



Strathclyde Partnership for Transport Delivering for Glasgow



Introduction

Welcome to “Strathclyde Partnership for Transport: Delivering for Glasgow”. 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 Glasgow. 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 Glasgow: SPT Operational Activities; SPT Investing in Glasgow; Working in Partnership; and finally, Looking to the Future, which considers upcoming challenges and priorities, and highlights some “asks” of our partners.





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 (RTPI) 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 welcomed 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 Glasgow: 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 Glasgow 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
41 supported services operating in Glasgow (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

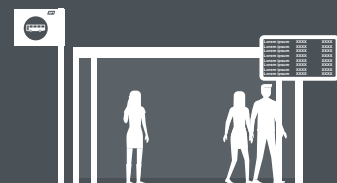
151,000 trips scheduled on MyBus in Glasgow (Since January 2019)



347

local bus contract and operator inspections in Glasgow

(Since August 2018)



3,048

pole-mounted information cases maintained

42 new Real-Time Passenger Information (RTPI) displays installed.

361 RTPI displays in total.

SPT agency activity on behalf of Glasgow City Council



2,700

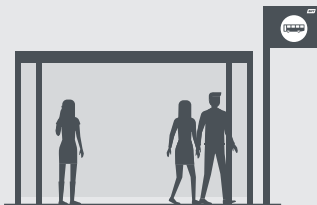
school children carried to and from school each day

Across an average of **91** contracts



330

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



2,824

bus stops maintained in Glasgow

821 shelters maintained



40,068

disabled persons National Entitlement Card (NEC) renewals

13,058 first time applications processed (67% 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 Glasgow 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



140,000

concessionary travel cards

SPT administers SCTS on behalf of Glasgow City Council and the 11 other SPT local authorities. The scheme provides eligible Glasgow 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 140,000 Glasgow residents hold an NEC, allowing for SCTS discounts.

SPT: Investing in Glasgow

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 provided £6.131 million of capital funding to Glasgow City Council to support a range of sustainable transport projects and in 2021/22, capital funding totalling £0.960 million¹ was awarded to the Council to support the continued delivery of these projects. A further £118 million has been spent directly by SPT on projects across the city including Subway Modernisation, Partick Interchange Improvements and the upgrade of Buchanan Bus Station. A breakdown showing SPT's five-year transport investment in Glasgow City is provided in Table 2 in the appendix and further information on key projects is given below:

Investing in Bus Infrastructure

High quality bus infrastructure not only helps improve the passenger experience, but also helps make buses more attractive, more accessible to users and encourages more people to travel by bus, thereby supporting passenger growth. A significant capital investment by SPT over the last 5 years has supported delivery of high-quality bus infrastructure across the city. Since 2017, SPT has invested £5.710 million in Glasgow to help the Council deliver a series of targeted bus improvement projects including:

- City Wide Bus Stop Enhancements
- Paisley Road West Bus Corridor Improvements
- Drumchapel Bus Corridor Improvements
- Victoria Road Sustainable Travel Corridor
- Pollokshields/Mosspark Sustainable Transport Improvements
- Kennishead/Carnwadric Area Bus Route Improvements
- Battlefield Road Bus Route Junction Improvements
- Carntyne Area Bus Stop Improvements
- Knightswood Sustainable Transport Improvements.

These projects, along with similar bus infrastructure investment in other city locations, have helped deliver new and upgraded bus shelters; raised kerbs to help wheelchair users, people with pushchairs and those with mobility issues board buses more easily; bus buildouts and laybys to help the manoeuvring of buses as well as assist passenger boarding and alighting of vehicles; and, Real-Time Passenger Information displays to provide bus users with live up to date timetable information.

