



Strathclyde Partnership for Transport Delivering for East Dunbartonshire



Introduction

Welcome to “Strathclyde Partnership for Transport: Delivering for East Dunbartonshire”. 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 East Dunbartonshire. 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 East Dunbartonshire: SPT Operational Activities; SPT Investing in East Dunbartonshire; 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 East Dunbartonshire: 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 East Dunbartonshire 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 figure below provides 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
17 supported services operating in East Dunbartonshire (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

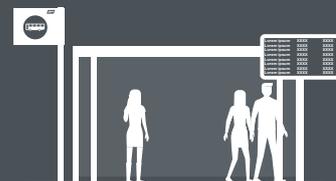
47,000 trips scheduled on MyBus in East Dunbartonshire (Since January 2019)



124

local bus contract and operator inspections in East Dunbartonshire

(Since August 2018)



574

pole-mounted information cases maintained

53 Real-Time Passenger Information displays and, **12** new bus shelters installed

SPT agency activity on behalf of East Dunbartonshire Council



1,900

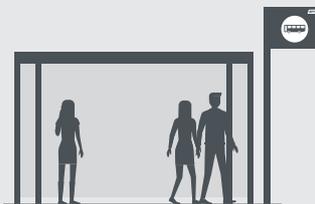
school children carried to and from school each day

Across an average of 74 contracts



450

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



462

bus stops maintained in East Dunbartonshire

188 shelters maintained



2,505

disabled persons National Entitlement Card (NEC) renewals

650 first time applications processed (78% 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 East Dunbartonshire 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



33,000

Concessionary travel cards

SPT administers SCTS on behalf of East Dunbartonshire Council and the 11 other SPT local authorities. The scheme provides eligible East Dunbartonshire 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 33,000 East Dunbartonshire residents hold an NEC, allowing for SCTS discounts.

SPT: Investing in East Dunbartonshire

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 £1.729 million of capital funding to East Dunbartonshire Council to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £0.480 million¹ was awarded to the Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in East Dunbartonshire is provided in Table 2 in the appendix and further information on key projects is given below:

Active Travel

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

Since 2017, SPT has provided £1.678 million in support of active travel improvements across East Dunbartonshire as part of the Walking and Cycling Off-Road Network Improvements project, with funding helping the Council deliver several key projects including the Wester Way Active Travel Route, Kirkintilloch Town Centre Sustainable Transport Improvements and Lenzie Hub.

The Wester Way

Phase 4 of the Bishopbriggs Relief Road (BRR) provided the opportunity to improve active travel connections by converting the old section of Westerhill Road into a new traffic-free link for walking, wheeling and cycling. In 2018, SPT funding supported the Council in the completion of an active travel corridor along this former stretch of road.

A naming competition involving local primary school children resulted in the route being known as Wester Way. Designs by local children were chosen to decorate gateway signs on the new route.

Wester Way runs alongside Phase 4 of the BRR and provides a dedicated route for people walking, wheeling and cycling; connecting with the existing path network developed near BRR Phase 3. As well as serving the local community, Wester Way investment has further enhanced the Council's active travel network by connecting with East Dunbartonshire's largest business park at Westerhill and linking south to the Glasgow City Council area.

Kirkintilloch Town Centre

In 2017, SPT funding helped to support the delivery of major changes in Kirkintilloch, part of the Council's masterplan for the town centre area. The overarching aim of the project was to make the town centre, and in particular the Cowgate area, a much more welcoming, pedestrian and public transport friendly place for shopping, businesses, residents and visitors to the town.

Amongst the changes were the introduction of a 20mph speed limit along with new controlled crossings and traffic signals. The project saw the removal of street clutter; narrowing of the road carriageway; significantly widened pedestrian footways and new public realm using high-quality surface materials and finishes; and installation of LED street lighting. The works also incorporated high-quality bus shelters along with Real-Time Passenger Information displays along Cowgate.

SPT worked closely with the Council during the planning stages and during construction in order to ensure public transport services were maintained and to help keep the town open for business. Along with SPT funding, the project was supported with funding from Sustrans and the Council's own capital budget.

Lenzie Hub

SPT funding helped deliver the Lenzie Station Improvement Project in 2019. The project included delivering enhancements to the station car park and Lenzie Cross area, with the goal being to enhance the look, feel and attraction of the public spaces in and around the rail station and to create a more pedestrian and cycle friendly environment.

The completed measures delivered a range of enhancements including:

- Upgraded traffic lights - including dedicated cycle phases;
- Improved pedestrian crossings and tactile paving;
- Footpath improvements with high-quality materials (including Caithness slabs) and bollards;
- Upgraded lighting and road markings;
- Enhanced street furniture and landscaping - including flower beds and seating; and
- Improved cycle facilities.

The project was multi-partnered, with funding contributions also coming from Transport Scotland, Sustrans, ScotRail and the housebuilders at Woodilee Village.

