park and Ride	Feasibility study into park and ride facilities at Balloch station	£5,000
Bonhill Bridge Junction Capacity Improvements	Feasibility study into traffic management options at Bonhill Bridge to reduce congestion and improve traffic flow on the A813	£5,000
Total		£245,000

* Approved programme as of April 2016; programme is under review and may change during 2016/17 subject to approval via SPT Strategy and Programmes Committee and SPT Partnership

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 West Dunbartonshire Local Transport Strategy 2013 – 2018 http://www.west-dunbarton.gov.uk/media/1779733/wdc_local_transport_strategy_2013-2018.pdf
- ³ West Dunbartonshire Local Plan and proposed Local Development Plan available at: <http://www.west-dunbarton.gov.uk/council/strategies-plans-and-policies/local-development-planning/local-development-plan/>
- ⁴ Community Planning West Dunbartonshire Single Outcome Agreement 2014-2017 http://www.wdcp.org.uk/media/136670/wd_soa_2014-17.pdf
- ⁵ [http://www.spt.co.uk/wmslib/Documents RTS/RTS%20Delivery%20Plan%202014-17.pdf?2](http://www.spt.co.uk/wmslib/Documents	RTS/RTS%20Delivery%20Plan%202014-17.pdf?2)
- ⁶ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁷ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁸ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ⁹ Scottish Household Survey Local Area Analysis 2014. Transport Scotland.
- ¹⁰ SPT PTIS database. 2014/15 figures have been revised from those reported in last year's TOR.
- ¹¹ Scottish Household Survey Local Area Analysis 2014, Transport Scotland. Sample size = 280.
- ¹² Station Usage Estimates 2012/13, 2013/14 and 2014/15. Office of Rail and Road. Any change between 2012/13 and 2013/14 may be a result of the change in methodology regarding estimation of trips made using ZoneCard products; therefore the real change in patronage may be more or less than the figures shown.
- ¹³ Scottish Index of Multiple Deprivation 2012. Figures shown are for proportion of West Dunbartonshire MyBus passengers living in areas by level of multiple deprivation. For example, 8% of WDC MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- ¹⁴ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 290.
- ¹⁵ Scottish Household Survey Local Area Analysis 2014. Transport Scotland. Sample size = 280.

Useful contacts

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