



Report To:	Inverclyde Alliance Board	Date:	10 December 2018
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Subject:	Inverclyde Transport Outcomes Report 2018/19		

1.0 PURPOSE

1.1 This report will:

- Inform the Inverclyde Alliance Board of the preparation by SPT of the Inverclyde Transport Outcome Report (TOR);
- Highlight the connection between SPT activities and local outcomes from the Local Outcome Improvement Plan (LOIP); and
- Highlight the focus given within the TOR to the services and benefits that SPT has delivered in 2017/18 together with details of the SPT – Inverclyde joint work streams for 2018/19.

2.0 SUMMARY

- 2.1 The TOR summarises the SPT activities and investments delivered in 2017/18 that benefitted Inverclyde residents.
- 2.2 The TOR provides detailed information on the agreed SPT – Inverclyde joint work streams for 2018/19.
- 2.3 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 and the local outcomes set out in the LOIP.

3.0 RECOMMENDATIONS

It is recommended that the Alliance Board:

- a. Notes the contents of the report.

Bruce Kiloh
Head of Policy & Planning, SPT

4.0 BACKGROUND

- 4.1 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.
- 4.2 The TOR is directly linked to the SPT Regional Transport Strategy (RTS) Delivery Plan 2018 – 2019 and is the local monitoring and planning element of SPT's suite of strategic plans.
- 4.3 SPT officers worked with Inverclyde Council colleagues to agree the key areas for Partnership working for 2018/19.
- 4.4 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 LOIP.

5.0 PROPOSALS

- 5.1 SPT is providing grant funding of £1.6 million to Inverclyde Council in 2018/19. This funding supports the following projects:
- Bus infrastructure at Regent Street and Lunderston Bay/A770;
 - Bridge widening at Lilybank Road to improve safer access to schools and active travel;
 - Road realignment at Baker's Brae to support the regeneration strategy for the area;
 - Junction improvements at Gibshill Road; and
 - Develop and deliver actions in support of the Port Glasgow Masterplan and Greenock town centre regeneration strategy.

6.0 LOCAL OUTCOMES FOR INVERCLYDE

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

- High quality public transport services and active travel can improve access to town centres, reduce car-dominated environments and promote centres as places in which to live, visit and invest.
- Reliable and accessible transport services and high quality travel information support residents getting to work, training or education.
- Good access to employment, training and learning and employment services supports improved learning and employability outcomes.
- Good access for children and families to education & learning, healthcare, shops with fresh foods, and a range of opportunities to socialise and be active supports improved health and learning.
- Good access to healthcare facilities and services, leisure and shopping opportunities, social networks and opportunities to interact with communities supports healthier and independent communities.
- Increasing walking and cycling can improve health outcomes for children and families and support mental health and well-being.
- Improving walking & cycling infrastructure can also improve opportunities to incorporate regular physical activity into everyday life.
- Improving strategic connectivity across Inverclyde and other areas can increase the range

of employment opportunities for residents and promote the area as an attractive place to visit, invest and grow.

- Improving road safety supports increased community interaction within more attractive, walkable environments.

7.0 IMPLICATIONS

7.1 Legal: None

Finance: None

Human Resources: None

Equality and Diversity: Providing responsive, accessible and affordable public transport helps keep people across the range of protected characteristics connected to the people, jobs and services they rely on.

Repopulation: High quality public transport services and active travel can improve access to town centres, reduce car-dominated environments and promote centres as places to live, visit and invest.

Inequalities: Effective public transport and active travel solutions tackle inequalities by promoting improved health and providing opportunities for employment, training and learning

