



Strathclyde Partnership for Transport
Delivering for North Lanarkshire



Introduction

Welcome to “Strathclyde Partnership for Transport: Delivering for North 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 North 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 North Lanarkshire: SPT Operational Activities; SPT Investing in North 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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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 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 North 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 North 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
53 supported services operating in North 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

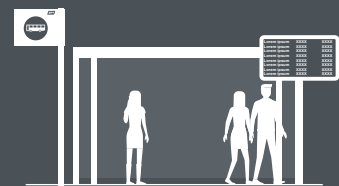
94,000 trips scheduled on MyBus in North Lanarkshire
(Since January 2019)



357

local bus contract and operator inspections in North Lanarkshire

(Since August 2018)



2,023

pole-mounted information cases maintained

6 Real-Time Passenger Information displays and,
150 new bus shelters installed

SPT agency activity on behalf of North Lanarkshire Council



8,500

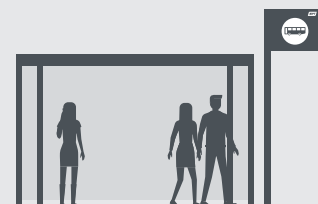
school children carried to and from school each day

Across an average of **250** contracts



1,440

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



1,558

bus stops maintained in North Lanarkshire

386 shelters maintained



12,411

disabled persons National Entitlement Card (NEC) renewals

4,052 first time applications processed (81% 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 North 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



81,000

Concessionary travel cards

SPT administers SCTS on behalf of North Lanarkshire Council and the 11 other SPT local authorities. The scheme provides eligible North 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 81,000 North Lanarkshire residents hold an NEC, allowing for SCTS discounts.

SPT: Investing in North 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; and 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 £2.160 million of capital funding to North Lanarkshire Council to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £1.660 million¹ was awarded to North Lanarkshire Council to support the continued delivery of these projects. A further £2.450 million has been spent by SPT via direct funding award to Scotrail on the Motherwell Rail Station Redevelopment project. A breakdown showing SPT's five-year transport investment in North Lanarkshire is provided in Table 2 in the appendix and further information on key projects is given below:

A73 Corridor Improvements

In 2019, the Council sought to begin the process of reconfiguring the junction of South Biggar Road and Craigneuk Avenue on the A73, a busy strategic route connecting Airdrie with the M8, immediately north of the Chapelhall Air Quality Management Area.

The existing junction configuration, coupled with traffic volumes has meant, that as well as being a road safety concern, traffic has traditionally experienced difficulty exiting the junction, resulting in additional idling time for vehicles including the east-west bus services, and consequently unreliable timetabling on the route.

Using SPT funding, the project is expected to commence in March 2022 and will see the junction altered from its current staggered priority junction layout, to a double mini-roundabout, with improved signalised crossing facilities included. This alteration will therefore deliver improved traffic and pedestrian movements crossing the A73 from Airdrie Town Centre towards the Craigneuk area and vice versa.

Another project identified by the Council in 2019 involves the nearby stretch of the A73 at the junction of Brownsburn Road and Petersburn Road. This too is a staggered priority junction with similar issues of traffic having difficulty entering the A73. With SPT funded designs underway, the Council is looking to create wider lanes and provide filter lanes and signalised crossings to facilitate improved traffic flow and safer pedestrian movements at this junction.

SPT has supported both these projects to date with a funding contribution of £685,000.

A71 (Horsley Brae)

The A71 Horsley Brae/Brownlee Road junction has been a key priority project for North Lanarkshire Council for a number of years. The A71 itself forms part of a strategic north/south route through North Lanarkshire and South Lanarkshire, linking the M74 via the A71 and A73 to the M8. It also forms part of a key cross-country freight route linking Ayrshire and the west coast via the A71 to Edinburgh and the Lothians.

Traffic volumes, coupled with the poor existing road layout, affect traffic flow through the junction where major congestion is regularly experienced, extending through Garrion Bridge and Cornsillock Roundabouts. This creates delays for commuter, business and freight movements through the area.

In order to address these issues, the Council has completed a detailed re-design of the junction and its approaches that, when complete, will deliver:

- a new signalised junction between the A71 Horsley Brae and B7011 Brownlee Rd;
- a signal-controlled pedestrian crossing which will form part of the new junction;
- widening of the existing carriageway on the A71 to facilitate the introduction of a dedicated right turn lane into Brownlee Road;
- improved footpath connections to regional walking routes;
- new road lighting; and
- improved drainage, including Sustainable Drainage Systems (SuDS).

