



Capital Programme Projects Update

Date of meeting 9 June 2023

Date of report 30 May 2023

Report by Chief Executive

1. Object of report

To update the Committee on progress of SPT's Capital Programme projects for financial year 2023/2024.

2. Background to report

Members will recall that SPT's proposed Capital Plan for financial years 2023/2024 to 2025/2026 was approved by the Partnership on 17 March 2023¹. In addition to SPT projects, the Capital Plan (hereinafter referred to as the Capital Programme) comprises grant funding to councils and other partners for projects that help deliver the Regional Transport Strategy (RTS) policies and align with its objectives.

The formulation of SPT's Capital Programme follows a robust process that begins in early September each year, when councils are invited to apply to SPT for capital funding, with an assessment of the details of applications then carried out by officers to ensure fit with the RTS priorities. SPT officers have regular engagement with council colleagues in order to develop and prioritise transport projects, and to support them throughout the funding application stage.

SPT's investment in capital projects enables delivery of high-quality public transport and active travel infrastructure in line with the RTS, and in doing so, supports delivery of a regional sustainable transport network, reduces private car dependency and supports healthier and greener travel choices for people living in the west of Scotland. Members will be aware of the reports prepared in 2022 by SPT for each council area, highlighting positive progress on project delivery made by SPT and councils over recent years².

This initial report is intended to be the first in a regular series to the Committee which will provide greater insight and detail on the wide range of projects and initiatives which SPT and our constituent councils develop and deliver each year for the benefit of the people and communities of the west of Scotland.

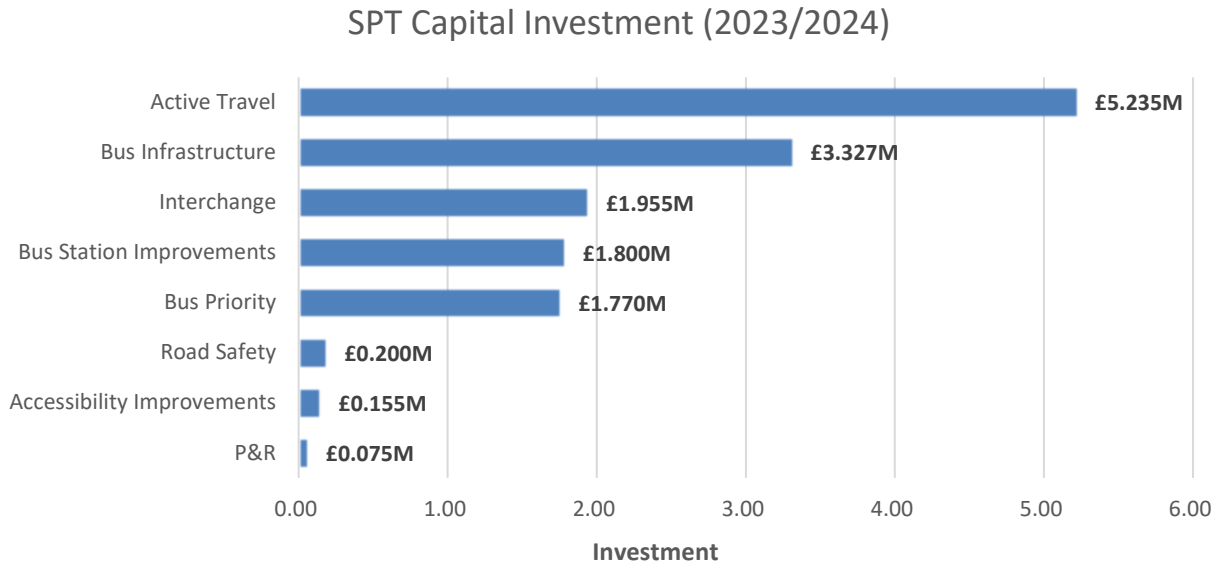
3. Capital Programme Update

- 3.1. The approval of the 2023/2024 Capital Programme resulted in £14.517 million being awarded to our 12 constituent councils for transport project delivery in our area. Offer of Grant Funding letters, issued at the start of the financial year, have now been formally accepted by all councils.