8.0 CONSULTATIONS

8.1 N/A.

9.0 LIST OF BACKGROUND PAPERS

9.1 Inverclyde Transport Outcomes Report 2018/19.



Strathclyde Partnership for Transport

Transport Outcomes Report for Inverclyde

2018 update on our services and investment in your area

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1 Summary

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

Key figures

- £450,000 capital investment in Inverclyde transport projects in 2017/18 including:
 - Improvements to bus access in Branchton
 - Feasibility and design for improvements at Lilybank Road & Gibshill Road
 - Design for new bus infrastructure at Lunderston Bay
 - Initial phase of works for the realignment of Baker's Brae
- £1.6 million planned capital investment in Inverclyde transport projects in 2018/19 including:
 - Bus infrastructure at Regent Street and Lunderston Bay/A770
 - Bridge widening at Lilybank Road to improve safer access to schools and active travel
 - Road realignment at Baker's Brae to support the regeneration strategy for the area
 - Junction improvements at Gibshill Road
 - Develop and deliver actions in support of the Port Glasgow Masterplan and Greenock town centre regeneration strategy
- 6 local bus services supported by SPT in Inverclyde including services to Inverclyde Royal and rural communities
- 22,000 MyBus journeys made by Inverclyde residents
- 2,300 Inverclyde pupils transported to school every school day on transport services arranged by SPT
- 1,800 National Entitlement Cards processed by SPT for Inverclyde residents who have a disability

2 Outputs and performance for 2017/18

2.1 Achieving Attractive Seamless Reliable Travel

SPT and Inverclyde Council (IC) work together to deliver improved bus infrastructure, bus priority and routes to public transport hubs for improved safety, quality, access, journey reliability and comfort for passengers. In 2017/18, SPT continued to maintain and improve bus stops, passenger shelters and information cases throughout Inverclyde and IC delivered improvements to bus infrastructure including at Branchton, Greenock and progressed the A770 / Lunderston Bay project which will provide bus lay-bys and shelters. The project will support tourism and access to employment at Cardwell Garden Centre.

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

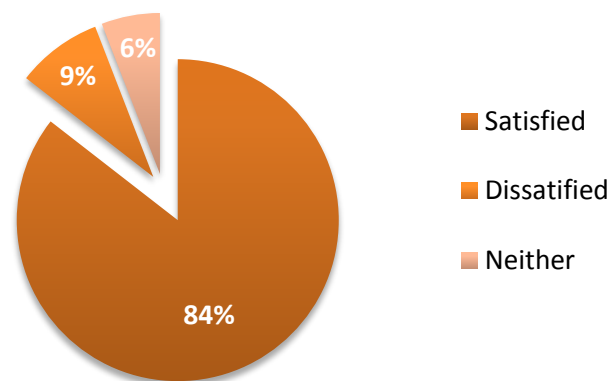
Bus stops & shelters maintenance

- 570 bus stops
- 200 bus shelters
- 800 information cases

Bus compliance

- 9 incidents/reports
- 788 vehicle checks
- 20 days of monitoring

**Inverclyde residents aged 16+: -
Satisfaction with public transport**



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

Key Indicator: The key indicator for this outcome is adult residents' level of satisfaction with local public transport services. More than eight in every 10 Inverclyde residents (84%) are satisfied with their local public transport services, with one-quarter (25%) very satisfied. About one in every 10 residents (9%) is dissatisfied and a small percentage (6%) of residents are neither satisfied nor dissatisfied. A higher proportion of Inverclyde residents are satisfied with local public transport compared to the SPT area as a whole (84% for Inverclyde compared to 74% for SPT area).

2.2 Achieving Access for All

SPT supports a range of transport services to improve access for Inverclyde residents and communities. In 2017/18, SPT supported socially necessary local bus services for Inverclyde communities with limited commercial bus services, helped older people and people with disabilities living in Inverclyde to make 22,000 journeys on MyBus services and arranged school day transport services for c. 2,300 children living in Inverclyde.

