

# Annual Statement on Sustainable Economic Growth 2020/21

The Public Services Reform (Scotland) Act 2010, section 32(1)(a) requires listed public bodies to publish a statement on sustainable economic growth as soon as possible after the end of the financial year.

The following statement sets out the steps that Strathclyde Partnership for Transport (SPT) has taken in 2020/21 to promote and increase sustainable growth through the exercise of its functions. Further information is available at:

[www.spt.co.uk/spt-across-the-region/about-spt/documents/finance/](http://www.spt.co.uk/spt-across-the-region/about-spt/documents/finance/)

## Introduction

SPT was established by the Transport (Scotland) Act 2005 which created Scotland's seven Regional Transport Partnerships (RTPs). SPT's role involves planning and delivering transport solutions for all modes of transport across the west of Scotland, in conjunction with our 12 constituent councils and industry partners.

## Sustainable economic growth and contribution to the Scottish Government's National Performance Framework

SPT, together with its partner organisations, contributes to sustainable economic growth by planning and delivering regional transport improvements, and through the operation and support of transport services. The regional economy is directly supported by SPT's on-going investment and expenditure programme. This programme spans all modes of travel. It seeks to improve connectivity, accessibility, reduce emissions and provide attractive, seamless and reliable travel. These are key elements of sustainable economic development.

Our Regional Transport Strategy (RTS), approved by Scottish Ministers, and associated Delivery Plan, is a key statutory activity for SPT which sets out when and how transport projects and proposals are to be delivered. SPT works closely with its constituent councils, Transport Scotland and others to ensure that transport policy and programmes in the west of Scotland are properly co-ordinated, efficiently delivered and focused on contributing to sustainable economic growth.

During 2020/21, SPT continued to develop a new RTS for the west of Scotland. The new RTS will set out a new long-term vision and strategy for an improved transport system to underpin a more sustainable and growing economy; enable a healthier, more inclusive and fairer society; and reduce the impact of transport on the environment. A public consultation on the RTS "Case for Change" was undertaken in summer 2021, and an update presented to the Partnership in September ([https://www.spt.co.uk/media/dwpjwne5/p170921\\_agenda8.pdf](https://www.spt.co.uk/media/dwpjwne5/p170921_agenda8.pdf)).

In 2020/21 we invested £23.059 million in regional transport improvements. This included £9.854 million on Subway Modernisation, enhancing the attractiveness of public transport and active travel, to encourage modal shift, stimulating regeneration, reducing harmful emissions, and improving access to jobs and services. The measures put in place to protect public health in response to the Covid-19 pandemic significantly affected the delivery of capital projects in 2020/21 and consequently expenditure was lower than had been originally planned.

In terms of operation of transport services we incurred net expenditure of £36.176 million in direct support of transport services in 2020/21. This included £12.169 million of support from SPT to join up communities by subsidising local bus services

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in areas not served by the commercial bus market, an increasing challenge given the significant recent decline in bus patronage and market contraction. SPT's Subway service carries around 13 million passengers per annum however this was significantly reduced in 2020/21 as a result of the Covid pandemic with passenger numbers just below 2.5 million. Buchanan Bus Station, the largest bus station in Scotland, which typically handles around 12 million passengers per year had significantly reduced passengers numbers in 2020/21. However still over 1 million bus service departures departed from SPT bus stations in 2020/21, enabling vital access to employment, education, services and key retail centres across the country.

In terms of SPT's own staff training and development policies, these result in a highly trained and professional workforce which is ideally placed to meet the future needs of the economy.

In addition to the above we have contributed to the national performance framework by implementing a number of measures to reduce our impact on the environment – SPT's carbon footprint (tonnes of carbon equivalent) in 2021/21 was 63% lower than our baseline year of 2008/09.