¹ https://www.spt.co.uk/media/poboz1ep/p170323_agenda7.pdf

² <https://www.spt.co.uk/about-us/what-we-are-doing/spt-in-your-area/>

3.2. SPT's 2023/2024 Capital Programme includes 53 transport projects that are to be developed or delivered by 31 March 2024. Table 1 below highlights SPT's investment by broad project theme.



3.3. Active Travel

Active travel plays a key role in supporting people to make sustainable and healthier travel choices as well as contributing positively towards reducing transport emissions and road traffic by offering greener travel alternatives. SPT continues to demonstrate commitment to improving active travel, and in recent years, has significantly increased spend on active travel projects.

In 2023/2024, SPT's Capital Programme is investing £5.235 million on walking, wheeling and cycling by funding active travel infrastructure across the west of Scotland. This represents a marked increase in SPT's active travel investment over the past 5 years, an increase from 14% of SPT total capital spend in 2018/2019 to over 35% in 2023/2024. In total, 18 Active Travel projects will be developed and/or delivered during this financial year.

Key active travel projects include:

- Local Cycle Network Improvements (South Ayrshire Council) – £0.700M
- Kirkintilloch Town Centre Sustainable Transport Improvements (East Dunbartonshire Council) – £0.600M
- Paisley to Renfrew Cycle Route (Renfrewshire Council) – £0.550M
- Motherwell Station Active Travel Links (North Lanarkshire Council) – £0.400M
- A77 Strategic Cycle Corridor (East Renfrewshire Council) – £0.300M

3.4. Regional Active Travel Grant

Members are advised that during the course of last financial year 2022/2023, SPT worked closely with our constituent councils to coordinate bids into Transport Scotland's Regional Active Travel Grant (RATG) Fund for 2023/2024. Members are reminded that the RATG fund supports delivery of active travel projects with a particular focus on cross-boundary connections. Following an application submitted in late 2022, Transport Scotland informed SPT in April 2023 of the success of our bid, with an offer of grant funding totalling £1.040 million to deliver RATG projects in our area.

RATG projects to be delivered include:

- Doon Valley Active Travel Route (South and East Ayrshire Councils – Ayrshire Roads Alliance) – £0.800M
- Cross Boundary Designs (North and South Lanarkshire Councils) – £0.080M
- NCN 7 Missing Link Yoker to Clydebank (Glasgow City Council) – £0.045M
- A77 Connections to East Renfrewshire (Glasgow City Council) – £0.045M
- A80 Connections to North Lanarkshire (Glasgow City Council) – £0.040M
- National Cycle link from Wemyss Bay to Skelmorlie Feasibility Design (Inverclyde Council) – £0.030M

A separate report to this Committee recommends formal approval of RATG funding for 2023/2024.

3.5. Bus Infrastructure

Bus remains the most widely used form of public transport in the SPT area. Furthermore, one in three households in the SPT area do not have access to a car, meaning public transport, and in particular bus services, are vitally important in helping people access essential services and facilities.

Furthermore, 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 and is a more environmentally sustainable travel mode.

In 2023/2024, SPT is investing £3.327 million across the west of Scotland to deliver bus stop infrastructure measures that will include new or enhanced shelters, high access kerbs, bus laybys and stop markings as well as continued expansion of real-time passenger information (RTPI) displays of which over 850 electronic signs have already been installed since the system rollout commenced in 2016, providing live at-stop bus service departure information.

3.6. Bus Priority

A growing number of cars on our roads is not only adding to congestion but is making bus services increasingly unreliable, slowing bus speeds and adding to passenger journey times - all of which is making bus a less attractive mode choice. In the past 5 years, SPT has invested over £6 million on bus priority measures to help counter the negative impacts of congestion on our region's extensive bus network.

In 2023/2024, SPT is investing a further £1.770 million on measures that will include junction priority for buses through traffic light signal priority (TLP) and other systems offering greater journey time reliability for buses by allocating additional 'green phase' signal time for approaching services.

