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<b>Report To:</b>	<b>Inverclyde Alliance Board</b>	<b>Date:</b> 14 December 2015
<b>Report By:</b>	<b>Bruce Kiloh, Head of Policy &amp; Planning SPT</b>	<b>Report No:</b>
<b>Contact Officer:</b>	<b>Bruce Kiloh</b>	<b>Contact No: 0141 333 3470</b>
<b>Subject:</b>	<b>Inverclyde Transport Outcomes Report 2015/16</b>	

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## **1.0 PURPOSE**

### 1.1 This report will:

- inform the Inverclyde Alliance of the preparation by SPT of the Inverclyde Transport Outcome Report (TOR);
- highlight the connection between SPT activities and local outcomes from the Single Outcome Agreement; and
- highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2014/15 together with details of the SPT - Inverclyde joint work streams for 2015/16.

## **2.0 SUMMARY**

### 2.1 SPT has prepared a TOR for Inverclyde annually since 2008 as a means of demonstrating our commitment and contribution as a Community Planning partner through the delivery of key services, projects and initiatives.

The TOR is now directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2014 – 2017 and is the local monitoring and planning element of SPT's suite of strategic plans.

SPT officers worked with Inverclyde colleagues to agree the key areas for partnership working (known as the 'joint work streams') for 2015/16.

The TOR summarises our commitment and contribution as a Community Planning Partner by detailing the links between the joint work streams and Inverclyde's local outcomes from the Single Outcome Agreement.

### 2.2 The detailed content of the 2015/16 TOR is as follows:

- *Working in Partnership* - This section sets out the 4 RTS Outcomes and the associated joint workstreams, 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 workstreams that most support the achievement of the local outcomes;
- *Living and Travelling in the local area* – This section presents a few key statistics and information about the local area including population and car ownership;

- *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 provided<sup>1</sup>.
- *Appendices* – These sections provide a list of supported bus services operating in the council area during 2014/15 and a list of the 2015/16 capital projects for the council area.
- *Back cover* – *The back cover includes contact details for the main public transport operators within the council area.*

2.3 The SPT – Inverclyde joint work streams for 2015/16 are as follows:

- Bus Policy, Statutory Quality Partnerships and Bus Infrastructure Improvements, and Smart & Integrated Ticketing;
- Strategic Rail Enhancements, Freight and Integrating Land-Use and Transport Planning;
- Socially Necessary Bus Services, Access to Healthcare and Equal Access Improvements;
- Park and Ride, Cycling and Travel Behaviour Change.

The joint work streams will be reviewed annually and any new local priorities can be accommodated within the TOR structure.

2.4 The TOR summarises the role of transport in achieving local outcomes with the following outcomes specifically highlighted:

- A nurturing Inverclyde gives all children and young people the best possible start in life.
- The area’s economic regeneration is secured, economic activity in Inverclyde is increased, and skills development enables both those in work and those furthest from the labour market to realise their full potential.
- Inverclyde’s population is stable with a good balance of socio-economic groups.
- The health of local people is improved, combating health inequality and promoting healthy lifestyles.
- All children, citizens and communities in Inverclyde play an active role in nurturing the environment to make the area a sustainable and desirable place to live and visit.

The relationship between the joint work streams and the SOA local outcomes is set out in section 3 of the TOR.

2.5 The TOR summarises the SPT activities and investments delivered in 2014/15 that benefitted Inverclyde residents.

The TOR provides detailed information on the agreed SPT – Inverclyde joint work streams for 2015/16 including key issues, progress to date and a look at the year ahead.

The TOR highlights the role of transport in achieving positive outcomes at the local level by noting the supporting relationship between the joint work streams agreed between SPT and Inverclyde

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<sup>1</sup> Detailed background information for each workstream is located in the RTS Delivery Plan and the 2014/15 TOR

and the local outcomes set out in the Single Outcome Agreement.

### **3.0 RECOMMENDATIONS**

It is recommended that the Alliance Board note the contents of this report.

**Bruce Kiloh,  
Head of Policy and Planning  
Strathclyde Partnership for Transport**

## **4.0 IMPLICATIONS**

4.1 Legal: None

Finance: None

Personnel: None

Equality and Diversity: The TOR supports the SOAs commitment to equality and diversity

Inequalities: A high quality walking and cycling network supports residents and families to live more active and healthier lives. A reduction in car usage and increase active travel improves road safety whilst high quality, modern transport infrastructure supports physical regeneration efforts. Good transport access improves employment opportunities and supports economic growth.