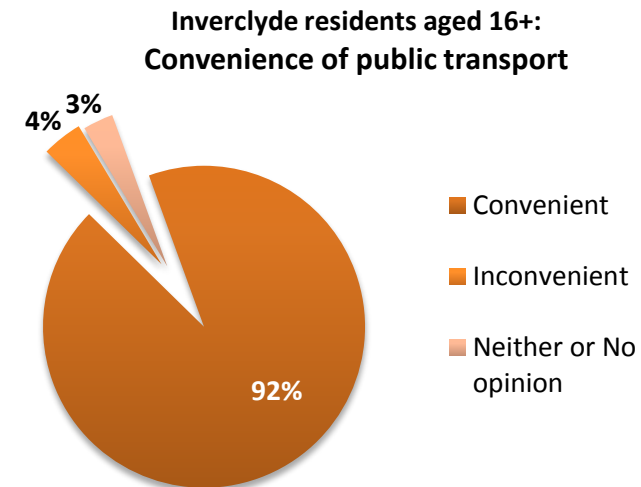
In 2017/18 SPT's Travel Card Unit helped ensure that 1,800 Inverclyde residents who have a disability benefited from the national concessionary fare scheme on local bus services. SPT also continued to administer the Strathclyde Concessionary Fare Scheme on behalf of Inverclyde City Council, which offers reduced fares on rail and Subway services to c. 22,000 eligible Inverclyde residents. Additionally, SPT provided capital funding to Inverclyde Council to develop options for improving access to Port Glasgow rail station.

School Transport monitoring:

- 56 schools visited by inspectors
- 138 schools contract checks
- 43 vehicle quality assurance audits

2 travel points

maintained at libraries in Port Glasgow and Gourock.



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

Key Indicator: The key indicator for this outcome is residents' opinions of the convenience of public transport in their local area. About nine in every 10 Inverclyde adult residents (92%) feel that local public transport is convenient, with more than half (55%) feeling that it is *very* convenient. The proportion of Inverclyde residents that feel public transport is inconvenient (4%) is smaller than the proportion for the whole of the SPT area (8%).

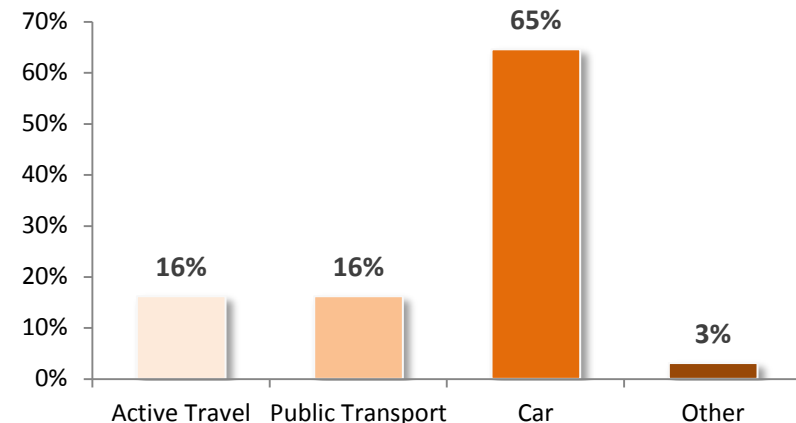
2.3 Achieving Reduced Emissions

Inverclyde Council and partners are progressing regeneration and place making projects in Greenock and Port Glasgow, with SPT providing funding to support the development of projects that improve traffic management and accessibility, especially for people walking and cycling, within the town centres and between transport hubs and key destinations. This will help to create high quality places that encourage sustainable travel behaviours and support the achievement of economic regeneration objectives including improving the attractiveness of the centres as areas for investment.

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

Inverclyde Council is developing a new Cycling Action Plan and SPT will support the delivery of the Strategy in future years through the capital programme as projects are brought forward.

**Inverclyde residents -
Main mode of travel**



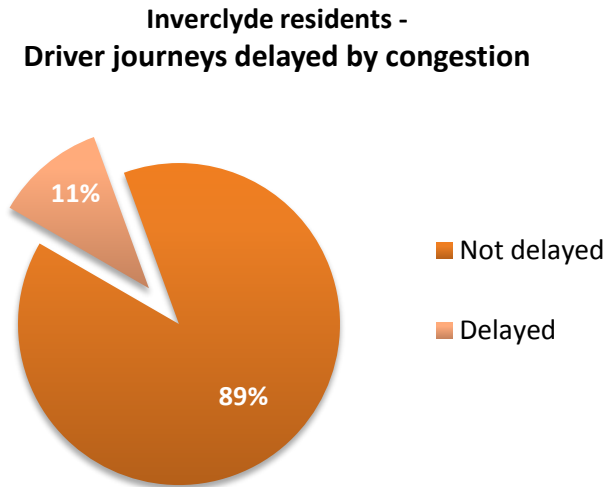
Figures from Transport and Travel in Scotland - Local Area Analysis, 2016. Transport Scotland.