Enabling works commenced in 2021/22, with the improvement works due to complete in 2022/23. SPT has supported delivery of the project with a £530,000 funding contribution to date, with both North and South Lanarkshire Councils also contributing to overall costs. The improvement works will help improve traffic flow through the junction, reduce congestion and enhance freight connections across Lanarkshire.

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

Park and Ride

Park and Ride facilities have an important role in promoting sustainable travel choices and reducing the need for longer journeys by car. Since 2017, SPT has provided funding of £893,000 towards development, design and delivery of park and ride facilities in North Lanarkshire.

Airdrie

SPT funding of £360,000 in 2017 helped the Council complete an extension to park and ride at Airdrie rail station. The additional 40 spaces delivered increased the town's park and ride capacity to around 160 spaces. In 2021, the Project Pace Initiative, a joint venture by Transport Scotland, North and South Lanarkshire Councils and SP Energy Networks to deliver public Electric vehicle charging infrastructure in areas which public provision is limited, facilitated the installation of 16 Electric Vehicle charging points within the park and ride.

Motherwell

SPT funding of £450,000 helped the Council expand and enhance park and ride provision in Motherwell town centre in order to meet both current and future demand at Motherwell rail station. The project, which completed in 2019, focused on expanding park and ride capacity at Farm Street to the west of the station and Pollock Street to the east. A redesign of the existing facilities has helped create a total of 80 additional car parking spaces, with improvements made to walking routes between car parks and the station, including significantly widened linking footpaths.

The completed measures, alongside the on-going Motherwell Transport Interchange works, are helping the Council's wider aspirations to deliver a step-change in park and ride quality for rail users.

Wishaw

In 2020, a 60-space extension of Wishaw park and ride was completed, supported by an £83,000 contribution by SPT to the overall costs of the project.





Active Travel

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 funding of £1.125 million to the Council in support of the continued delivery of active travel measures across North Lanarkshire.

M8 Strategic Sites

A funding contribution of £170,000 by SPT between 2017 and 2019 supported the design and delivery of the Council's M8 Strategic Investment Sites Cycle Access Improvements project, aimed at encouraging commuting and business trips by bike to strategic employment sites within North Lanarkshire along the M8 motorway corridor. The project has helped support sustainable access opportunities to employment and nearby business locations.

Ravenscraig Active Travel Links

In 2021, the Council began construction of the first phase of the Ravenscraig Active Travel Link project, a priority active travel route running north-south through the former steelworks site at Ravenscraig, to support the delivery of the ambitious revised Ravenscraig Masterplan approved in 2019 for one of Scotland's largest urban regeneration sites with homes and facilities for 12,000 people planned.

The active travel route project will establish key connections into Ravenscraig from Craigneuk to the south and link with existing and proposed nearby active travel routes, including connections north to Carfin, New Stevenston and Holytown, east to Motherwell town centre and the redeveloped bus and Motherwell rail interchange and west to Wishaw.

Once complete, the new active travel route will support the redevelopment of 376 hectares of land, including new residential areas, education and community facilities, business and employment opportunities, new park and green spaces, hotels, a new town centre with retail, leisure, and associated transport infrastructure.

SPT and North Lanarkshire Council formed a close working relationship in order to overcome a number of funding challenges. This partnership working approach and regular communication was key in helping secure the £2 million needed for the first phase that included a £500,000 contribution by SPT, with the remaining funding secured by the Council.

Motherwell Station Active Travel Links

The most recent Motherwell Station Travel Plan (2016) survey found there was a significant constraint on the use of cycling and wheeling as a means of travelling to and from the station for commuting and leisure trips - cycling was found to have a modal share of trips to the station of only 3%.

The Motherwell Station Active Travel Links project seeks to build on sustainable transport improvements being delivered at Motherwell rail station and bus interchange by improving active travel links between the town centre, surrounding communities and Strathclyde Country Park.

SPT provided £150,000 of funding support to the Council in 2021/22, as well as input to the project, to begin detailed designs for new and improved active travel connections at Hope Street, Pollock Street in Motherwell town centre and on Muir Street between Motherwell Rail Station and Ladywell Bridge/Ladywell Road.



