



Strathclyde Partnership for Transport  
Delivering for South Lanarkshire



# Introduction

Welcome to “Strathclyde Partnership for Transport: Delivering for South Lanarkshire”. In this report you will find out more about Strathclyde Partnership for Transport (SPT) and what we do across the west of Scotland, and specifically within South Lanarkshire. The report covers the period from 2017/18 to now and into the future, and is structured as follows: About SPT: Who We Are, What We Do; The changing context for transport; The importance of SPT’s regional role; Delivering for South Lanarkshire: SPT Operational Activities; SPT Investing in South Lanarkshire; Working in Partnership; and finally, Looking to the Future, which considers upcoming challenges and priorities, and highlights some “asks” of our partners.



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Version 2.0 March 2022





## SPT: who we are...

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland. SPT was formed in 2006 as an outcome of the Transport (Scotland) Act 2005, and as part of the new transport framework created by the Scottish Government, which is made up of a national transport agency, Transport Scotland, and seven Regional Transport Partnerships (RTPs). RTPs bring together local authorities and other key regional stakeholders to take a strategic approach to transport in their region. SPT's Partnership Board is made up of elected members from across its constituent councils along with appointed members with specific knowledge of transport and other sectors.

The SPT area comprises the following council areas: East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Ayrshire, North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire, West Dunbartonshire and the Helensburgh and Lomond area of Argyll and Bute. Our area covers 7,000 sq. km and is home to 2.2 million people (around 42% of Scotland's population) living in localities which range from rural and island communities to the most densely populated urban areas of Scotland.

## ...and what we do

SPT's role involves planning and delivering improvements for all modes of transport across the region in conjunction with our constituent councils, industry partners and others. SPT is at the centre of the region's transport planning, analysing travel needs and developing the transport system now and for the future. One of SPT's key responsibilities is preparation of the Regional Transport Strategy (RTS), with a new one currently in development.

SPT also has a range of operational responsibilities, some of which are undertaken on an agency basis on behalf of councils or through administrative support, including:

- Managing and operating the Subway;
- Managing and operating Buchanan, East Kilbride and Hamilton bus stations;
- The provision of socially necessary bus services, including the demand responsive transport service, MyBus, and analysing changes in commercial provision to determine any additional support requirements;
- Managing and maintaining bus stop and shelter infrastructure and arranging school transport on behalf of councils;
- Providing travel information, including the roll-out of Real-Time Passenger Information displays;
- Providing the secretariat for the Strathclyde Concessionary Travel Scheme (SCTS) on behalf of our councils and administering ZoneCard on behalf of participating transport operators; and
- Smartcard ticketing, through our joint venture, Nevis Technologies Limited, the major supplier of commercial smart ticketing in Scotland including for the Subway, ScotRail and McGill's buses.

In line with the RTS and local priorities, another key role for SPT is working with councils and other partners in developing and delivering capital infrastructure projects. Since 2017, SPT has invested £158 million in capital projects across our area, including £114 million on Subway Modernisation. £39 million capital investment is budgeted for the current financial year. Over the same time period, we have invested £58 million revenue funding in supporting bus services and undertaken £155 million of agency work on behalf of our councils.





## The changing context for transport

Over the last 5 years, transport in the west of Scotland has experienced a significantly shifting context, with the primary drivers of this change being responding to both the climate emergency and the Covid-19 pandemic. The latter in particular has resulted in a seismic shift in travel patterns and demand, with public transport patronage down, car use going up, bringing with it significant challenges for the planning, operation and sustainability of our public transport network. The post-Covid future continues to remain very unclear at this stage, but travel demand and behaviours are likely to be affected by the pandemic for some time to come. What is certain is sustainable transport must be at the heart of any green economic recovery from the Covid-19 pandemic.

The hosting of COP26 in Glasgow gave a global profile to our region and expectations are high for positive change to achieve ambitious climate targets. While much has been achieved over recent years in transitioning towards a net zero future e.g. growth in electric bus fleets and increased rates of walking and cycling, transport remains the biggest contributing sector for harmful emissions in Scotland. Addressing this challenge over the coming years will require transformational change in how we travel.

At a strategic level, there has been a welcome greater recognition of transport's role in our health and wellbeing, and its contribution to place-making. Furthermore, changes in technology and how we use it, more people working from home, legislative changes through the Transport (Scotland) Act 2019 (facilitating franchising, municipal bus operation and bus partnerships) and forthcoming initiatives such as the introduction of free bus travel for under-22s from January 2022, are just some of the other factors contributing to the shifting landscape for transport in our region both now and in the future.