Key bus priority projects include:

- A8014 Kilbowie Road Bus Route Improvements (West Dunbartonshire Council) – £0.400M
- Renfrewshire Traffic Management Improvements (Renfrewshire Council) – £0.300M
- Bus Lane Enforcement Cameras (Glasgow City Council) – £0.150M
- Bus Traffic Route Priority Upgrades (Glasgow City Council) – £0.100M

Around 140 junctions in Glasgow are now enabled to provide TLP for bus and more recently we have been able to expand into other areas including North and East Ayrshire, Renfrewshire and South Lanarkshire. We will continue to work alongside the remaining local authorities to explore opportunities to extend TLP into other areas.

Officers continue to engage with councils on all matters relating to bus improvements, including through work in support of Transport Scotland's Bus Partnership Fund.

3.7. Interchange

In 2023/2024, £1.955 million is being invested by SPT to deliver improved interchange facilities, helping make travel by public transport more attractive for people requiring to switch services as part of their journey.

Key interchange projects include:

- Hairmyres Interchange Improvements (South Lanarkshire Council) – £1.00M
- Cumberae Ferry Bus Stop and Queuing Facilities (North Ayrshire Council) – £0.350M
- Ardrossan Harbour Interchange (North Ayrshire Council) – £0.050M
- Lanark Interchange Improvements (South Lanarkshire Council) – £0.500M

Furthermore, SPT's £2.9 million investment in Motherwell between 2019/2020 and 2022/2023 has supported partners to complete the major redevelopment of Motherwell Rail Station and Interchange. This project is due to complete in June 2023 alongside North Lanarkshire Council's City Deal funded Town Centre bus and public realm improvements, thereby delivering a modern regionally significant transport hub and helping support the regeneration of the town centre.

3.8. Bus Station Improvements – Kilmarnock Bus Station

SPT continues to provide major funding investment to bus stations in the west of Scotland.

Building on the success of the completed SPT funded Cumnock Bus Station in 2020, we are supporting East Ayrshire Council to complete Kilmarnock Bus Station redevelopment project which started in 2019. The first two phases have already delivered the revamp of the passenger waiting room, ticket counter and Shopmobility office, as well as the completion of essential roof works and improvements to pedestrian footway links.

In 2023/2024, £1.800 million is being invested by SPT to support completion of the third and final phase of the station's major redevelopment and will see the complete refurbishment of the station concourse, roof and north entrance. Real-time passenger information screens will be installed at each stance, all surfaces will be replaced, weather screens will be installed at the front of the stances and the roof extended.

This investment from SPT has facilitated the complete upgrade and refurbishment of the station which will greatly improve the passenger experience and will contribute to the wider regeneration of Kilmarnock town centre. The bus station project is due to complete late 2023.

4. Capital Programme Monitoring

SPT officers will continue to engage with council colleagues to oversee the effective monitoring and delivery of the 2023/2024 Capital Programme.

Quarterly performance monitoring update meeting dates have been agreed with councils for the financial year and will be supplemented with regular written programme and spend updates.

Members will be apprised of progress on key projects at subsequent meetings of the Committee during the course of financial year 2023/2024.

5. Committee action

The Committee is recommended to note the content of this report.

6. Consequences

Policy consequences	<i>SPT’s Capital Programme will support delivery of RTS policies, in particular Policy 1: Accessible Transport; Policy 11: Behaviour Change; Policy 14: Accelerated Delivery of Walking, Wheeling & Cycling; Policy 16: Integration of Walking, Wheeling & Cycling; Policy 18: Integrated Public Transport System; Policy 26: Integration with other PT Modes; and Policy 27: P&R.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>On-going inflationary pressures on costs associated with the supply of materials may impact projects delivery. This will be monitored during the course of the financial year.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>The delivery of SPT’s capital programme will help reduce barriers to accessing the transport network, in particular supporting people with disabilities and ensuring fairer access to public transport and active travel.</i>
Risk consequences	<i>Financial consequence, as per above, and resourcing within councils and contractors could impact on the successful delivery of the planned Capital Programme. It will be important to monitor the programme closely in order to maximise spend.</i>
Climate Change, Adaptation & Carbon consequences	<i>The delivery of SPT’s Capital Programme will encourage, enable and support people to be able to travel more sustainably thereby reducing the need to travel by private car, will contribute positively to the environment and to the safety and quality of our streets and communities.</i>

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