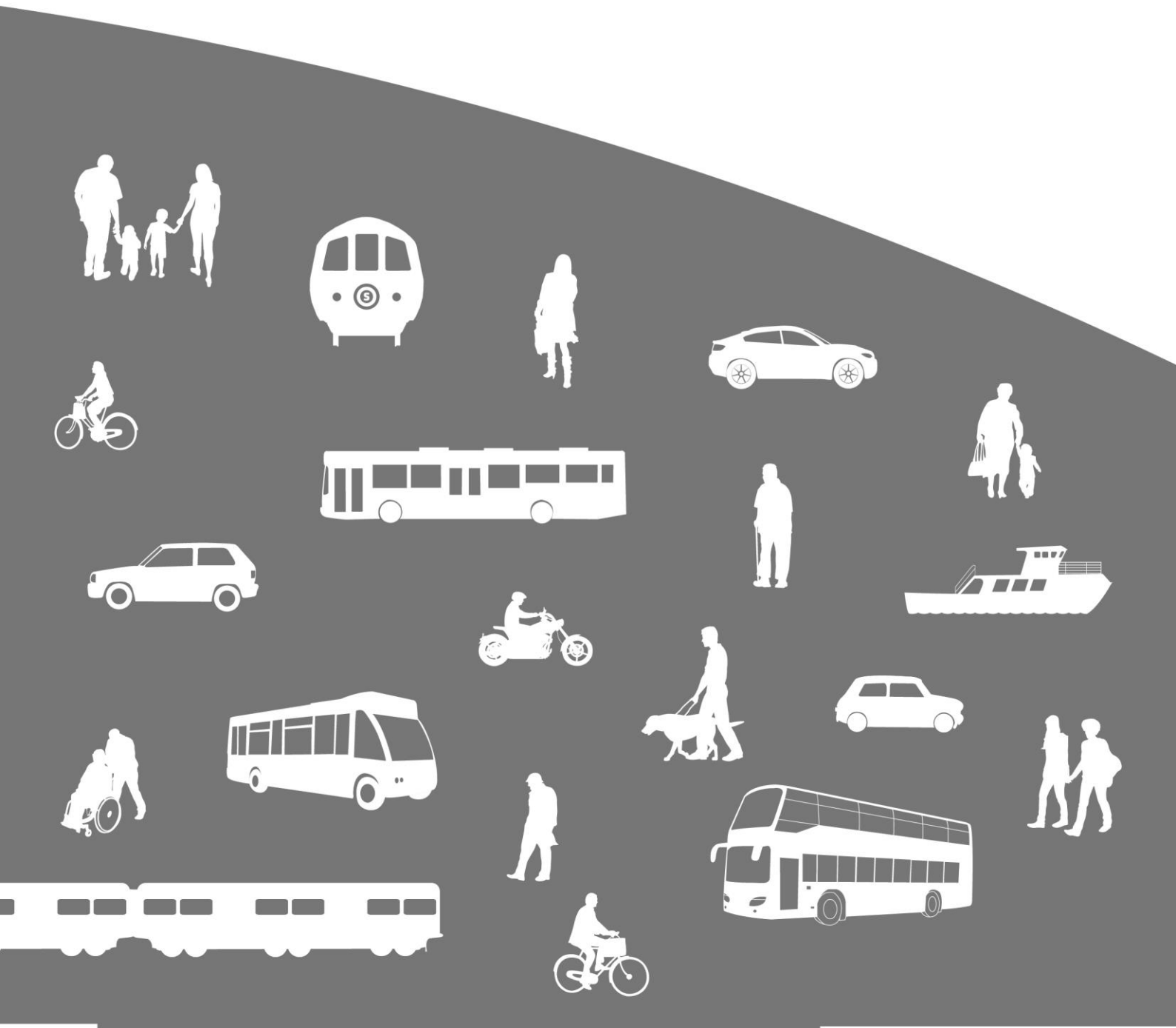
## **5.0 CONSULTATIONS**

5.1 Developed in consultation with Inverclyde Council Transport colleagues.

## **6.0 LIST OF BACKGROUND PAPERS**

6.1 Inverclyde Transport Outcome Report (enclosed)

# Transport Outcomes Report: Inverclyde 2015/16



in partnership with

## ABOUT US

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

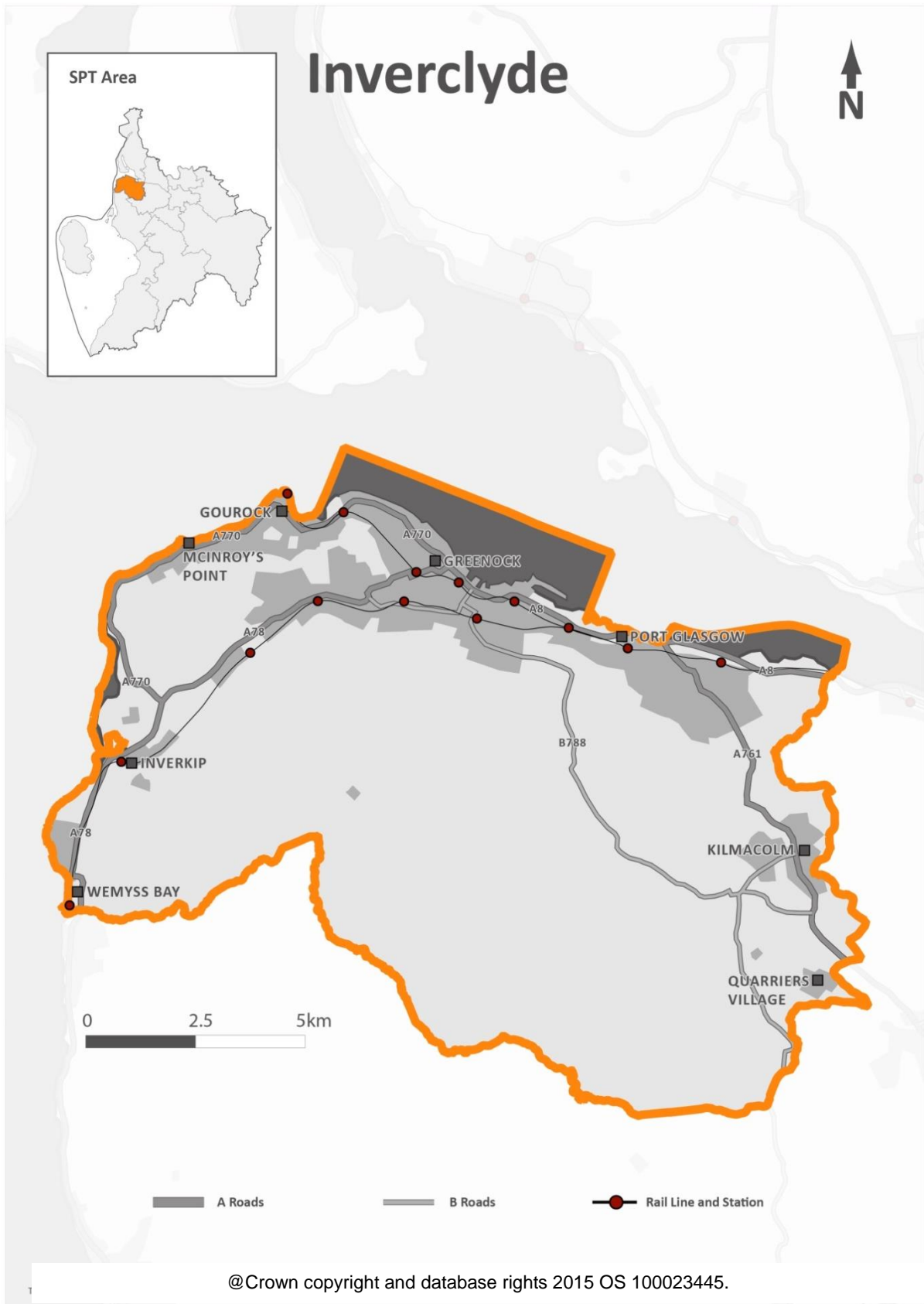
SPT has a range of operational responsibilities including the management and operation of the Subway, bus stations and bus infrastructure, supporting socially necessary bus services, delivering schools transport on behalf of eleven of our partner councils and coordinating the MyBus demand responsive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

**Inverclyde Council (IC)**, in addition to wider responsibilities, is the local Roads Authority and Planning Authority for Inverclyde. IC is responsible for the development of the Local Transport Strategy<sup>2</sup> and Local Development Plan<sup>3</sup> and is lead partner in the development of the Inverclyde Alliance Single Outcome Agreement.<sup>4</sup> IC has a duty to manage and maintain local public roads, footways, street lighting and traffic signals and the powers to improve infrastructure as necessary. IC also has responsibility for road safety and flood risk management.

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

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## 1. Foreword

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

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

Nearly one-third of Inverclyde residents use the bus every week<sup>5</sup> and one in every nine (11%) use a bus to travel to work.<sup>6</sup> It is therefore vital that the public transport network in Inverclyde – an area that has over half a dozen bus operators providing more than 30 local services - is stable, safe and integrated to support all residents to meet their everyday travel needs as well as encourage more people to choose public transport. The **Attractive, Seamless, Reliable Travel** section outlines key progress in this area.

More than 40,000 commuters travel to, from or across Inverclyde every day<sup>7</sup> and the local economy (including Renfrewshire, East Renfrewshire and Inverclyde) generates around 5% of the Scottish GVA<sup>8</sup>. It is therefore vital that the strategic transport network is efficient, safe and reliable for employees and business; supports regeneration efforts and sustainable development; and is of a standard to attract investment to the area to sustain and grow the economy. The **Improved Connectivity** section outlines key progress in this area.

Transport should enable all residents to meet their everyday needs and live full, independent lives. In Inverclyde, key accessibility concerns include connecting the one in every three local residents who live in areas of high deprivation<sup>9</sup> with employment, healthcare and education opportunities, supporting the transport needs of an ageing population<sup>10</sup> and improving links for small towns and rural areas. The **Access for All** section outlines key progress in this area.

Reducing the negative impacts of transport on the environment and on population health remains a priority for SPT and Inverclyde Council. Carbon emissions from transport in Inverclyde are falling,<sup>11</sup> but much work remains to reduce travel by private car and encourage more people to walk and cycle more often. The **Reduced Emissions** section outlines key progress in this area.

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

For the longer term, SPT will continue to work with Inverclyde Council and our other partners on such key initiatives as integrating respective Glasgow and Clyde Valley 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.

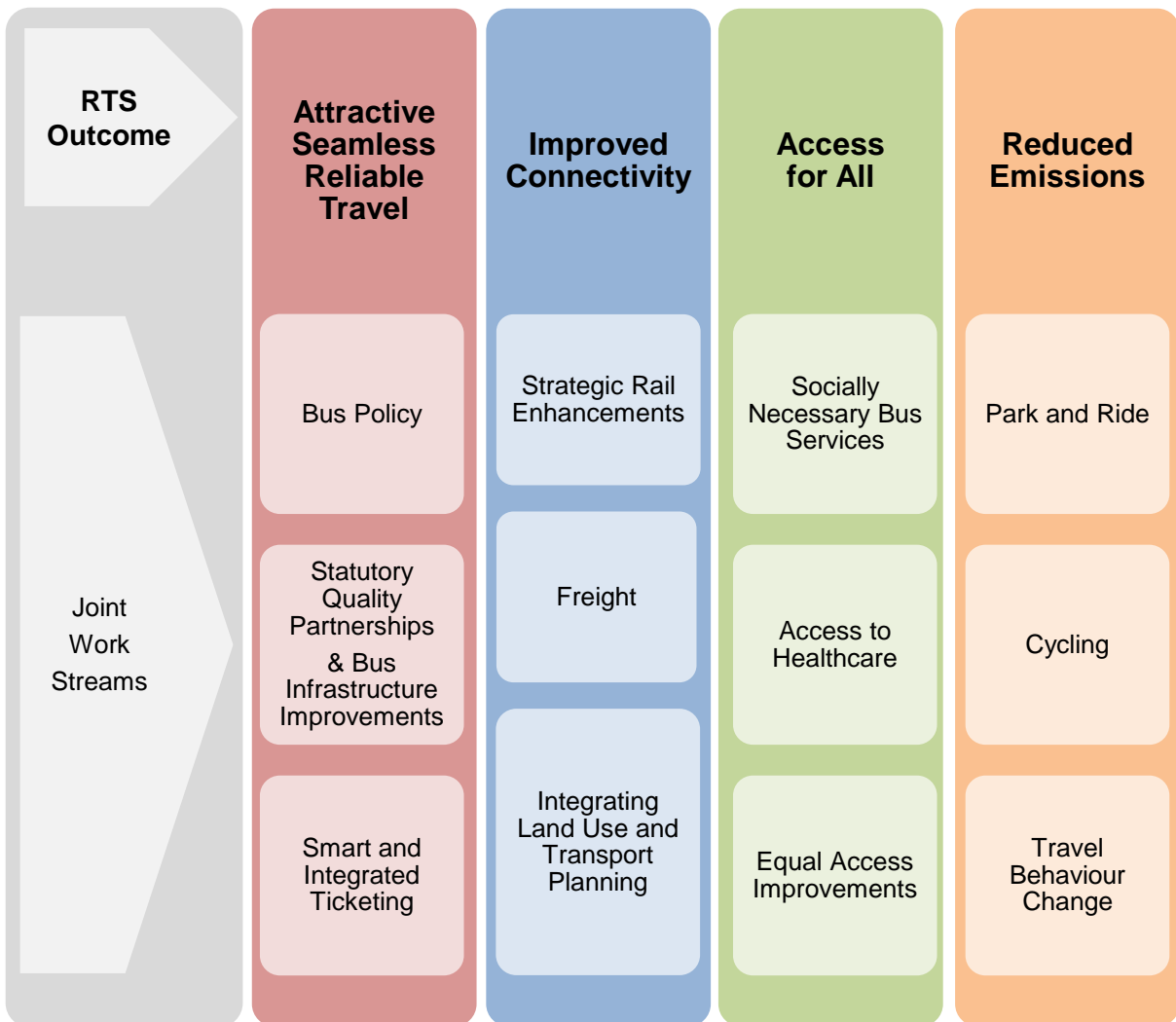
## 2. Working in partnership with Inverclyde