## The importance of SPT's regional role

The cross-council boundary nature of transport and travel in the west of Scotland, coupled with the pull of the conurbation and sub-regional towns and villages, results in a complex range of travel needs and behaviours which need to be understood, planned for, influenced, and accommodated, particularly at a regional level. Best practice from across the UK and Europe shows that to ensure your region performs well economically, environmentally and in an inclusive way, a strong regional approach to transport is essential. SPT provides that bridge between the local and the national bringing together key partners, including Transport Scotland, transport operators, local authorities, health boards and above all the public in seeking to ensure our transport system is the best it can be.

SPT's Partnership Board and committees serve to ensure democratic oversight and accountability over transport planning and service delivery in the west of Scotland, making sure that the needs of our communities are catered for in an efficient and effective way. Given the wide range of significant challenges we face, the integrated, co-ordinated and collaborative approach to regional transport, facilitated by SPT, remains more important than ever.

## Delivering for South Lanarkshire: SPT Operational Activities

SPT's activities support the regional transport network to the benefit of all residents who travel across the area, for example, our investment in Glasgow benefits residents who may live in another council area but travel to the city for work or leisure, and we continue to deliver a range of services in South Lanarkshire and across the region either directly, or on behalf of councils. While the Covid-19 pandemic resulted in significant impacts on our operational activities due to reduced travel demand, the majority of services were maintained to ensure transport remained in place for key workers and those making essential trips. The figures below provide some detail on SPT operations over recent years.





## SPT Operational activity



**6.1m**

### bus station departures

Across Buchanan, Hamilton, East Kilbride, Greenock, Braehead and Silverburn (SPT management of departures at Greenock ended in 2019)



**200**

### supported bus services across Strathclyde

Around 200 supported bus services run by around 20 operators on behalf of SPT  
52 supported services operating in South Lanarkshire (see appendix for details)



**43.7m**

### Subway journeys undertaken since 2017

(80% reduction in journeys in 2020/21 compared to the previous year, due to the pandemic)



**33 MyBus**

### services operate across the west of Scotland

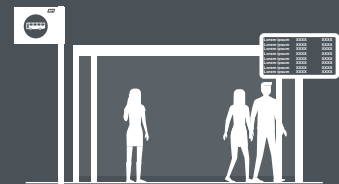
97,000 trips scheduled on MyBus in South Lanarkshire (Since January 2019)



**380**

### local bus contract and operator inspections in South Lanarkshire

(Since August 2018)



**2,009**

### pole-mounted information cases maintained

**28** Real-Time Passenger Information displays and, **26** new bus shelters installed

## SPT agency activity on behalf of South Lanarkshire Council



**7,000**

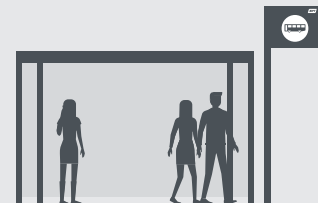
**school children carried to and from school each day**

Across an average of **299** contracts



**1,557**

**inspections of school transport have taken place to ensure the safety of schoolchildren**



**1,494**

**bus stops maintained in South Lanarkshire**

**610** shelters maintained



**10,864**

**disabled persons National Entitlement Card (NEC) renewals**

**3,200** first time applications processed (75% reduction in first time applications in 2020/21 compared to the previous year, due to the pandemic)

## Administrative activities

SPT administers the SPT ZoneCard on behalf of participating rail, Subway and bus operators, helping South Lanarkshire residents to save money when making multi-modal/multi-operator journeys.



**515,000**

**tickets sold**  
(since 2017/18)



**£37m**

**revenue to operators**  
(since 2017/18)



**1.4m**

**weeks of travel sold**  
(since 2017/18)

76% reduction in tickets and 79% reduction in no. of weeks sold in 2020/21 compared to the previous year.

## Strathclyde Concessionary Travel Scheme



**87,000**

**Concessionary travel cards**

SPT administers SCTS on behalf of South Lanarkshire Council and the 11 other SPT local authorities. The scheme provides eligible South Lanarkshire residents reduced fares on rail and Subway. The cost to local authorities of operating the scheme over the last 5 years has totalled £18.6 million. An estimated 87,000 South Lanarkshire residents hold an NEC, allowing for SCTS discounts.