¹ 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 Priority

Since 2019, SPT has provided £490,000 of funding to the Council to support the roll-out of Traffic Light Priority (TLP) systems. This technology offers greater journey time reliability for buses by allocating additional 'green phase' signal time for approaching services. The technology is able to benefit late running buses by using on-board equipment which can automatically 'ping' requests to the Council's Urban Traffic Control (UTC) systems for extended traffic signal green time on its approach. Depending on traffic conditions, the UTC decides whether a particular request can be met. Currently, 153 junctions in Glasgow are equipped with TLP equipment. These include junctions on the Pollokshaws Road and Paisley Road West corridors.

Each day around 10,000 requests for bus priority are made, with approximately 2,000 able to be granted. SPT grant funding was also used to further improve Glasgow's existing traffic systems by extending use of new technology and deployment of adaptive control (where green time at signals becomes variable, dependant on traffic flows). These measures improve efficiency of the road network whilst at the same time reducing overall maintenance costs.

Bus Termini Development

Bus termini facilities provide a dedicated layover space where services can take end of route recovery time as well as afford drivers an area for comfort breaks, and in some cases, provides a location for vehicles to turn safely in order to recommence service. Recovery time is essential to operation and reliability of services, especially on longer and busier routes which are often more prone to suffering congestion and reliability issues. Since 2017, a capital investment of £621,000 by SPT has helped deliver a number of bus termini and layover facilities across the city.

Penilee Bus Termini on Glasgow's southside became operational in March 2021, with the project supported by £410,000 of SPT funding. The aim of the project was to address local safety concerns and to enhance public transport infrastructure within the area. Improvements consisted of the construction of the terminus and upgrade of adjacent bus stops and shelters.

A new road layout was designed and built with consideration to the environmental impact, this included the use of an eco-friendly sustainable drainage system (SuDS). Excavated materials were recycled to form bunds, helping to mitigate surface noise and provide a visual barrier; and wild meadow/grass seed has been sown, successfully supporting biodiversity.

The off-road area provides a convenient point for passengers to alight and also allows drivers to park safely before recommencing their journey. By modifying the surrounding footways and upgrading lighting, the Council along with SPT has delivered a pedestrian friendly environment.

Hope Street/Renfield Street

The bus stops in and around Renfield Street and Hope Street are amongst the busiest anywhere in the city both in terms of the number of services stopping and passenger footfall. SPT has provided £1.729 million of funding to the Council in support of their Hope Street/Renfield Street Area Bus Stop Improvements project. This on-going project is a programme of works that has seen passenger waiting facilities in this area undergo significant upgrade. These works include the installation of high-quality bus shelters, extended raised kerbs to accommodate multiple vehicles, Real-Time Passenger Information displays and widened footways to accommodate bus passengers as well as pedestrians.

Active Travel

With the Council committed to Glasgow reaching net-zero emissions by 2030, the promoting of walking, cycling and wheeling as alternative modes of sustainable transport active travel have become the focus amongst its traffic planners. SPT has been supporting the Council in helping reach its climate targets by providing £125,000 to support the delivery of active travel measures.

In 2021, SPT funded the installation of two digital cycle counter kiosks on the South City Way cycle route under the Active Travel Network Enhancements project. The smart cycle digital information kiosks feature the very latest High Definition LED displays and, when linked to piezoelectric sensor systems, provide real-time updates of cycling numbers. The kiosks display information in the form of daily and cumulative counts of cyclists, a smart way to promote other forms of travelling in cities and to encourage a healthier lifestyle. The funding is being used to progress further installations of cycle counter kiosks at Glasgow Green and Anderston in 2022. These cycle counters will help promote active travel and support the Council's determination to increase walking, wheeling and cycling rates within the city's urban areas.

Robroyston Rail Station

In 2019, the £14 million Robroyston rail station was opened, delivering Glasgow's 60th rail station and a strategic park and ride facility, providing a sustainable travel option for people in the north-east of the city. A funding contribution of £1.25 million by SPT helped ensure delivery of the complementary 263 space park and ride. Together, SPT and the Council played a key role as part of a private/public project delivery group that included Transport Scotland, Network Rail, ScotRail and private developers.