The 2015/16 Transport Outcomes Report follows the same structure as last year’s report, with the principal sections based on the four strategic outcomes and the associated joint work streams, which fall from the Regional Transport Strategy Delivery Plan 2014-2017.<sup>12</sup> 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 Inverclyde officers agree the joint work streams each year, with the key change for 2015/16 being the inclusion of Freight. The principle of the ‘joint work streams’ underlines the shared responsibility of delivering the projects and services that support each strategic outcome, whether through policy development, stakeholder engagement, planning, project delivery or funding.

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

**Figure 2.1: RTS Outcomes and SPT - Inverclyde 2015/16 joint work streams**



### 3. Improving outcomes for Inverclyde residents

SPT is a statutory participant in Community Planning and works in partnership with Inverclyde Council (IC) 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 Inverclyde Alliance Single Outcome Agreement (SOA) 2013 – 2017. Figure 3.1 shows the relationship between the TOR joint work streams and the SOA local outcomes. More detail on the relationships is found in the text below.

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

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

In support of local outcomes 4 and 5 - Good access to services supports residents in fully realising the benefits of available healthcare, education and training opportunities. Promoting active travel and investing in cycling infrastructure supports healthy, active lifestyles. Sustainable travel choices reduce the negative impact that private cars have on the environment.

Figure 3.1 Inverclyde local outcomes and TOR joint work streams

		Joint work streams											
		Bus Policy	SQP / Bus Infrastructure	Ticketing	Rail	Freight	Land use & transport planning	Socially necessary services	Access to healthcare	Equal Access	Park & Ride	Cycling	Travel Behaviour Change
Inverclyde Alliance SOA Local Outcomes	1) A nurturing Inverclyde gives all our children and young people the best possible start in life.						✓	✓	✓	✓		✓	✓
	2) The area's economic regeneration is secured, economic activity in Inverclyde is increased, and skills development enables both those in work and those furthest from the labour market to realise their full potential.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	3) Inverclyde's population is stable with a good balance of socio-economic groups.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	4) The health of local people is improved, combating health inequality and promoting healthy lifestyles.						✓	✓	✓	✓		✓	✓
	5) All children, citizens and communities in Inverclyde play an active role in nurturing the environment to make the area a sustainable and desirable place to live and visit.						✓	✓	✓	✓		✓	✓

## 4. Living and travelling in Inverclyde

This section provides a brief overview of the Inverclyde population and travel patterns.

### 4.1 Resident population

The resident population of Inverclyde decreased slightly between 2013 and 2014, although the number of residents in older age groups (aged 45 or older) increased by more than 200 people (1%). The population projections indicate an overall decrease in population by 2027, but show growth in the number of residents aged 30-44 and aged 75 or older.

Table 4.1: Inverclyde resident population by year<sup>13</sup> and projected population<sup>14</sup>

	2013	2014	Change 2013 - 2014		2027 Projection
			Total	Percent	
<b>Total population</b>	<b>80,310</b>	<b>79,860</b>	<b>-450</b>	<b>-1%</b>	<b>72,348</b>
Aged 15 years or younger	13,244	13,143	-101	-0.8%	11,358
Aged 16 years - 29 years	13,515	13,301	-214	-2%	9,718
Aged 30 years - 44 years	14,184	13,831	-353	-2%	16,235
Aged 45 years - 59 years	18,825	18,852	27	0%	15,458
Aged 60 years - 74 years	13,444	13,506	62	0%	10,078
Aged 75 years or older	7,098	7,227	129	2%	9,501

### 4.2 Urban – Rural composition

Nearly nine in every ten Inverclyde residents live in urban areas, although more than half of the land area of Inverclyde is classified as small town or rural.

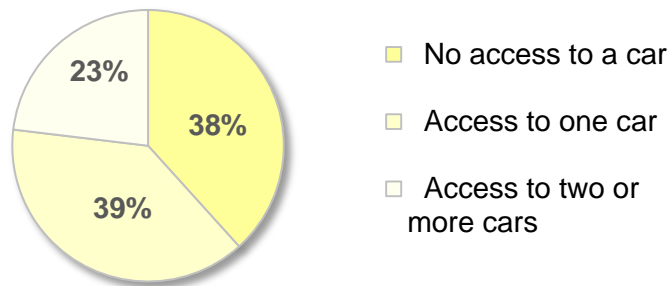
Table 4.2 Inverclyde population<sup>15</sup> and land area by urban-rural classification<sup>16</sup>

Urban-rural classification	Population		Area (hectares)	
	Total	Percent	Total	Percent
<b>Total</b>	<b>80,310</b>	<b>100%</b>	<b>16,204</b>	<b>100%</b>
Urban areas	69,183	86%	7,258	45%
Accessible small towns	7,124	9%	5,575	34%
Accessible rural areas	4,003	5%	3,371	21%

### 4.3 Access to car

Nearly two out of every five (38%) households in Inverclyde do not have access to a car, and more than half (55%) of households located in the most deprived areas in Inverclyde do not have access to a car.<sup>17</sup> Approximately one in every 8 households (12%) in Inverclyde's rural areas or small towns does not have access to a car.<sup>18</sup> Figure 4.1 provides more details.

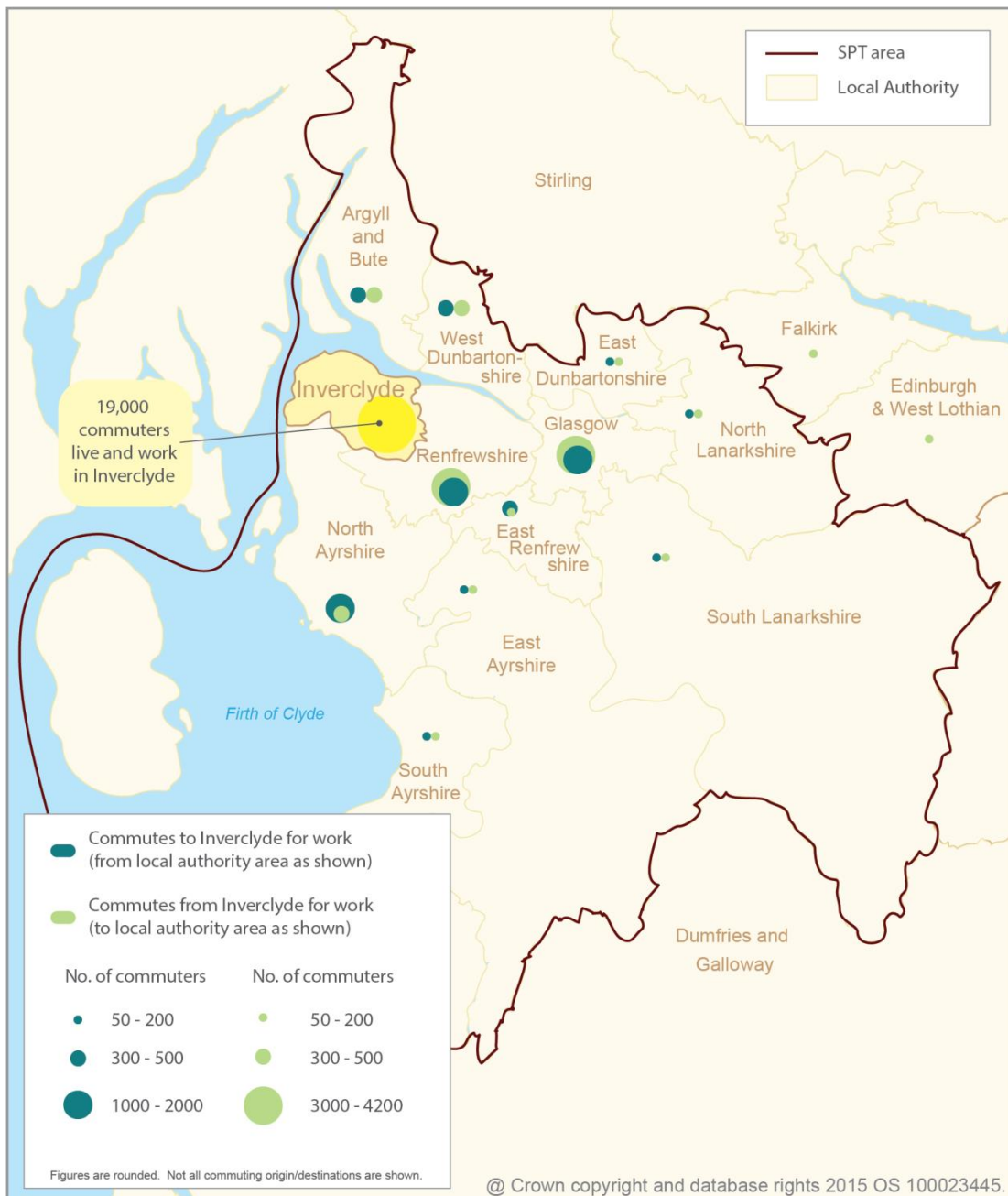
Figure 4.1 Household access to cars<sup>19</sup>