# SPT: Investing in South Lanarkshire

SPT receives capital funding each year from the Scottish Government which we invest in regional projects benefiting those travelling throughout the west of Scotland, as well as projects in council areas, through grants to our constituent local authorities. Examples of regional projects SPT has invested in over recent years include the Subway Modernisation project, our ongoing bus stop and shelter upgrade programme, Real-Time Passenger Information roll-out, enhancements to key interchange locations including those at Motherwell, Govan and Partick, and the refurbishment of Buchanan Bus Station.

Between 2017 and 2021, SPT has invested £5.576 million of capital funding in South Lanarkshire to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £2.500 million<sup>1</sup> has been awarded to South Lanarkshire Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in South Lanarkshire is provided in Table 2 in the appendix, and further information on key projects is given below:

## Route Action Plans

SPT's capital programme has supported the Council's long-established Route Action Plan (RAP) Programme, with £1.349 million of funding helping deliver road safety interventions on over 30 strategic routes across South Lanarkshire's regional road network, targeted on roads that historically have had accident rates above the national average. To improve safety and reduce accident rates across the region, the types of infrastructure investment put in place has included improved signage, lining, hi-viz verge markers and upgraded anti-skid surfacing.

This investment has contributed towards a continual reduction in road traffic casualties within the area to its lowest ever figures as reported in 2020. This represents a 67% reduction in all casualties when compared to the 2004-08 target baseline used within Scottish Government's Road Safety Framework to 2022 or a 50% reduction when compared to the latest five-year average (2016-20).

The safety measures introduced help support the Scottish Government's 'Scotland's Road Safety Framework to 2030', which sets the long-term goal where no one is seriously injured or killed on our roads by 2050.

## Park and Ride

Strategic Park and Ride facilities have an important role in promoting sustainable travel choices and help reduce the need to travel longer distances by car. Since 2017, SPT has provided funding of £2.972 million towards the development, design and delivery of park and ride facilities in South Lanarkshire.

### Carstairs

2017 saw a new park and ride open at Carstairs rail station using SPT funding. Such was the high demand, that in 2019, further SPT funding helped the Council deliver the expansion of the park and ride, doubling the number of spaces to 58 in total.

### Cambuslang

In July 2021, a new strategic park and ride facility opened next to Cambuslang rail station, a key station on the rail network serving both Glasgow and Edinburgh. The project had been identified as a transport priority for South Lanarkshire Council in their 'Park and Ride Strategy 2018-2027'.

The new Cambuslang park and ride, which was jointly funded between SPT and South Lanarkshire Council, provides commuters with 256 parking spaces, dedicated disabled parking, 25 electric vehicle charging bays as well as cycle parking facilities.

### Hairmyres

SPT is supporting the Council and partners in the delivery of a relocated Hairmyres rail station which is part of the Scottish Government's ambitious East Kilbride Enhancements Project that will see electrification of the route between Glasgow Central and East Kilbride.

SPT, along with South Lanarkshire Council, have committed funding to deliver the associated complementary measures at the relocated station, including up to 1,200 park and ride spaces, a new bus interchange, cycle facilities, electric vehicle charging points and active travel infrastructure. The project, when complete, will transform Hairmyres into a modern integrated transport hub and act as an exemplar for integration between bus, rail, active travel and park and ride.

<sup>1</sup> This figure may include any budgetary amendments approved by committee during the course of the financial year at the request of the Council.



## Bus Route Congestion Reduction Measures

Traffic congestion has a negative impact on buses, leading to increased bus journey times, reduced running speeds and causing services to become less reliable and attractive for passengers. To combat these effects of congestion, SPT has supported the Council's Bus Route Congestion Reduction Measures project with £1.585 million of funding targeted towards improving strategic routes experiencing unreliable journey times caused by traffic congestion.

The project has focussed on improving junction performance, delivering measures that have included junction re-designs to increase capacity, and new or improved Urban Traffic Control (UTC) signalling systems in the form of Split Cycle Offset Optimisation Technique (SCOOT) or Microprocessor Optimised Vehicle Actuation (MOVA) technologies. These signal technologies are specifically designed to maximise the operational efficiency of junctions and ensure that traffic flow is smoother.

SPT and the Council work together to identify key main bus routes impacted most by congestion and since 2017 have delivered improvements to traffic flows including on Blairbeth Road, Rutherglen; Main Street, Cambuslang; Montrose Crescent, Hamilton and Main Street, Uddingston.

## National Strategic Cycle Routes

SPT continues to demonstrate commitment to improving active travel routes and to promoting walking, wheeling and cycling as a sustainable mode choice by funding active travel infrastructure across the west of Scotland.