Fastlink Core Scheme

Having completed the first stage of the Fastlink Bus Rapid Transit scheme in 2015 between Glasgow City Centre and the Queen Elizabeth University Hospital, 2017 marked the completion of the second stage of the scheme, with a £3.14 million investment that targeted city centre improvements, namely across Union Street, Argyle Street, Jamaica Street, Midland Street, Oswald Street and Howard Street. The extent of the improvement works included:

- the rationalisation of bus stops from 6 to 3 new ‘super-stops’, enabling noticeably greater improvements for bus services as well as for passengers through a simplified layout, designed around service corridors and with destination names embedded into the shelters, thereby helping make travel more attractive and easier for bus users. These new stops incorporated high access kerbs, high-quality stainless-steel finishing, improved lighting and modern glass shelters.
- the simplification of junction layouts allowing for significantly increased green signal phases and maximised vehicle throughput southbound on Union Street/Jamaica Street, resulting in less stationary traffic, reduced pollution, and improved bus reliability; and
- the provision of Real-Time Passenger Information displays.

The works were delivered jointly by SPT and the Council, helping address a number of longstanding city centre issues including pedestrian safety, traffic congestion, pollution, bus journey times and reliability. The works contributed to a further journey time reduction over the whole Fastlink Core route, bringing journey time savings to only slightly below the 20% target set at the very outset of the Fastlink project.

Partick Interchange

Partick Interchange is used by approximately 2.8 million rail and just under 1 million Subway passengers each year, and is a major hub for public and active transport journeys across the region. In August 2018, SPT, with the Council’s support, completed the major redevelopment of Partick Bus Station, as part of the enhancement to the existing interchange.

The completed £2.478 million project delivered a transformational change, providing modern high-quality sheltered waiting areas, an increased number of stances, integrated bright LED lighting, CCTV, Real-Time Passenger Information displays, as well as widened footways and improved public realm. The redeveloped bus station was highly commended at the Scottish Design Awards in 2019.



Subway Modernisation

SPT has continued to deliver our ambitious £288 million Subway Modernisation programme, with several major milestones having been achieved in the period. 2019 saw the completion of the final four stations on the network - St George's Cross; Kinning Park; Cowcaddens; and West Street, giving all 15 stations a bright, modern and welcoming environment for passengers. The station works led to SPT becoming the first transport organisation in Scotland to have attained Royal National Institute for the Blind (RNIB) accreditation for pan-disability, not just sight-related. SPT also continues to deliver a significant programme of tunnel lining improvement works to ensure the long-term integrity of the tunnels.

The period also saw the first of 17 new trains arrive in Glasgow ready for testing on the specially constructed train track at Edmiston Drive and, in yet another major milestone for Subway, the first of the new Subway trains entered the system in December 2021 to begin testing on the network. This initial testing phase proved hugely successful and marked what will be the start of an extensive period of further testing before the trains enter service.

Buchanan Bus Station

In 2021, SPT's £2 million refurbishment of Buchanan Bus Station was completed. The project has significantly improved the bus station, with refurbishment works delivering:

- decluttering of the main concourse to improve passenger flow and enhance the look and feel of the station;
- installation of new high spec electronic passenger information displays;
- new bright LED lighting installations at all stances;
- upgrading of high mast lighting, giving a safer and brighter working environment for staff as well as reducing electricity consumption by being 36% more energy efficient;
- installation of enhanced at-stance audio; and
- re-fit and upgrade of the left luggage area.



Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) in Glasgow. 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. Since 2017, SPT has provided over £3.053 million to support four CT Organisations in Glasgow: Community Central Halls (CCH); Community Transport Glasgow (CTG); North Area Transport Association (NATA) and South West Community Transport (SWCT).