4.4 Commuting trips

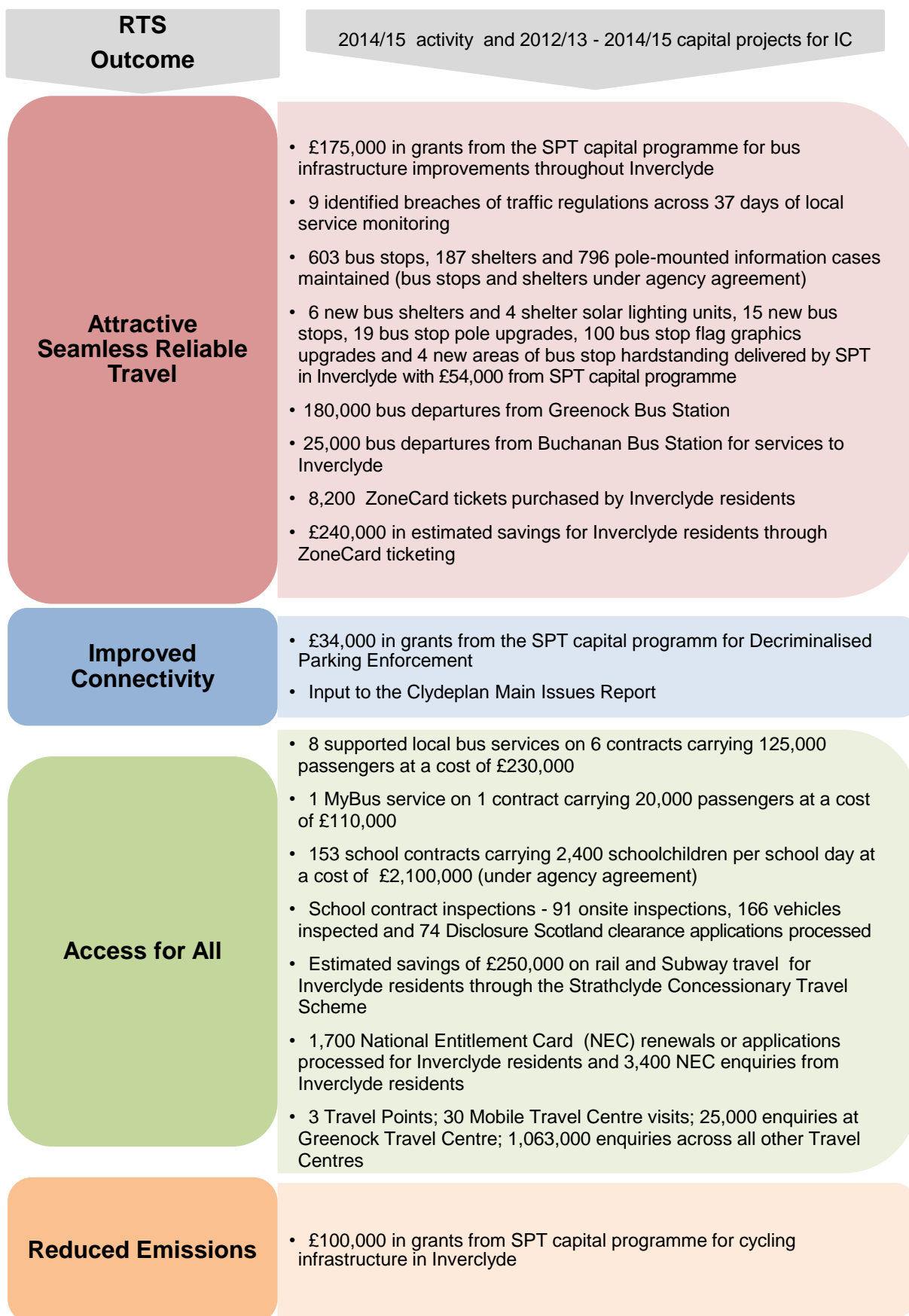
Around 40,000 commuters travel from, to or across Inverclyde on an average weekday. Figure 4.2 shows the commuters' origins and destinations by local authority area.<sup>20</sup>

Figure 4.2 Inverclyde commuting patterns



## 5. Delivering transport improvements for Inverclyde

Figure 5.1: Summary of SPT investments and services in Inverclyde



## 6. Measuring progress

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

Figure 6.1: Satisfaction with public transport<sup>21</sup>

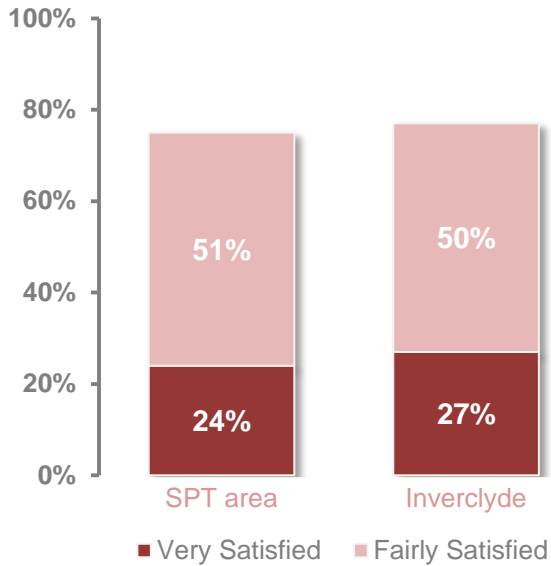


Figure 6.2: Congestion delays experienced by drivers<sup>22</sup>

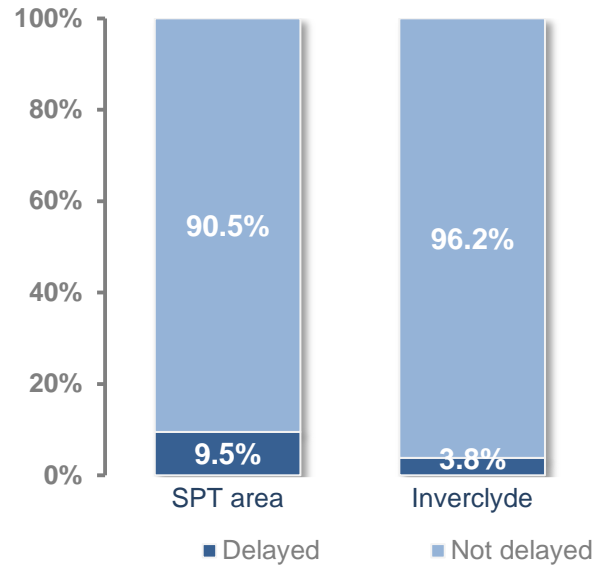


Figure 6.3: Convenience of public transport<sup>23</sup>

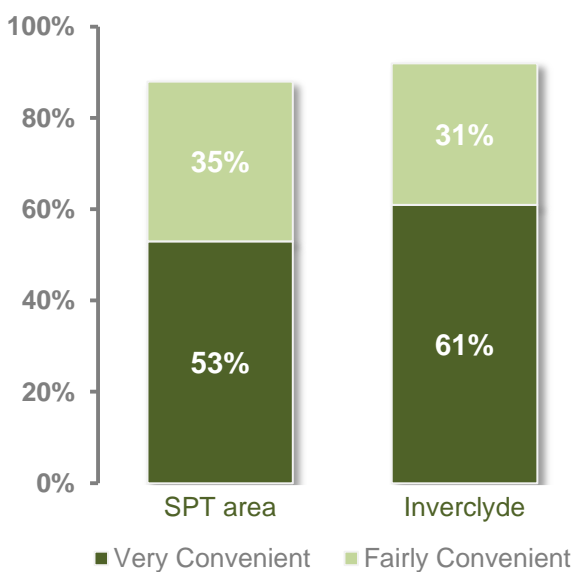
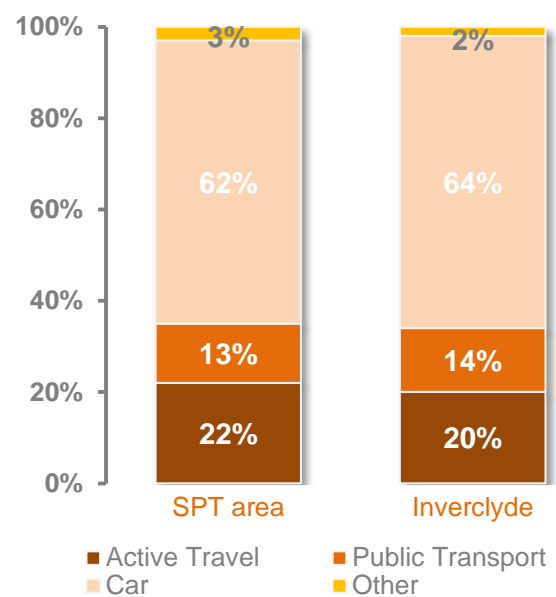