Since 2017, SPT has provided £1.206 million in support of delivering active travel measures across South Lanarkshire. This has included the continued delivery of the East Kilbride Cycle Network, the Bothwell/Uddingston Cycle Network as well as cycle counters and shelters at various locations across the council area.

Segregated cycle network construction works completed in East Kilbride on West Mains Road between Strathfillan Road and Kirktonholm Avenue in the vicinity of the East Kilbride Railway Station, the town centre and The Village.

February 2022 will see the construction of an on-street cycle network through the village of Carstairs which provides part of a phased implementation of a new route to Carluke and also a widening of the remote footpath of NCN75 between Bellshill Road and North British Road.

SPT is continuing to support cycle network and active travel route design works in various towns including Carluke, Lanark, Carstairs, Cambuslang, Uddingston, Bothwell and Newton.





## Bus Infrastructure Improvements

SPT continues to support improvements to bus infrastructure across South Lanarkshire, providing £488,000 of funding since 2017 for delivery of new shelters, raised kerbs bus build-out and Real-Time Passenger Information Systems (RTPI).

2022 will see completion of a new bus turning circle area at Belstane Gate in Carluke and will enable buses to manoeuvre safely at the start/end of the service route in this residential area.

## Lanark Interchange

SPT and the Council have had long held ambitions to see major improvements made to Lanark bus and rail interchange. A key piece of the jigsaw has been the need to relocate existing park and ride spaces, thereby enabling the reconfiguration of the existing bus station area to take place. A major milestone was reached in 2020, when the Council, using SPT's £751,000 funding contribution, successfully negotiated and completed the purchase of land required near the station known as "Alston's Yard" for the relocated park and ride. The first phase of the project started in 2021/22 and will see construction of the park and ride, and thereafter, will allow the detailed designs and construction of the redeveloped bus station to commence.

## Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) in South Lanarkshire. CT operators deliver vital transport to local communities and voluntary groups, particularly for older people, disabled people and people on low incomes. CT services are designed to promote and support the delivery of high quality, reliable and accessible transport to communities across the SPT area and have supported communities through the pandemic, including through access to vaccination centres. SPT has provided £623,000 to support six CT organisations in South Lanarkshire in recent years: Blantyre Volunteer Group; East Kilbride Community Transport; Larkhall and District Volunteer Group; The Rural Development Trust; Voluntary Action South Lanarkshire; and Royal Voluntary Service.

Blantyre Volunteer Group has received annual funding grants ranging from £20,000 to £25,000 to support vehicle running costs and volunteer expenses in relation to the provision of CT services in Blantyre and surrounding areas; and East Kilbride Community Transport has received over £60,000 to support the provision of CT services in East Kilbride and other parts of South Lanarkshire.

Since 2019, the Larkhall and District Volunteer Group has received between £36,000 and £48,000 annually to support the introduction of a volunteer car scheme for accessing medical appointments and the operation of a CT service for various community groups, including providing access to education for the children from the travelling community.

The Rural Development Trust (RDT), whose CT services include group transport and transport to doctors' surgeries for rural residents, has received £290,000 from SPT in recent years. Annual grants of between £35,000 and £40,000 have supported RDT's vehicle running and staff-related costs. Additional funding in 2017/18 supported the provision of the Crawford link service, a timetabled service linking Crawford, Abington, Douglas and Rigside. In 2021/22, match funding of over £50,000 was agreed for applications to South Lanarkshire Council, Transport Scotland and SPEN for projects supporting low carbon travel and for the purchase of a zero-emission electric minibus for serving the Clydesdale area.

Between 2017 and 2020, Voluntary Action South Lanarkshire received a total of £7,500 in support of the Camglen Car Sharing Project; and the Royal Voluntary Service received £24,000 towards the Rural Clydesdale CT Service.



## Working in Partnership

As a partnership body, SPT understands and values the benefits of strong partnership working, and we continually strive to ensure collaboration with and between our member councils, transport operators, Transport Scotland and other key stakeholders. The nature of our transport network necessitates this; for example, buses run by commercial operators or supported by SPT use public roads maintained by councils. Partnership working is therefore at the heart of what we do, and through building strong and effective relationships, we work with councils and a wide range of other partners to progress the delivery of capital projects, upgrade infrastructure, support planning and regeneration, access to healthcare initiatives, and others, working collectively through such forums as the City Region Transport and Connectivity Group, the Regional Active Travel Group and the SPT/Councils Liaison Group meetings. SPT is also a member of the South Lanarkshire Community Planning Partnership Board. Our activities support the Board's Outcomes Improvement Plan vision "to improve the quality of life for all in South Lanarkshire by ensuring equal access to opportunities and to services that meet people's needs" and the overarching objective to tackling deprivation, poverty and inequality through sustainable, inclusive economic growth.