CTG has received a total of £580,000 in support of their running costs through annual grants. Funding supports the continued affordable provision of CTG services including driver training for volunteers; voluntary groups and staff; and transport solutions including group transport to third sector organisations; Healthy Journeys Volunteer Car Scheme; and lunch clubs and exercise classes for older adults. In 2020/21 £75,000 of SPT match funding helped CTG to access the SPEN Green Energy Fund for the purchase of zero emission electric minibuses. This year £95,000 has enabled the purchase of a new vehicle for operation on the CB2 service.

NATA aims to serve socially excluded groups in North Glasgow. Annual funding of around £20,000 has supported NATA's running costs, allowing for the continued affordable provision of CT services, including driver training for volunteers, voluntary groups and staff and transport solutions including group transport for third sector organisations. NATA has received £190,000 in additional funding in recent years towards the purchase of new buses to ensure compliance of the CB1 and CB4 bus services operating within Glasgow's Low Emission Zone (LEZ).

CCH is a community trust providing facilities and services to the local community in the north-west of the city. Since 2019, CCH has received annual funding awards of between £20,000 and £25,000 to support the expansion of CT services.

SWCT has received annual funding grants ranging from £26,000 to £30,000 to support vehicle running costs and volunteer expenses and to support the organisation's group transport and volunteer escort/car scheme for health appointments.

CT operators in Glasgow also provide registered community bus services and club and Playscheme transport on behalf of Glasgow City Council. Registered community bus services operated by NATA (CB1 -Townhead and Drygate and CB4 - Sighthill and Townhead) and CTG (CB2 - Drumchapel) fill gaps in the local bus network and provide key interchange links to mainstream bus services. SPT provided £424,000 in support of these service since 2017, with farebox revenue offsetting operating costs.

CTG and NATA also provide transport to over 20 clubs in Glasgow, including clubs run for disabled people, older people and other vulnerable groups. £1.230 million of funding has been provided for these services since 2017.

Playscheme transport provides transport for Glasgow children attending clubs and activities during key school holiday periods. Since 2017, a total of £137,000 has been provided across all four CT operators for the delivery of Playscheme transport. Full funding for Playscheme and club transport is provided Glasgow City Council to SPT.



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. 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, support access to healthcare initiatives, and other initiatives. We work collectively through such forums as the Strategic Transport Group, Metro Strategic Advisory Group, 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 Glasgow Community Planning Partnership Strategic Partnership and our activities support the Community Plan's focus of inclusive economic growth, resilient communities and a fairer more equal Glasgow through working with partners towards the overarching transport priority that seeks to ensure people and communities are connected to local and city services, opportunities, learning and jobs, and to tackle social isolation and mental wellbeing.

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 including direct bus access to the NHS Louisa Jordan.

Working with Traveline Scotland, a 24-hour local telephone hotline was provided to support travel to vaccination centres, and within the NHS Greater Glasgow and Clyde area, a multi-agency liaison group was established to respond to the rapidly changing situation and needs. The group, facilitated by SPT, comprised operators and representatives from the NHS and local authorities.

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](#).



COP26

The 26th UN Climate Change Conference of the parties (COP26), hosted at Glasgow's Scottish Event Campus (SEC) 1-12 November 2021, brought together the largest gathering of heads of state ever hosted in the UK, alongside climate experts and campaigners. With around 25,000 delegates, 14,000 daily attendees, a coordinated Day of Action, as well as an extended period of essential road closures; COP26 required a level of planning and co-ordination amongst partners and key agencies never seen before in the city. With a key message being that Glasgow remained open for business, SPT and the Council formed a strong working relationship by keeping in regular communication in the weeks and months leading up to the event. This approach was vital in helping minimise disruption on public transport and road networks, getting delegates to and from the campus, providing live and up to date travel advice to the public through website and social media channels and responding to live incidents or disruptions. Both SPT and the Council played a key role in COP26 transport planning that involved multi-partnered input alongside Transport Scotland, ScotRail, bus operators and Police Scotland.