Figure 6.4: Main mode of travel<sup>24</sup>





## 7. Achieving ‘Attractive Seamless Reliable Travel’

### 7.1 Bus Policy

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

### 7.2 Statutory Quality Partnerships & Bus Infrastructure

SPT service compliance inspectors identified 9 breaches of traffic regulations across 37 days of local service monitoring in Inverclyde during 2014/15. These include instances of engine idling, illegal parking or not operating as registered. Inspectors will continue to undertake local monitoring throughout 2015/16. SPT bus station staff managed 25,000 departures at Buchanan Bus Station and 180,000 departures at Greenock Bus Station for bus services operating within Inverclyde during 2014/15.

In 2014/15, SPT maintained 603 bus stops and 187 shelters in Inverclyde under agency agreement and maintained 796 SPT-owned pole-mounted information cases in Inverclyde. SPT delivered 6 bus shelters, 4 shelter solar lighting units, 15 new bus stops, 19 bus stop pole upgrades, 100 bus stop flag graphics upgrades and 4 new areas of bus stop hardstanding with £54,000 in SPT capital funds in 2014/15.

Inverclyde Council delivered Quality Bus Corridor infrastructure improvements on the A761 Clune Brae and junction improvements in Greenock with £51,000 investment from the SPT capital programme in 2014/15. Inverclyde will deliver further improvements with £25,000 in approved SPT capital funds in 2015/16.

Since 2008, SPT has invested £3.2 million in bus infrastructure in Inverclyde, including improvements to Greenock and Port Glasgow bus stations and quality bus corridors on the A8 and A78. Building upon this investment, Inverclyde Council, SPT and Transport Scotland are promoting the Inverclyde Statutory Quality Partnership (to be implemented July 2015). The Inverclyde scheme covers Port Glasgow, Greenock and Gourock main bus corridors, Greenock town centre – A78 boundary and bus stations in Greenock and Port Glasgow. Bus operators wishing to register services within the sQP area must meet specified standards including engine emissions, vehicle specifications, vehicle maintenance, service reliability and driver standards.

In the longer term, SPT will seek to extend real time passenger information across the region as part of the Strathclyde Bus Investment Programme - SPT’s £30 million City Deal project.

### 7.3 Smart and Integrated Ticketing

SPT continues to promote ZoneCard integrated ticketing products and provides administrative and secretarial support to the ZoneCard Forum. Inverclyde residents bought an estimated 8,200 ZoneCards and made around 390,000 trips using a ZoneCard in 2014/15 – saving Inverclyde residents an estimated £240,000.

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



7.4 Additional figures in support of Attractive Seamless Reliable Travel

Figure 7.1 Bus mileage in Inverclyde<sup>25</sup>

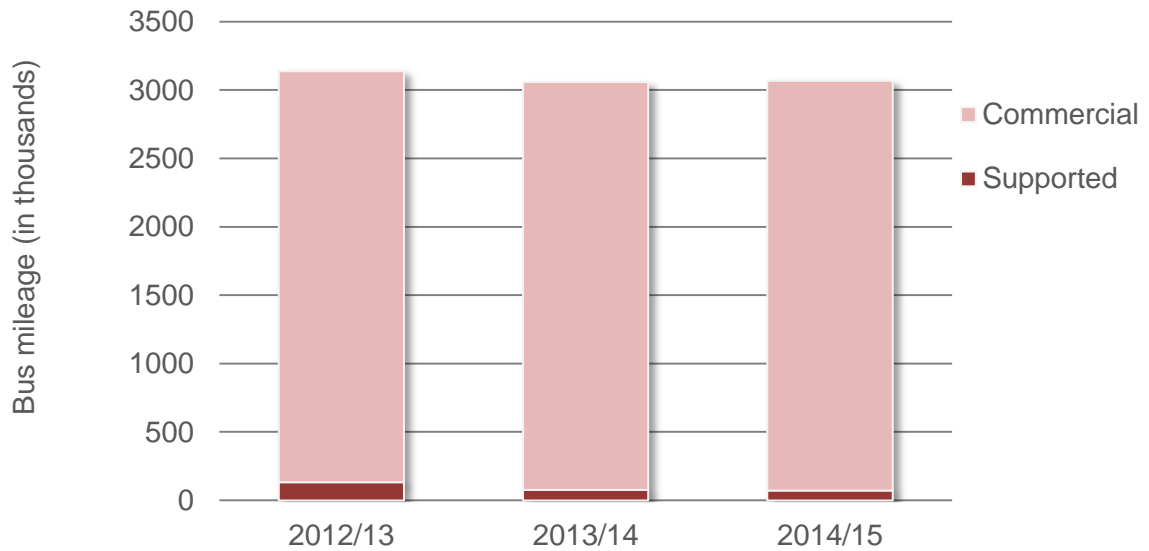


Figure 7.2 Use of local bus services (adults aged 16+ living in Inverclyde), 2012/13<sup>26</sup>

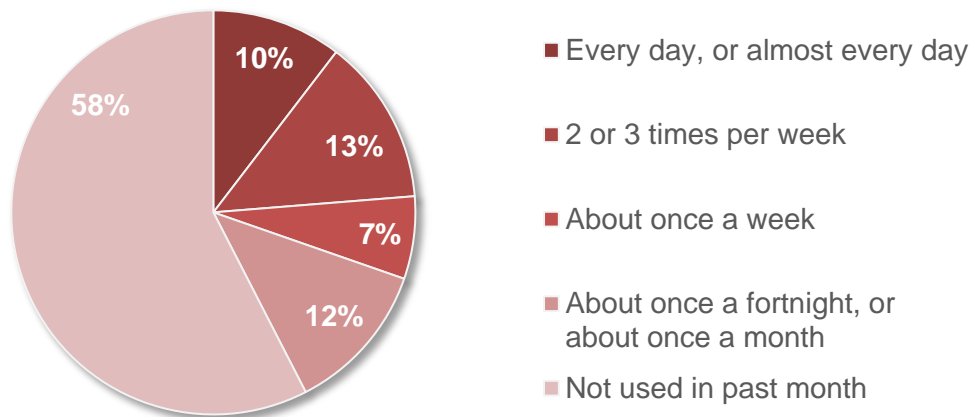
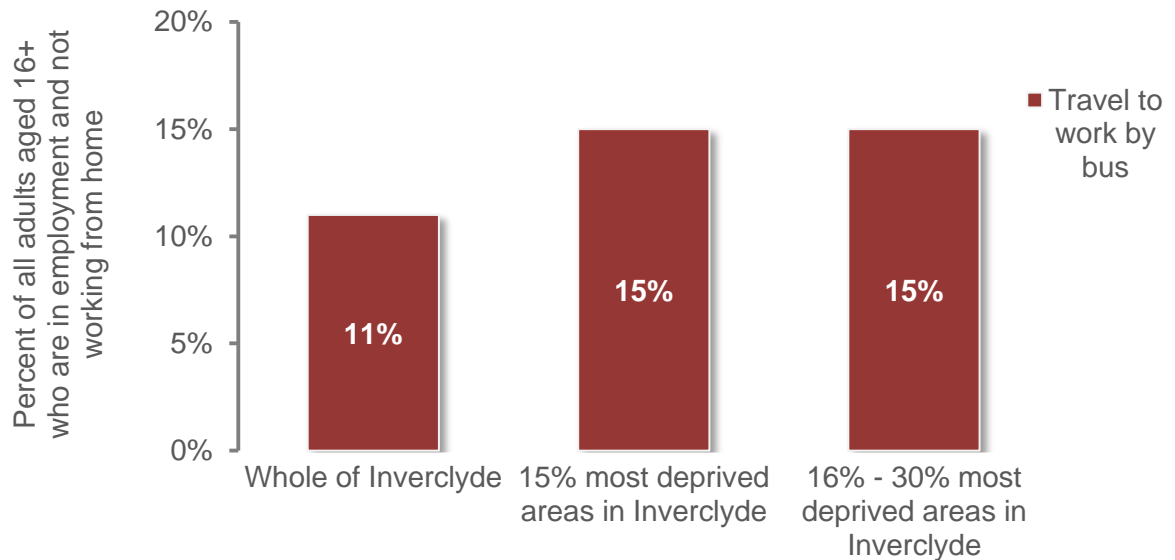