### Responding to Covid-19

Partnership working has been enhanced during the Covid-19 pandemic, with SPT working alongside councils, health boards and transport operators to ensure the travel needs of key workers were met and that access to vaccination centres for residents was available. Working with Traveline Scotland, a 24-hour local telephone hotline was provided to support travel to vaccination centres, and within the NHS Lanarkshire area, a multi-agency transport group was established to

support the vaccine roll-out. The group comprised transport operators, representatives from the NHS, local authorities and Traveline. SPT, on behalf of the transport group, designed and procured tailored shuttle services providing direct access to the vaccination centre at the Ravenscraig Regional Sport Centre and alongside community transport organisations, delivered direct tailored journeys to vaccination centres across the region.

Throughout summer and autumn 2020 the Glasgow City Region Transport Transition Plan Group, comprising the eight Glasgow City Region councils, SPT, and jointly chaired by Transport Scotland and Glasgow City Council, met regularly to ensure co-ordination as we moved through the various stages of lockdown. This group provided a forum to address the challenges faced by the transport network during the Covid-19 pandemic while keeping partners informed to ensure a co-ordinated response. The group was instrumental in supporting delivery of Spaces for People active travel projects and the successful securing of £1.8 million Bus Priority Rapid Deployment Funding from Transport Scotland

Further details on SPT's response to the pandemic can be found in our [Annual Report 2020/21](#).



# Looking to the Future

The key challenges of stimulating a green economic recovery from the Covid-19 pandemic, achieving national climate targets, and more fundamentally, getting people back onboard public transport, means it is more important than ever that partners in the west of Scotland work together to improve our transport network, promote behaviour change towards more sustainable modes, and help create better places and opportunities for all. On-going investment in our transport network will continue to support South Lanarkshire's priorities of improved quality of life for all and tackling deprivation, poverty and inequality.

This section takes a look at some key workstreams underway which could help facilitate the above, and ends with some "asks" of partners as we move into the future.

## Delivery

SPT will continue to play a key role in delivering improvements to the region's transport network and positive progress is expected in our own projects and initiatives, such as the next stages of the Subway Modernisation programme, developments in smart ticketing, including the roll-out of smart ZoneCard, and the review of our MyBus demand responsive transport service. We also remain focused on our 'day job', including the provision of socially necessary bus services where there is no commercial provision, the MyBus service for people for whom accessing mainstream bus services is difficult, the management and maintenance of bus stops, shelters and Real-Time Passenger Information displays and the roll-out of new bus information standards to ensure accurate and consistent information provision across the region, the provision of school transport, the operation of bus stations, continued support for Community Transport and much more.

## Capital Investment

In South Lanarkshire, through our capital programme and over the coming year, we look forward to continuing giving our support to the Council and partners in the delivery of the relocated Hairmyres rail station with strategic park and ride and complementary measures. We will build on recent momentum with Lanark and will look to make progress towards the delivery of a modernised bus and rail interchange. We will continue supporting the Council's aspirations to deliver a comprehensive active travel network across South Lanarkshire.

We will continue regular engagement with council officers and other key stakeholders to identify future capital investment opportunities which will support local and regional priorities and enhance the transport offering. In particular, we look forward to working with Transport Scotland and councils across the region in taking forward the Clyde Metro proposal set out in the Strategic Transport Projects Review.

## Regional Transport Strategy

The new Regional Transport Strategy (RTS), and the Delivery Plan which flows from it, will set the policy framework, targets and strategic programme of projects and initiatives for all partners in the west of Scotland for the next 20 years. Development of the new RTS is well underway, with councils and other partners having been fully involved in the process to date. The Draft RTS will be published for a 12-week consultation over spring/summer 2022, and following that, and upon approval by SPT's Partnership Board, will be submitted to Scottish Ministers when, if approved, it will become a statutory document.

## Strategic Transport Projects Review 2

Transport Scotland's second Strategic Transport Projects Review (STPR2) sets out a high-level, strategic programme for national level investment in major transport projects over the next 20 years. SPT and council partners have been heavily involved in the development process, and the draft STPR2 has now been published for a 12-week consultation. This, along with the National Planning Framework 4 (NPF4) will help set in place a framework for positive growth in sustainable transport over coming years. Key measures in the STPR2 include the Clyde Metro and measures to stimulate growth in bus and rail.