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 provide connections for people and communities in Glasgow in support of inclusive economic growth, resilient communities and a fairer more equal Glasgow.

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 Glasgow, through our capital programme and over the coming year, we look forward to progressing the roll-out of bus infrastructure improvements across the city. Within the city centre, we will continue to support the Council in their on-going programme to improve passenger waiting facilities in the Renfield Street/Hope Street area and at other key stops in the city centre.

We will continue to invest in bus route congestion reduction measures, including expansion of the Traffic Light Priority project as well as other bus priority measures in order to make buses quicker, more reliable and attractive and to help encourage passenger growth.

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 Glasgow City Council, 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 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 Glasgow. If you have any follow-up queries or comments, please direct them to enquiry@spt.co.uk and visit www.spt.co.uk for updates on our work.

Appendix

Table 1: SPT supported bus services operating in Glasgow, September 2021

Service no	Route	Operator	Support	Operating Area
6B	Duntocher - Glasgow	McColls Travel	Full Support	Operates to East Dunbartonshire & West Dunbartonshire
7A	Rutherglen/Bankhead - Glasgow	First Glasgow	Partial Support (Mon - Sat evenings, Sunday early and late journeys)	Operates to South Lanarkshire
8A	Maryhill - Riddrie	First Glasgow	Partial Support (Mon - Sat evenings, all day Sunday)	Glasgow only
11	Gartnavel Hospital - Clydebank	First Glasgow	Full Support	Operates to West Dunbartonshire
15	Glasgow - Milngavie	West Coast Motors	Part Route (Milngavie - Anniesland Cross)	Operates to East Dunbartonshire
19A	Glasgow City Centre - Roystonhill - Robroyston	JMB Travel	Full Support	Glasgow only
29	Newton Mearns - Mansewood - Shawlands	JMB Travel	Full Support	Operates to East Renfrewshire
29A	Shawlands - Hillpark	JMB Travel	Full Support	Operates to East Renfrewshire
31	Glasgow - Carmunnock	Stuart's Coaches	Full Support	Operates to South Lanarkshire
31B	Carmunnock - Stewartfield - East Kilbride	JMB Travel	Full Support	Operates to South Lanarkshire
46	Castlemilk - Rutherglen - Parkhead - Carntyne - Queenslie	Kevin's Coaches	Full Support	Operates to South Lanarkshire
49	Southpark Village - Silverburn - Govan Bus Station	First Glasgow	Full Support	Glasgow only
49	Silverburn - Shawlands	West Coast Motors	Full Support	Operates to East Renfrewshire
59	Mosspark - Glasgow City Centre	First Glasgow	Full Support	Glasgow only
64	Halfway - Cambuslang - Glasgow City Centre	McGill's Bus Service	Full Support	Operates to South Lanarkshire

Service no	Route	Operator	Support	Operating Area
65	Bridgeton - Glasgow	First Glasgow	Part Route (Glasgow - Bridgeton)	Glasgow only
71A	Torrance - Glasgow City Centre	First Glasgow	Full Support	Operates to East Dunbartonshire
72	Kirkintilloch - Glasgow	McGill's Bus Service	Full Support	Operates to East Dunbartonshire & North Lanarkshire
74	Toryglen - Castlemilk	Community Transport Glasgow	Full Support	Glasgow only
94	Maryhill - Knightswood	First Glasgow	Full Support	Glasgow only
103	Glasgow - Barrhead	PVT Transfer	Full Support	Operates to East Renfrewshire
118	Hardgate - Gartnavel Hospital	McColls Travel	Full Support	Operates to East Dunbartonshire & West Dunbartonshire
121	Govan - Govanhill/New Victoria Hospital	McGill's Bus Service	Full Support	Glasgow only
124	Govan - North Cardonald	West Coast Motors	Full Support	Glasgow only
128	Killermont Street - Stobhill Hospital	First Glasgow	Full Support	Operates to East Dunbartonshire
129	Shawlands - Mansewood - Glasgow City Centre	JMB Travel	Full Support	Operates to East Renfrewshire
141	Partick Bus Station - Gartnavel Hospital	McColls Travel	Full Support	Glasgow only
153	Glasgow - Silverburn	West Coast Motors	Full Support	Glasgow only
164	Halfway - Cambuslang - Glasgow City Centre	McGill's Bus Service	Full Support	Operates to South Lanarkshire
189	Glasgow Inner Circle	First Glasgow	Full Support	Operates to South Lanarkshire
190	Glasgow Inner Circle	First Glasgow	Full Support	Operates to South Lanarkshire
212	Ballieston - Bargeddie - Coatbridge - Monklands Hospital - Airdrie	Ace Minicoaches	Full Support	Operates to North Lanarkshire