Figure 7.3 Proportion of adults who travel to work by bus (by area)<sup>27</sup>



## 8. Achieving 'Improved Connectivity'

### 8.1 Rail

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

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

### 8.2 Freight & Integrated Transport and Land Use Planning

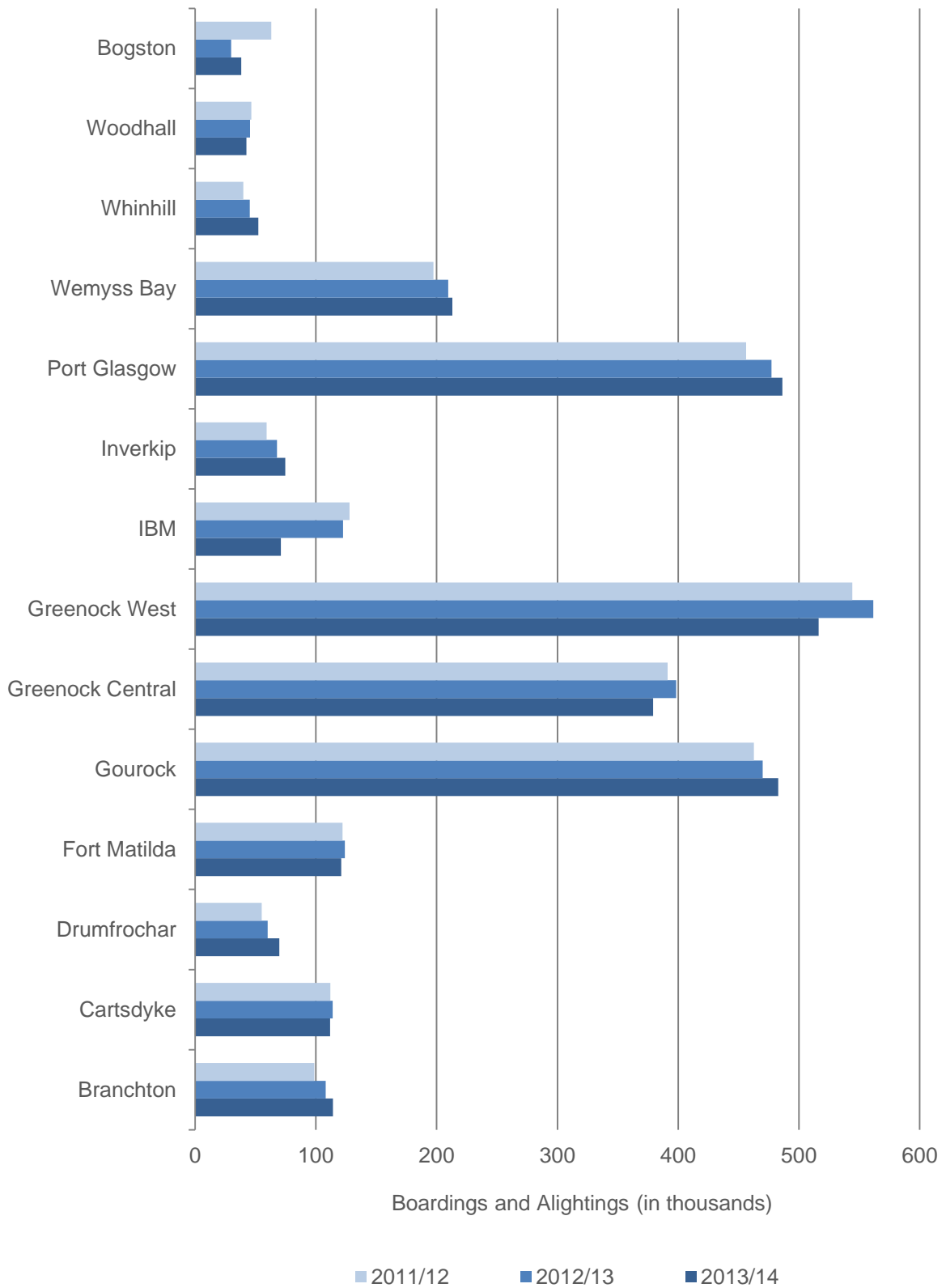
SPT will support IC over the next two years to deliver a strategic corridor study for the A78/A8 corridors through Inverclyde. The study will examine options across all modes of transport to improve connectivity within and to Inverclyde, and to plan for future demand generated by development including Inverclyde's City Deal projects. SPT will work with Inverclyde Council and other members of the Strathclyde Freight Quality Partnership to include freight issues within the study particularly planning for any increased demand and changes in freight movements from development accelerated due to City Deal investment.

Inverclyde's City Deal projects include the development and regeneration of Inchgreen (at Bogston) as a strategic hub for renewable energies, improvements to Ocean Terminal to increase capacity and improve facilities for cruise liner tourism and infrastructure improvements to facilitate a mixed-use development at the former Inverkip power station site.

Additionally, SPT continues to review development proposals in relation to the potential impacts on the public transport network and encouraging sustainable travel behaviour. SPT worked closely with Clydeplan team in 2014/15 in providing input for the development of and responded on the Strategic Development Plan Main Issues Report. SPT will work with IC and Clydeplan to retain integrated transport and land-use planning at the heart of the proposed Plan. This includes an update of the strategic corridors identified in the West of Scotland Conurbation Public Transport Study, which provides the transport plans that underpin the Clydeplan spatial development strategy.

8.3 Additional figures in support of Improved Connectivity

Figure 8.1 Patronage at rail stations in Inverclyde<sup>28</sup>



## 9. Achieving 'Access for All'

### 9.1 Socially necessary Services

In 2014/15, SPT supported eight local bus services in Inverclyde on contracts that carried 125,000 passengers in total. SPT MyBus services in Inverclyde carried 20,000 passengers.

In 2014/15, SPT managed 153 school bus contracts on behalf of Inverclyde council that transported 2,400 children to school every school day. SPT compliance inspectors made 91 inspections on site at schools, SPT vehicle examiners inspected 166 vehicles operating on school contracts and SPT processed 74 Disclosure Scotland clearance applications for potential drivers on school contracts.

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

### 9.2 Access to Healthcare

In 2014/15, SPT invested in new directional signage for pedestrians walking to Inverclyde Royal Hospital from Branchton rail station. In addition, SPT supported the 545 service that provides direct access to Inverclyde Royal Hospital and several bus services that improve access to Greenock Health Centre. SPT MyBus services provided door-to-door transport for healthcare appointments.

In 2015/16, SPT will continue to provide socially necessary bus services to improve access to healthcare. SPT will work in partnership with other stakeholders to develop an Integrated Transport Hub for Health and Social Care Transport for the west of Scotland. Additionally, SPT will work with NHS Greater Glasgow and Clyde to roll out local bus information and directional maps at hospitals and key healthcare facilities.

### 9.3 Equal Access

In 2014/15, the SPT Mobile Travel Centre made 30 visits to Wemyss Bay, Kilmacolm and Gourock to provide travel advice and information to residents, SPT Greenock Travel Centre staff helped 25,000 people with travel enquiries and SPT maintained 3 Travel Points in Gourock, Port Glasgow and Inverclyde Royal Hospital to provide public transport timetables and journey planning information in easily accessible locations.