## Bus Partnership Fund

The £500million, five year Bus Partnership Fund (BPF) announced by Transport Scotland in 2019 presents a huge opportunity to deliver a much needed step-change in bus services, standards and infrastructure for the people and communities of the west of Scotland. Following announcement of successful bids to the first round of the BPF, work is now underway developing business cases for future investment and delivering projects on the ground. In line with Transport Scotland guidance, new Bus Partnerships in Glasgow City Region and in Ayrshire are also developing, providing forums for a new level of partnership working across the industry and indeed, other provisions of the Transport (Scotland) Act 2019 in addition to Bus Service Improvement Partnerships (BSIPs) are ready to be explored if necessary.

## Continuing changing context

There are also a range of other changes happening in transport in 2022, such as the new Scottish Government-managed ScotRail taking over operation of the rail network from April. These changes, plus ongoing work in relation to initiatives like the Glasgow City Region City Deal, the Ayrshire Growth Deal and the Argyll and Bute Rural Growth Deal, and projects from and bids to the new Levelling Up Fund, mean that the transport landscape is evolving at pace, and it is essential that any positive momentum is maintained if we are collectively to address such challenges as those noted earlier.



## SPT's "Asks" of Partners

In March 2020, SPT's Chair and Vice-Chairs published their vision of the future of transport in our region – the "Transport for Strathclyde" report. This sought to stimulate debate about key issues in light of the new Regional Transport Strategy being developed. That debate will naturally continue and SPT believes it is an essential part of the process of positive change. In that spirit, and in concluding this report, SPT would like to put forward three "asks" of partners in the west of Scotland as we move into the future:

### 1 Help us build a strong project pipeline

SPT and councils have an impressive track record of project delivery across the west of Scotland over many years, but we need to do more. In seeking to deliver our current and developing new Regional Transport Strategy and Local Transport Strategies, we need a strong project pipeline – from early project development through to any "quick wins" or "shovel ready" schemes. SPT stands ready to assist where necessary in helping partners come forward with future ideas which deliver the change our region needs and deserves.

### 2 Let's take partnership working to a new level

Transport can seem a complex business and there are a wide range of organisations involved in policy, planning, project delivery and operations across the west of Scotland, so partnership working is an essential part of any future success. While there are many good examples over recent years, the sheer scale of some of the challenges we collectively face, from achieving climate change targets, to getting people back onboard public transport after the pandemic, means that how we work together in future needs to go to the next level. SPT looks forward to increasing its engagement with partners over 2022 to explore how we can make that happen.

### 3 Resources – Let's make the most of what we've got

A lack of funding is a key challenge which has faced the transport sector for many years now. But the time has come to face it head on – are there new sources of funding we can attain? Are there ways we can do the "day job" even better, more efficiently, smarter? Can we jointly resource some activities, both in terms of finance and staff? Is there opportunity for cross-discipline, inter-organisation approaches in fields such as planning, regeneration, economic development, climate change and transport, or for specific projects? SPT believes that these are questions which now, more than ever, we need to develop a collective response to and look forward to increasing dialogue with partners in that regard in the near future.





*SPT hope that you have found this report useful in understanding how we are Delivering for South Lanarkshire. If you have any follow-up queries or comments, please direct them to [enquiry@spt.co.uk](mailto:enquiry@spt.co.uk) and visit [www.spt.co.uk](http://www.spt.co.uk) for updates on our work.*