Key Indicator: The key indicator for this outcome is the main mode of travel (by distance) used for all journeys. Around two in every three journeys made by Inverclyde residents (65%) used a car / van as the main mode either as a driver or passenger, whereas around one in every three journeys (32%) were made by walking or cycling or bus, rail, or Subway. For this indicator, Inverclyde is similar to the whole of the SPT area, although walking and cycling is slightly lower than the SPT area as a whole and car and public transport is slightly higher than SPT area as a whole.

2.4 Achieving Improved Connectivity

SPT provided project development funding for a number of roads projects being delivered by Inverclyde Council including bridge widening at Lilybank Road / Glen Avenue in Port Glasgow to improve safety for pedestrians including children walking to school in the area. Also re-alignment of Baker's Street / Drumfrochar Road to improve connectivity and support redevelopment of the Kelburn Business Park and housing developments on Drumfrochar Road, and junction improvements at Gibshill Road / Weir Street to improve access for larger vehicles including buses.

SPT supported the site selection process for the New Greenock health and care centre including providing outputs from an analysis of accessibility issues and highlighted potential measures that could improve transport accessibility for patients to the now consented centre on the former Wellington Academy site at Wellington Street. SPT will continue to work with IC, the NHS and local bus operators to consider options to enhance access to the site in advance of the new opening of the centre.



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

Key Indicator: The key indicator for this outcome is the percentage of driver (car or van) journeys that were perceived [by the driver] to be delayed by congestion. Around one in every 9 driver journeys (11%) were delayed due to congestion. This is a slightly lower proportion than the whole of the SPT area with about one in every 7 driver journeys (14%) delayed due to congestion.

3 The Year Ahead

3.1 Policy and Strategy

The new Regional Transport Strategy

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

Accessibility Analysis

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

National Transport Strategy

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

Planning

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

3.2 Capital Projects

SPT is providing grant funding of £1,600,000 to Inverclyde Council in 2018/19 to improve bus infrastructure at Regent Street and Lunderston Bay/A770, deliver bridge widening at Lilybank Road to improve safer access to schools and active travel, deliver road realignment at Baker's Brae to support the regeneration strategy for the area, to deliver junction improvements at Gibshill Road and develop and deliver actions in support of the Port Glasgow Masterplan and Greenock town centre regeneration strategy.

3.3 Transport Services & Infrastructure

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

Appendix A Policy Context

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

The Regional Transport Strategy - Strategic Priorities and Outcomes

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

Table A-1: Regional Transport Strategy priorities and outcomes

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

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

Inverclyde Local Outcomes Improvement Plan

Moving Forward Togetherⁱ, the Inverclyde LOIP, sets out the local priorities and outcomes that the Inverclyde Alliance will seek to achieve in order to improve wellbeing and quality of life for Inverclyde residents including through reducing inequality and poverty. The LOIP is centred on 3 priorities for multi-agency action, as summarised in Table A-2 below. The priorities were developed following a Strategic Needs Assessmentⁱⁱ and on-going engagement activities with partners and communities.