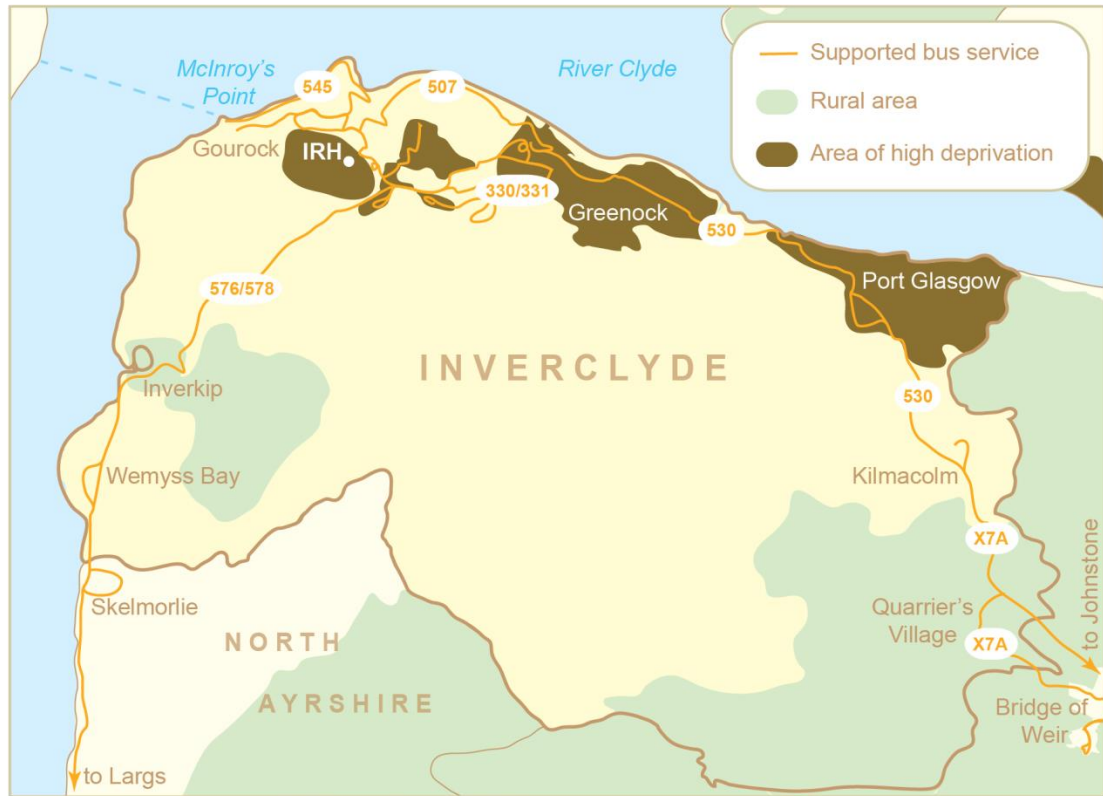
In 2014/15, IC, using SPT grant funding, delivered new high access kerbs at bus stops to improve physical access onto buses for people with mobility difficulties. In 2015/16, IC will deliver more high access kerbs as part of the £25,000 in approved SPT capital funding for bus infrastructure improvements in Inverclyde.

In 2014/15, Inverclyde residents saved an estimated £250,000 on rail and Subway travel through the Strathclyde Concessionary Travel Scheme and SPT processed 1,700 National Entitlement Card (NEC) applications or renewals on behalf of IC and handled 3,400 enquiries on NECs from Inverclyde residents. SPT will continue to deliver these services in 2015/16.

SPT will continue to mainstream the Public Sector Equality Duty and deliver the actions set out in 'Advancing Equality'.

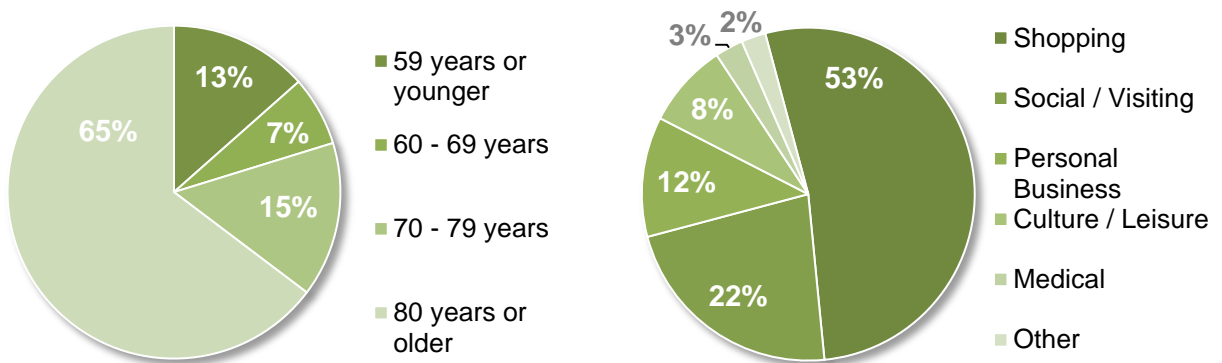
Additional figures in support of Access for All

Figure 9.1 Supported bus services in Inverclyde, 2014/15 (indicative network)

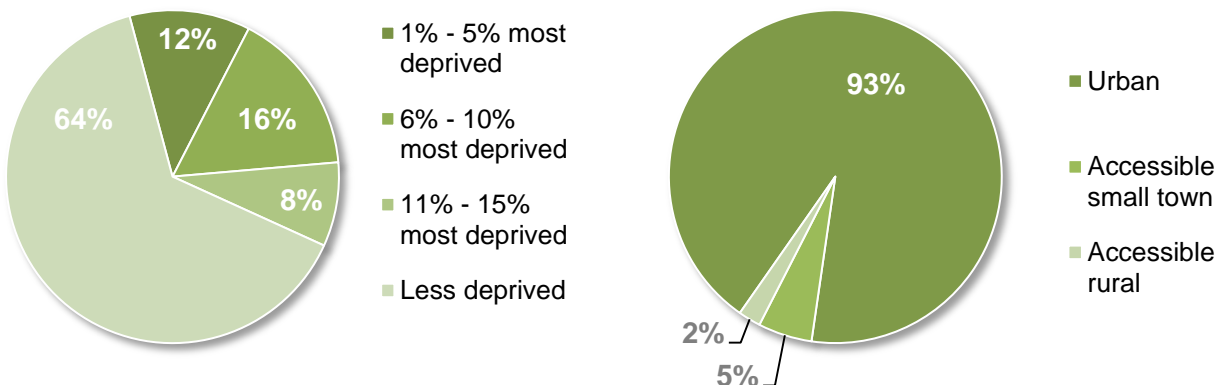


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Figures 9.2 & 9.3 MyBus passengers by age and journey purpose, 2014/15



Figures 9.4 & 9.5 MyBus passengers by deprivation levels (of areas of residence)<sup>29</sup> and urban-rural characteristics (of area of residence), 2014/15<sup>30</sup>



## 10. Achieving 'Reduced Emissions'

### 10.1 Park and Ride

SPT will continue to support the development of park and ride projects in Inverclyde as they are brought forward. Previously, SPT supported the development of park and ride for Port Glasgow rail station.

SPT will continue to collect survey information at existing park and ride sites as part of the regional data collection programme to understand park and ride demand and the travel patterns of existing park and ride users.

### 10.2 Cycling

In 2014/15, IC delivered further improvements to National Cycle Route N753 at Inverkip and completed detailed design for improvements on the N753 between Wemyss Bay and Inverkip with £85,000 investment from the SPT capital programme.

In 2015/16, IC will deliver new sections of the cycling path Route 21 between Greenock and Port Glasgow with £90,000 in approved funding from the SPT capital programme. Further, SPT and IC will work together with ScotRail and Network Rail to seek improved solutions to the cycle path through Gourock Station.

### 10.3 Travel Behaviour Change

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

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

10.4 Additional figures in support of Reduced Emissions

Figure 10.1 Park and ride sites and capacity in Inverclyde, 2014

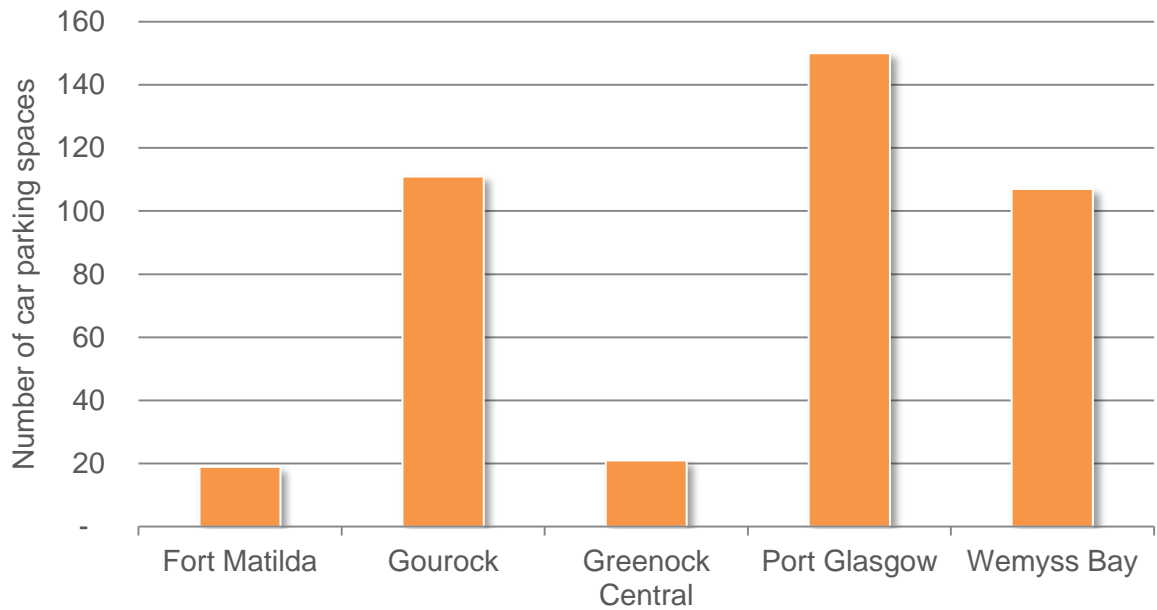


Figure 10.2 Number of bicycles available for private use by households (in Inverclyde), 2012/13<sup>31</sup>