# Appendix

**Table 1:** SPT supported bus services operating in South Lanarkshire, September 2021

Service no	Route	Operator	Support	Operating Area
7A	Rutherglen/Bankhead - Glasgow	First Glasgow	Partial Support (Mon - Sat eve, Sunday early & late journeys)	Operates to Glasgow City
8/8A	Lanark - Lesmahagow - Glespin	Stuart's Coaches	Fully supported (Sunday service only)	South Lanarkshire only
9/39	Glespin - Douglas Water - Lanark/Glespin - Hyndford Bridge - Lanark	Stuart's Coaches	Fully supported (Monday to Saturday evenings and Sunday service only)	South Lanarkshire only
13	East Kilbride - Strathaven - Hamilton	JMB Travel	Full Support	South Lanarkshire only
14	Rutherglen - Fernhill	First Glasgow	Full Support	South Lanarkshire only
30	Lanark - Leadhills - Wanlockhead	Stuart's Coaches	Full Support	Operates to Dumfries & Galloway
30A	Lanark - Abington - Leadhills - Wanlockhead	Stuart's Coaches	Full Support	Operates to Dumfries & Galloway
31	Lanark - Pettinain - Leadhills - Wanlockhead	Stuart's Coaches	Full Support	Operates to Dumfries & Galloway
31A	Lanark - Pettinain - Abington - Leadhills - Wanlockhead	Stuart's Coaches	Full Support	Operates to Dumfries & Galloway
31B	Carmunnock - Stewartfield - East Kilbride	JMB Travel	Full Support	Operates to Glasgow City
34A	Forth - Shotts	Stuart's Coaches	Full support, Partial Funding by West Lothian Council	Operates to West Lothian & North Lanarkshire
46	Castlemilk - Parkhead - Carntyne - Queenslie	JMB Travel	Fully supported (Evening service only)	Operates to Glasgow City
47	Carluk Local - Lower Braidwood	JMB Travel	Partial Support (Saturday morning and evening journeys.)	South Lanarkshire only
64	Halfway - Cambuslang - Glasgow City Centre	McGill's Bus Service	Full Support	Operates to Glasgow City
101	Biggar - Penicuik - Edinburgh	Western Buses	Full Support, partly funded by Swestrans, SPT, Borders & Midlothian Councils.	Operates to Midlothian, Edinburgh City & Scottish Borders
101A	Dumfries - Crawford - Edinburgh	Western Buses	Full Support, partly funded by Swestrans, SPT, Borders & Midlothian Councils.	Operates to Dumfries & Galloway, Midlothian, Edinburgh City & Scottish Borders



Service no	Route	Operator	Support	Operating Area
102	Dumfries - Thornhill - Crawford - Penicuik - Edinburgh	Western Buses	Full Support, partly funded by Swestrans, SPT, Borders & Midlothian Councils.	Operates to Dumfries & Galloway, Midlothian, Edinburgh City & Scottish Borders
135	Lanark Local - New Lanark	Stuart's Coaches	Full Support	South Lanarkshire only
137	Carnwath - Lanark - Forth - Braehead	Stuart's Coaches	Full Support	South Lanarkshire only
164	Halfway - Cambuslang - Glasgow City Centre	McGill's Bus Service	Full Support	Operates to Glasgow City
165	Rutherglen - Cambuslang	McGill's Bus Services	Full Support	South Lanarkshire only
172	Halfway - East Kilbride Bus Station	Hobson Travel	Full Support	South Lanarkshire only
172A	Halfway - East Kilbride Bus Station	Hobson Travel	Full Support	South Lanarkshire only
189	Glasgow Inner Circle	First Glasgow	Full Support	Operates to Glasgow City
190	Glasgow Inner Circle	First Glasgow	Full Support	Operates to Glasgow City
191	Lanark - Symington - Biggar	Stuart's Coaches	Full Support	South Lanarkshire only
205	Hairmyres Hospital - Blantyre - Hamilton, Torr Farm	First Glasgow	Full Support	South Lanarkshire only
210	Lawhill - Wishaw General	Stuart's Coaches	Full Support	Operates to North Lanarkshire
210	Lawhill - Wishaw General	First Glasgow	Full Support	Operates to North Lanarkshire
210	Wishaw - Law Village - Carluke	McGill's Bus Service	Full Support	Operates to North Lanarkshire
210A	Law Village - Carluke (early evening journey)	McGill's Bus Service	Full Support	Operates to North Lanarkshire
210X	Lawhill - Wishaw General Hospital (early morning journey)	McGill's Bus Service	Full Support	Operates to North Lanarkshire
226	Little Earnock - Hamilton - Hillhouse	JMB Travel	Full Support	South Lanarkshire only
227	Hamilton - High Earnock	JMB Travel	Full Support	South Lanarkshire only
228	Hamilton - High Earnock	JMB Travel	Full Support	South Lanarkshire only
230	Silvertonhill - Hamilton Bus Station	JMB Travel	Full Support	South Lanarkshire only