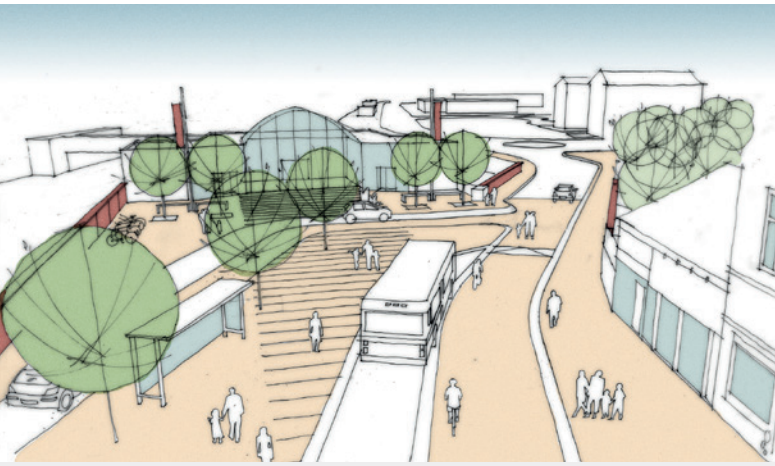
Motherwell Transport Interchange

SPT and North Lanarkshire Council, alongside ScotRail and Transport Scotland are working in partnership to deliver the £14.5 million major redevelopment of Motherwell Rail Station and the £2 million bus interchange and public realm works outside the station on Muir Street. The project will see transformational change with a modern, high-quality and fully integrated transport interchange delivered at this regionally significant transport hub, with measures including:

- **Enhanced station forecourt building with glazed roof and brighter, larger concourse;**
- **Larger, more open station frontage area;**
- **Improved facilities for passengers;**
- **A better retail environment;**
- **Refurbished customer toilets and waiting facilities;**
- **Improvements to pedestrian and cycling access;**
- **New access road for taxis, car drop-offs and accessible parking;**
- **Expansion and upgrade of the bus facility on Muir Street, including new public realm; and**
- **Expansion of nearby park and ride facilities.**

SPT is supporting the station redevelopment works with a funding contribution of £2.450 million together with partner funding contributions from Transport Scotland, ScotRail and North Lanarkshire Council through Glasgow City Region City Deal funding. Delivery of the station redevelopment and Muir Street bus interchange works are being managed by ScotRail and North Lanarkshire Council respectively.

A Project Client Steering Group (PSCG), chaired by SPT, was created ahead of the station works commencing in summer 2020 to ensure that fully coordinated and integrated approach was being taken to delivering both key parts of the interchange work. This multi-partnered group, made up of funding partners and Network Rail, have met regularly since 2019 to oversee project development, delivery and communication aspects and to address challenges met along the way. The PSCG has been supported by a Technical Project Delivery Group who meet regularly on site and by a Communications Group, keeping rail users, local residents and business owners updated on progress. The Motherwell Transport Interchange project is due for completion in summer 2022.



Bus Infrastructure Improvements

SPT has continued to support improvements to bus infrastructure across North Lanarkshire, providing £469,000 of funding since 2017 for the delivery of new shelters, bus laybys, build-outs, high access kerbs and other infrastructure aimed to improve accessibility at a number of bus stops.

Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) in North 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. Since 2017, SPT has provided £271,000 to support two CT Organisations in North Lanarkshire: Getting Better Together (GBT) and Glenboig Development Trust (GDT).

Getting Better Together is a community-based health initiative promoting the education, health and wellbeing of North Lanarkshire residents. GBT provides accessible, affordable transport for socially or economically disadvantaged groups, voluntary groups and third sector organisations in North Lanarkshire and has received annual funding grants ranging from £32,000 to £40,000 to support vehicle running and staff-related costs. Funding supports the continued affordable provision GBT's CT services, including the continued operation of the Volunteer Driving service provided in conjunction with NHS Lanarkshire to enable access to healthcare appointments. £21,000 of capital funding in 2019/20 enabled GBT to purchase a vehicle for use on its services, and in 2020/21 £10,000 of SPT match funding helped GBT to access the SP Energy Network's Green Economy Fund for the purchase of a zero-emission electric minibus.

Since 2019 Glenboig Development Trust has received annual funding grants ranging from £20,000 to £25,000 to support vehicle running costs and volunteer expenses associated with the provision of their CT services. GDT's CT service provides transport to a wide variety of groups, including nurseries and social work, groups for children, young people, older people and disabled people, uniformed organisations and other third sector organisations. In addition, GDT runs shopping trips from villages in the Glenboig area where there is limited access to shops and public transport for local residents.





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, 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 North Lanarkshire Community Planning Partnership Board and our activities support the shared ambition for inclusive growth and prosperity for all - where North Lanarkshire is the place to Live, Learn, Work, Invest, and Visit as set out in The Plan for North Lanarkshire.