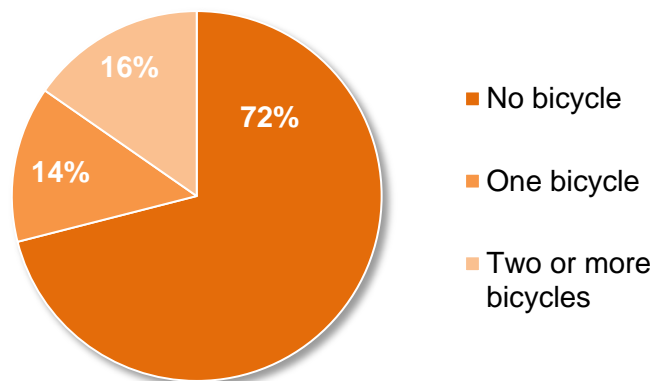
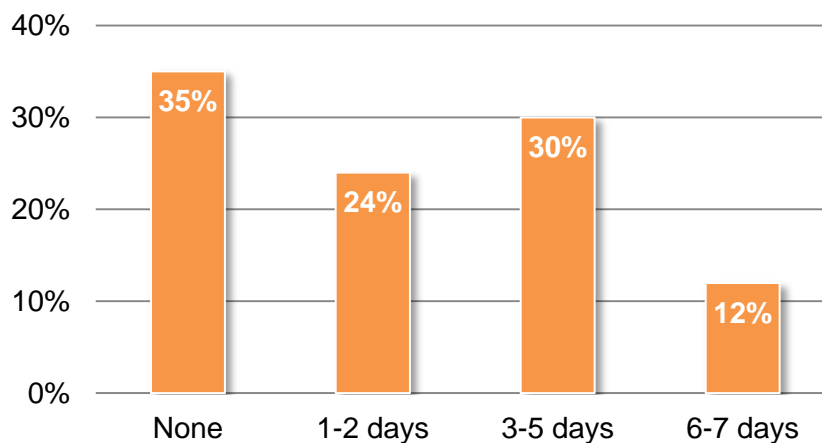


Figure 10.3 Frequency of walking in past week as a means of transport (adults aged 16+ in Inverclyde), 2012<sup>32</sup>



## Appendix 1: 2014/15 supported bus services in Inverclyde

Service Number	Route
X7A	Kilmacolm – Quarrier’s Village - Bridge of Weir - Johnstone
545	Greenock – McInroy’s Point
330/331	Greenock – Branchton / Pennyfern
576/578	Greenock - IBM - Inverkip - Wemyss Bay - Upper Skelmorlie - Largs
507	Greenock - Midton
530	Greenock - Kilmacolm

## Appendix 2: SPT capital programme

SPT invested £310,000 in capital projects delivered by Inverclyde Council over financial years 2012/13, 2013/14 and 2014/15.

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

**Table 1: Inverclyde category 1 projects in 2015/16 SPT capital programme (April 2015)**

Project	Details	Approved grant
Quality Bus Corridor Improvements	Bus infrastructure improvements in Greenock including high access kerbs and bus stop markings	£25,000
Regional Cycle Route 21	Extension of cycle path between residential area in Port Glasgow to Newark castle & retail centre	£89,000
<b>Total</b>		<b>£114,000</b>



## Data sources and references

- <sup>1</sup> 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/>
- <sup>2</sup> Inverclyde Local Transport Strategy
- <sup>3</sup> Inverclyde Local Development Plan 2014 <http://www.inverclyde.gov.uk/planning-and-the-environment/planning/development-plan/ldp>
- <sup>4</sup> Inverclyde Alliance Single Outcome Agreement (SOA) 2012 – 2017 <http://www.inverclyde.gov.uk/GetAsset.aspx?id=fAAyADMANwA4ADEAfAB8AFQAcgB1AGUAfAB8ADAAfAA1>
- <sup>5</sup> Scottish Household Survey Local Area Analysis 2012/2013, Adults aged 16+. Transport Scotland. Sample size = 283
- <sup>6</sup> Scotland Census 2011, National Records of Scotland. Adults aged 16-74 in employment and not working from home.
- <sup>7</sup> Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- <sup>8</sup> Gross Value Added; Annual Business Inquiry 2013; Office for National Statistics.
- <sup>9</sup> Scottish Index of Multiple Deprivation 2012, Scottish Government.
- <sup>10</sup> 2012-based Population Projections for Scottish Areas, National Records of Scotland.
- <sup>11</sup> UK local and regional CO<sub>2</sub> Emissions Estimates 2005 – 2012, Department for Energy and Climate Change
- <sup>12</sup> [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)
- <sup>13</sup> 2013 and 2014 mid-year population estimates; National Records of Scotland.
- <sup>14</sup> 2012-based Population Projections for Scottish Areas; National Records of Scotland.
- <sup>15</sup> 2013 small area population estimates; National Records of Scotland.
- <sup>16</sup> Scottish Government Urban-Rural Classification 2011-2012.
- <sup>17</sup> Scotland Census 2011, National Records of Scotland and Scottish Index of Multiple Deprivation 2012, Scottish Government.
- <sup>18</sup> Scotland Census 2011, National Records of Scotland. Scottish Government Urban Rural Classification 2011-2012.
- <sup>19</sup> Scotland Census 2011, National Records of Scotland.
- <sup>20</sup> Scotland Census 2011, National Records of Scotland. Using flow data available from Office for National Statistics.
- <sup>21</sup> Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 441
- <sup>22</sup> Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 277
- <sup>23</sup> Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 283
- <sup>24</sup> Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 1028
- <sup>25</sup> SPT mileage
- <sup>26</sup> Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 283
- <sup>27</sup> Scotland Census 2011. National Records of Scotland and Scottish Index of Multiple Deprivation 2012, Scottish Government.
- <sup>28</sup> Station Usage Estimates 2011/12, 2012/13 and 2013/14. 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.
- <sup>29</sup> Scottish Index of Multiple Deprivation 2012. Figures shown are for proportion of Inverclyde MyBus passengers living in areas by level of multiple deprivation. For example, 12% of Inverclyde MyBus passengers live in areas classified as the 5% most deprived areas in Scotland.
- <sup>30</sup> Scottish Government Urban Rural Classification 2011-2012. Figures shows are for proportion of Inverclyde MyBus passengers living in areas by urban-rural characteristic. For example, 2% of Inverclyde MyBus passengers live in accessible rural areas.
- <sup>31</sup> Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 555
- <sup>32</sup> Scottish Household Survey Local Area Analysis 2012/2013, Transport Scotland. Sample size = 283

# Useful contacts

## **Strathclyde Partnership For Transport**

Consort House  
12 West George Street  
Glasgow G2 1HN  
0141 332 6811  
enquiry@spt.co.uk  
complaint@spt.co.uk  
www.spt.co.uk

## **Local bus operators**

### **C & R Coaches**

14 Killellan Place  
Gourock PA19 1EX  
01475711536  
info@crcoaches.co.uk  
www.crcoaches.co.uk

### **C & M Coaches**

13 Ingleston St  
Greenock  
Renfrewshire PA15 4UD  
01475 785988

### **Gillens Coaches Ltd.**

11 Dellingburn Street  
Greenock  
Renfrewshire PA15 4RN  
01475 744 618

### **Marbill Coach Services Ltd.**

Highmains Garage  
Mains Road  
Beith  
Ayrshire KA15 2AP  
01505 503367  
enquiries@marbillcoaches.com  
marbillcoaches.co.uk

### **McGill's Bus Service Ltd.**

99 Earnhill Road  
Larkfield Industrial Estate  
Greenock PA16 0EQ  
08000 51 56 51  
www.mcgillsbuses.co.uk

### **Scottish Citylink Coaches Ltd.**

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

### **Stagecoach West Scotland**

Customer Services  
Sandgate  
Ayr KA7 1DD  
Ardrossan – 01294 607007  
Arran – 01770 302000  
Ayr – 01292 613 500  
Cumnock – 01290 421930  
Glasgow – 0141 552 4961  
Kilmarnock – 01563 525192  
Disability Helpdesk: 07736 892 253  
westscotland.enquiries@stagecoachbus.com  
www.stagecoachbus.com

## **Local rail operators**

### **ScotRail**

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