Service no	Route	Operator	Support	Operating Area
230	Coatshill - Blantyre - Hamilton	First Glasgow	Full Support	South Lanarkshire only
243	Carluke - Law - Hamilton	McGill's Bus Service	Full Support	South Lanarkshire only
248B	Monklands Hospital - New Stevenston - Wishaw - Law	Stuart's Coaches	Full Support	Operates to North Lanarkshire
248C	Airdrie - Wishaw - Law	Stuart's Coaches	Full Support	Operates to North Lanarkshire
251	Larkhall - Overtown - Wishaw General Hospital	First Glasgow	Full Support	Operates to North Lanarkshire
253	Coalburn - Hamilton	Whitelaws Coaches	Partial Support, (Mon - Sat evenings, All Day Sunday)	South Lanarkshire only
254	Stonehouse - Strathaven - Hamilton	Whitelaws Coaches	Partial Support (Between Stonehouse and Strathaven and between Strathaven and Hamilton, Monday to Sunday evenings)	South Lanarkshire only
255	Netherburn - Larkhall - Hamilton	Whitelaws Coaches	Partial Support (Mon - Sat evenings, All Day Sunday)	South Lanarkshire only
317	Hamilton - Larkhall - Lanark	Stuart's Coaches	Full Support	South Lanarkshire only
317B	Lanark - Crossford	Stuart's Coaches	Full Support	South Lanarkshire only
364	Newton Farm - Cambuslang - Carmyle - Parkhead	McGill's Bus Service	Full Support	Operates to Glasgow City
395	East Kilbride - Uplawmoor	McGill's Bus Services	Full Support	Operates to East Renfrewshire
399	Greenhills - Hairmyres Rail Station	JMB Travel	Full Support	South Lanarkshire only
CG1	Rutherglen - Bridgeton - Clyde Gateway - Carmyle	JMB Travel	Full Support	Operates to Glasgow City
M1	Hairmyres Hospital - East Kilbride	First Glasgow	Full Support	South Lanarkshire only
M2	Toryglen - Croftfoot	Community Transport Glasgow	Full Support	Operates to Glasgow City



**Table 2:** SPT Capital Funding provided to South Lanarkshire Council 2017/18 - 2021/22

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
Bus Infrastructure Improvements QBC (various routes)	90	125	103	20	338	150
Bus Route Congestion Reduction Measures	375	250	410	250	1,285	300
Cambuslang Station Park & Ride	15	15	779	1,000	1,809	800
Carstairs Park & Ride	44	25	166	28	263	
Hairmyres Station Improvements			25		25	
Hairmyres Station Park & Ride						100
Lanark Interchange Improvements	2			349	351	400
National Strategic Cycle Routes	259	106	166	175	706	500
Route Action Plans (various routes)	277	400	272	150	1,099	250
<b>Total</b>	<b>1,062</b>	<b>921</b>	<b>1,921</b>	<b>1,972</b>	<b>5,876</b>	<b>2,500</b>

# Partnership members

(As of 1 December 2021)

## **Dr Martin Bartos**

Chair, Glasgow City Council  
Independent

## **Alan Moir**

Vice Chair, East Dunbartonshire  
Labour

## **David Wilson**

Vice Chair, Inverclyde  
Scottish Conservative and Unionist

## **Malcolm Balfour**

Glasgow City Council  
SNP

## **Greg Beecroft**

Appointed Member

## **Richard Bell**

Glasgow City Council  
SNP

## **Colin Cameron**

North Lanarkshire Council  
Scottish Conservative and Unionist

## **Graham Campbell**

Glasgow City Council  
SNP

## **Ian Cochrane**

South Ayrshire Council  
SNP

## **Maureen Devlin**

South Lanarkshire Council  
Labour

## **Jenna Dickson**

Appointed Member

## **Jim Finn**

West Dunbartonshire Council  
SNP

## **Provost Jim Fletcher**

East Renfrewshire Council  
Labour

## **Anne Follin**

Appointed Member

## **William Goldie**

North Lanarkshire Council  
SNP

## **Graham Hardie**

Argyll and Bute Council  
Liberal Democrats

## **Dr George Hazel**

Appointed Member

## **Graham Johnston**

Appointed Member

## **Ed McGrachan**

Appointed Member

## **Marie McGurk**

Renfrewshire Council  
SNP

## **James McNally**

Appointed Member

## **Michael McPake**

North Lanarkshire Council  
Labour

## **Richard Nelson**

South Lanarkshire Council  
Scottish Conservative and Unionist

## **Donald Reid**

North Ayrshire Council  
Labour

## **Anna Richardson**

Glasgow City Council  
SNP

## **Jim Roberts**

East Ayrshire Council  
SNP

## **David Shearer**

South Lanarkshire Council  
SNP

## **Andrew Walters**

Appointed Member



**Strathclyde Partnership  
for Transport**

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