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 the shared ambition for inclusive growth and prosperity in North Lanarkshire.

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 North Lanarkshire, through our capital programme and over the coming year, we look forward to working with the Council to progress a number of key priority projects. In particular, we will continue to support the Council in delivery of the A71 Horsley Brae project which is expected to complete during 2022/23.

We will continue our support to the Council and other partners as we work towards completing the major redevelopment of the Motherwell Transport Interchange which will help promote sustainable travel choices as well as support the regeneration of the town centre. We recognise the importance of active travel investment and we will continue our support to the Council in pursuit of delivering regionally significant active travel projects, including improving connections to Motherwell town centre as well as to the new Ravenscraig Masterplan Area.

We also 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 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.

An aerial photograph showing a golf course in the foreground with a clubhouse and parking lot containing several trucks. The background features a large residential or industrial estate, a river, and distant hills under a clear sky. A semi-transparent white box is overlaid on the middle of the image, containing text.

SPT hope that you have found this report useful in understanding how we are Delivering for North Lanarkshire. 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 North Lanarkshire, September 2021.

Service no	Route	Operator	Support	Operating Area
16	Carnbroe - Coatbridge - Chapelhall - Salsburgh	McNairn's Coaches	Full Support	North Lanarkshire only
16A	Salsburgh - Airdrie	McNairn's Coaches	Full Support	North Lanarkshire only
34A	Forth - Shotts	Stuart's Coaches	Full support Partly funded by West Lothian Council	Operates to West Lothian & South Lanarkshire
72	Kirkintilloch - Glasgow	McGill's Bus Service	Full Support	Operates to East Dunbartonshire & Glasgow City
93	Coltness - Wishaw - Netherton	First Glasgow	Full Support	North Lanarkshire only
101	Monklands Hospital - Upperton	McNairn's Coaches	Full Support	North Lanarkshire only
117	Coatbridge - Carnbroe - Townhead	McNairn's Coaches	Full Support	North Lanarkshire only
132	Moodiesburn - Coatbridge	Craigs of Cumbernauld	Full Support	North Lanarkshire only
147	Monklands Hospital - Cumbernauld - Kilsyth	McGill's Bus Service	Full Support	North Lanarkshire only
147A	Monklands Hospital - Cumbernauld - Kilsyth	McGill's Bus Service	Full Support	North Lanarkshire only
178/A/B	Kirkintilloch - Moodiesburn	McGill's Bus Service	Full Support	Operates to East Dunbartonshire
181	Monklands Hospital - Glenmavis - Upperton	McNairn's Coaches	Full Support	North Lanarkshire only
193	Parkside - Wishaw - Pather	First Glasgow	Full Support	North Lanarkshire only
202	Salsburgh - Airdrie - Monklands Hospital	Stuart's Coaches	Full Support	North Lanarkshire only
209	North Motherwell - Bellshill	Craigs of Cumbernauld	Full Support	North Lanarkshire only
210	Lawhill - Wishaw General	Stuart's Coaches	Full Support	Operates to South Lanarkshire
210	Lawhill - Wishaw General	First Glasgow	Full Support	Operates to South Lanarkshire
210	Wishaw - Law Village - Carluke	McGill's Bus Service	Full Support	Operates to South Lanarkshire
210A	Law Village - Carluke (early evening journey)	McGill's Bus Service	Full Support	Operates to South Lanarkshire