Service no	Route	Operator	Support	Operating Area
310	Moodiesburn - Shettleston	McGill's Bus Service	Full Support	Operates to North Lanarkshire
329	Glasgow City Centre - Roystonhill - Stobhill Hospital	McGill's Bus Service	Full Support	Glasgow only
364	Newton Farm - Cambuslang - Carmyle - Parkhead	McGill's Bus Service	Full Support	Operates to South Lanarkshire
374	Shawlands - Clarkston - Silverburn	McGill's Bus Service	Full Support	Operates to East Renfrewshire
CG1	Rutherglen - Bridgeton - Clyde Gateway - Carmyle	JMB Travel	Full Support	Operates to South Lanarkshire
M2	Toryglen - Croftfoot	Community Transport Glasgow	Full Support	Operates to South Lanarkshire
M3	Glasgow - Stobhill Hospital	McColls Travel	Full Support	Glasgow only
M4	Anniesland - Partick	First Glasgow	Full Support	Glasgow only
X7	Greenock - Kilmacolm - Glasgow City Centre	McGill's Bus Services	Partial support (Greenock Town Centre - Kilmacolm, Mon - Sat evenings, all day Sunday)	Operates to Renfrewshire & Inverclyde

Table 2: SPT Capital Funding provided to Glasgow City Council 2017/18 - 2021/22

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
Active Travel Network Enhancements				54	54	70
Balmore Road Bus Corridor Improvements	20	15			35	
Battlefield Road Bus Route Junction Improvements	25	21	30		76	30
Bus Corridor Enhancements Pollokshaws Road	30				30	
Bus Termini Development	96	50	25		171	40
Bus Traffic Route Priority Upgrades			100	195	295	195
Carntyne Area Bus Stop Improvements			100		100	
City Centre South Transport Interchange	6				6	
City-wide Bus Stop Enhancements	200	200	144	50	594	85
Drumchapel Bus Corridor Improvements	249				249	
Fastlink Core Scheme	495			14	509	
Glasgow East Bus Stop Improvements			94		94	
Hope Street/Renfield Street Area Bus Stop Improvements		388	571	400	1,359	370
Kennishead/Carnwadric Area Bus Route Improvements		100	50		150	
Knightswood Sustainable Transport Improvements			100		100	
Maryhill Road Bus Route Improvements	47				47	
Milton Area Bus Route Improvements		85			85	
Mount Vernon Accessibility Improvements			3	75	78	
Paisley Road West Bus Corridor Improvements		9	25	25	59	5
Penilee Bus Termini	8	23	99	250	380	30
Pollok Bus Corridor Improvements	31	27	9		67	15
Pollokshields/Mosspark Sustainable Transport Improvements			39	4	43	120
Robroyston Station and Park & Ride*	250	1,000			1,250	
Shettleston Road Bus Route Improvements		94			94	
Stirling Road Bus Hub	4				4	
Victoria Road Sustainable Travel Corridor	200	3			203	
Total	1,661	2,015	1,389	1,067	6,132	960

* Figures represent direct funding award to ScotRail.

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
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