Table A-2: Inverclyde LOIP Priorities and key issues for each priority

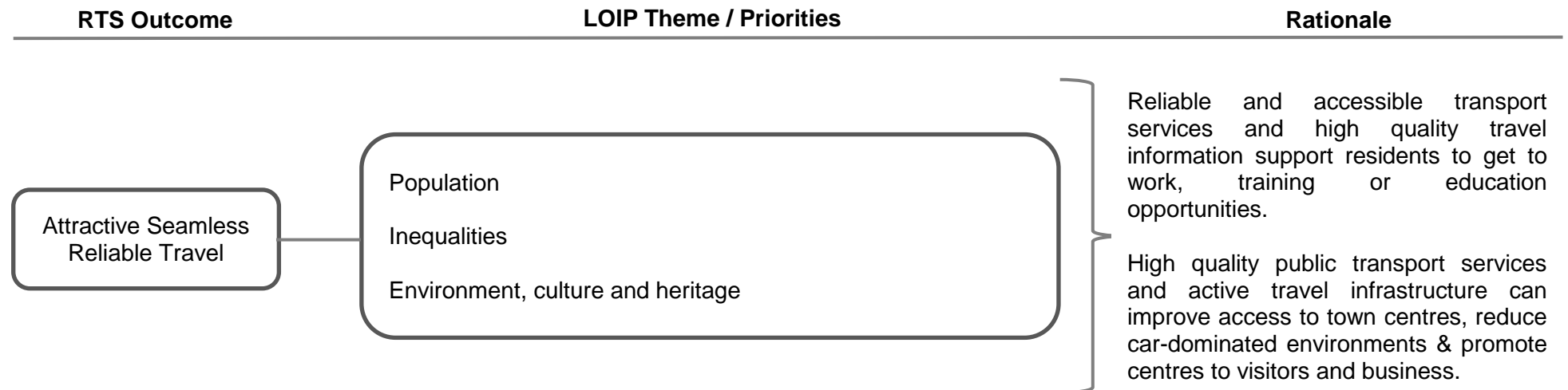
Theme	LOIP Priorities	Issues	
Population	Inverclyde's population will be stable and sustainable with an appropriate balance of socio - economic groups that is conducive to local economic prosperity and longer term population growth.	<ul style="list-style-type: none"> • Employment • Growing the Business Base • Regeneration 	<ul style="list-style-type: none"> • Housing • Infrastructure • Image
Inequalities	There will be low levels of poverty and deprivation and the gap between the richest and poorest members of our communities will be reduced.	<ul style="list-style-type: none"> • Employment • Meeting the needs of older people • Children and Families 	<ul style="list-style-type: none"> • Reducing child poverty • Health Inequalities • Fuel Poverty

Theme	LOIP Priorities	Issues	
Environment, culture and heritage	Inverclyde's environment, culture and heritage will be protected and enhanced to create a better place for all Inverclyde residents and an attractive place in which to live, work and visit.	<ul style="list-style-type: none"> • Transport • Derelict Land • Healthy, active lifestyles • Culture and Heritage 	<ul style="list-style-type: none"> • Green space • Biodiversity • Identify and Belonging • Arson

RTS and LOIP Linkages

Linking the RTS and LOIP is an initial step towards understanding the role of transport in supporting the achievement of the local priorities for Inverclyde. Figure A-1 shows the linkages including the rationale for the linkage and relevant statistics to provide additional context.

Figure A-1: RTS and LOIP Linkages



RTS Outcome	LOIP Theme / Priorities	Rationale
Access for All	Population Inequalities	<p>Good access for families and children to education & learning, healthcare, shops with fresh foods, and a range of opportunities to socialise and be active supports improved health and learning outcomes.</p> <p>Good access to employment, training and learning opportunities, and other employment services such as Job Centres supports improved health and employability outcomes.</p> <p>Good access to healthcare facilities and services, personal social network and opportunities to be active supports improved physical and mental health outcomes.</p>
Reduced Emissions	Population Inequalities Environment, culture and heritage	<p>Increasing walking and cycling can improve health outcomes for children and all residents.</p> <p>Increasing activity levels can support improved mental health and well-being outcomes.</p> <p>Promoting more sustainable travel modes and behaviours supports improved air quality and supports place making initiatives for town centres and promotes Inverclyde as an attractive place to live and visit.</p>

RTS Outcome	LOIP Theme / Priorities	Rationale
Improved Connectivity	<div>Population</div> <div>Inequalities</div> <div>Environment, culture and heritage</div>	Improved connectivity across Inverclyde and between Inverclyde and other areas can increase the range of viable employment opportunities for Inverclyde residents, make the area more attractive for business investment and support business growth and tourism strategies

ⁱ <https://www.inverclyde.gov.uk/council-and-government/community-planning-partnership/inverclyde-outcome-improvement-plan>

ⁱⁱ <https://www.inverclyde.gov.uk/council-and-government/community-planning-partnership/inverclyde-outcome-improvement-plan>