Service no	Route	Operator	Support	Operating Area
210X	Lawhill - Wishaw General Hospital (early morning journey)	McGill's Bus Service	Full Support	Operates to South Lanarkshire
211	Motherwell - Airdrie	JMB Travel	Full Support	North Lanarkshire only
212	Coatbridge Town Centre - Shawhead	McNairn's Coaches	Full Support	North Lanarkshire only
212	Monklands Hospital - Plains - Caldercruix	McNairn's Coaches	Partial support (Mon - Fri early and evening Journeys and all Day Saturday)	North Lanarkshire only
212	Baillieston - Bargeddie - Coatbridge - Monklands Hospital - Airdrie	Ace Minicoaches	Full Support	Operates to Glasgow City
235	Bellshill - Holytown - Harthill	Stuart's Coaches	Full Support	North Lanarkshire only
236	Bellshill - Holytown - Harthill	Stuart's Coaches	Full Support	North Lanarkshire only
244	Forgewood - Motherwell - North Lodge	First Glasgow	Full Support	North Lanarkshire only
245	Coatbridge - Moodiesburn	McGill's Bus Service	Full Support	North Lanarkshire only
247	Monklands Hospital - Cumbernauld - Kirkintilloch	McGill's Bus Service	Full Support	Operates to East Dunbartonshire
248	Holytown - Wishaw General Hospital	Stuart's Coaches	Full Support	North Lanarkshire only
248A	Airdrie - New Stevenston - Wishaw	Stuart's Coaches	Full Support	North Lanarkshire only
248B	Monklands Hospital - New Stevenston - Wishaw - Law	Stuart's Coaches	Full Support	Operates to South Lanarkshire
248C	Airdrie - Wishaw - Law	Stuart's Coaches	Full Support	Operates to South Lanarkshire
251	Larkhall - Overtown - Wishaw General Hospital	First Glasgow	Full Support	Operates to South Lanarkshire
299	Bellshill - Strathclyde Business Park	First Glasgow	Full Support	North Lanarkshire only
310	Moodiesburn - Gartcosh - Easterhouse - Shettleston	McGill's Bus Service	Full Support	Operates to Glasgow City
312	Coatbridge - Caldercruix	McGill's Bus Service	Full Support	North Lanarkshire only

Service no	Route	Operator	Support	Operating Area
335	North Cumbernauld Circular	PVT Transfer	Full Support	North Lanarkshire only
341	Motherwell - Ravenscraig	ARG Travel	Full Support, wholly NHS Funded	North Lanarkshire only
344	Croy - Twechar - Kilsyth	Stuart's Coaches	Full Support	Operates to East Dunbartonshire
346	Cumbernauld - Wardpark Ind Estate	PVT Transfer	Full Support	North Lanarkshire only
348	Croy - Balloch - Carrickstone	Stuart's Coaches	Full Support	North Lanarkshire only
349	Croy - Twechar - Kilsyth	Stuart's Coaches	Full Support	Operates to East Dunbartonshire
355	Newhouse - Motherwell - North Lodge	First Glasgow	Full Support	North Lanarkshire only
365	Torbothie - Springhill - Shotts - Morningside - Wishaw	Stuart's Coaches	Full Support	North Lanarkshire only
366	Harthill - Springhill - Shotts - Wishaw - Ravenscraig	Stuart's Coaches	Full Support	North Lanarkshire only
367	Harthill - Shotts - Bonkle - Wishaw - Ravenscraig	Stuart's Coaches	Full Support	North Lanarkshire only
381	Kilsyth (Houghton Avenue) - Twechar	Craigs of Cumbernauld	Full Support	Operates to East Dunbartonshire
403	Croy - Cumbernauld	Stuart's Coaches	Full Support	North Lanarkshire only
344A	Croy - Blackwood - Twechar	Stuart's Coaches	Full Support	Operates to East Dunbartonshire
344B	Croy - Twechar - Kilsyth - Banton	Stuart's Coaches	Full Support	Operates to East Dunbartonshire
344B	Croy - Twechar - Kilsyth - Banton	Stuart's Coaches	Full Support	Operates to East Dunbartonshire
403A	Croy - Seafar - Cumbernauld	Stuart's Coaches	Full Support	North Lanarkshire only
X35	Falkirk - Kilsyth - Croy - Cumbernauld - Muirhead - Glasgow	First Edinburgh	Partial support (2 Saturday journeys between Croy & Cumbernauld)	Operates via Glasgow City & Falkirk Council

Table 2: SPT Capital Funding provided to North Lanarkshire, 2017/18 - 2021/22.

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
A71 Junction Improvements	1	34	100	95	230	300
A73 Carlisle Road Junction Improvements	20	50	49	191	310	375
Airdrie Station Park & Ride	360				360	
Bus Infrastructure Improvements	100	55	24	70	249	175
Coatbridge Junction Improvements						60
Croy Station Access Improvements				48	48	100
Cumbernauld Bus Layby Improvements		45			45	
Holytown Station/Interchange Improvements		15	19	25	59	
M8 Strategic Investment Sites Cycle Access Improvements	43	52	75		170	
Motherwell Station/Interchange Improvements*	150	50	500	1,000	1,700	750
Motherwell Station Active Travel Links						150
Motherwell Station Park & Ride Expansion			450		450	
Ravensraig Active Travel Link						500
Ravensraig Cycle Path	56	100			156	
Wishaw Station Park & Ride			83		83	
Total	730	401	1,300	1,429	3,860	2,410

* 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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