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



Regent Gardens/Union Street Placemaking - Kirkintilloch

During 2021/22, SPT funding supported the design stages of the Regent Gardens/Union Street placemaking project. This project will introduce enhancements to Regent Gardens to level this currently sloping area of greenspace, replacing steps and stairs to promote greater access and inclusion and to create a more useable civic space for events and activities.

Union Street will be enhanced in favour of pedestrian access to complement the Regent Gardens improvements, helping create a safer and more attractive space for people. This will link to wider improved path connections across Kirkintilloch town centre and will enhance links with the wider active travel network including connections with local and National Cycle Routes to encourage people to switch to walking, wheeling and cycling for everyday journeys. The project has had the support and input of Kirkintilloch Community Council to ensure proposals meet local needs.

Path Improvements across East Dunbartonshire

SPT funding has helped the Council deliver improvements to their extensive off-road path networks, helping promote healthier, more active trips, as well as encouraging local journeys to be made more sustainably by walking, wheeling and cycling means. Path improvement projects delivered since 2017 have included:

- Merkland Nature Reserve Path Upgrades;
- Early years centres off-site access improvements;
- Mugdock Path Works;
- Twechar path improvements;
- Stockiemuir Path Upgrade; and
- Strathkelvin Railway Path Upgrade.

Bus Infrastructure Improvements

SPT continues to support improvements to bus infrastructure across East Dunbartonshire, providing £531,000 of funding since 2017 for delivery of new shelters, raised kerbs bus build-out and Real-Time Passenger Information displays in Bearsden, Milngavie, Bishopbriggs, Lenzie and Kirkintilloch. This figure includes funding contribution to the Lenzie Hub project.

Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) in East Dunbartonshire. 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 £125,000 to support Community Transport Glasgow (CTG) to help deliver CT services in East Dunbartonshire. Annual funding supports CTG's vehicle and staff related costs for East Dunbartonshire CT services, including training individual volunteers and groups as well as CT staff. Services include group transport, 'Shoppa Hoppa' and day trip activities. SPT is working with CTG and East Dunbartonshire Voluntary Action (EDVA) to explore the expansion of CT in East Dunbartonshire.



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, the A803 Sustainable Travel Corridor Collaboration Group and the SPT/Councils Liaison Group meetings. The A803 Sustainable Travel Corridor project is a key component of East Dunbartonshire Council's Place and Growth programme, a collaborative project working alongside Glasgow City Council and SPT, funded by Glasgow City Region City Deal and East Dunbartonshire Council. The project emerged as a pilot/exemplar out of SPT's Strathclyde Bus Investment Programme and aims to deliver a step-change in bus services and infrastructure on the corridor between East Dunbartonshire and Glasgow City Centre, as well as support improvements to active travel links.

SPT is also a member of the East Dunbartonshire Community Planning Partnership Board and our activities support the Board's Outcomes Improvement Plan priorities to tackle inequalities and to make East Dunbartonshire a thriving and successful place.

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](#).

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 help tackle inequalities and make East Dunbartonshire a thriving and successful place.

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 East Dunbartonshire in the coming year, SPT, via our capital programme, will look forward to giving our continued support to the Council towards the delivery of key active travel projects that help local communities and towns by providing sustainable travel connections and linkages to local and national cycle routes in the area.

We will continue to work with the Council to target bus infrastructure improvements in town centres and communities for local residents, including identifying opportunities to increase provision of Real-Time Passenger Information.

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 of a town, likely in East Dunbartonshire, showing a river, a bridge, and various buildings. A semi-transparent white box is overlaid on the center of the image, containing text. The text is in a serif font and includes a call to action for further information.

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

Service no	Route	Operator	Support	Operating Area
6B	Duntocher - Glasgow	McColls Travel	Full Support	Operates to Glasgow City & West Dunbartonshire
15	Glasgow - Anniesland - Milngavie	West Coast Motors	Partial support (Milngavie - Anniesland Cross only)	Operates to Glasgow City
47	Kirkintilloch - Milngavie	McColls Travel	Full Support	East Dunbartonshire only
47A	Kirkintilloch - Hillfoot - Milngavie	McColls Travel	Full Support	East Dunbartonshire only
71A	Torrance - Glasgow City Centre	First Glasgow	Full Support	Operates to Glasgow City
72	Kirkintilloch - Glasgow	McGill's Bus Service	Full Support	Operates to Glasgow City & North Lanarkshire
84	Kirkintilloch - Twechar	McColls Travel	Full Support	East Dunbartonshire only
118	Hardgate - Gartnavel Hospital	McColls Travel	Full Support	Operates to Glasgow City & West Dunbartonshire
128	Killermont Street - Stobhill Hospital	First Glasgow	Full Support	Operates to Glasgow City
142	Bishopbriggs Local	PVT Transfer	Partial support (4 journeys between St Marys Road and Bishopbriggs Cross)	East Dunbartonshire only
178	Moodiesburn - Kirkintilloch	McGill's Bus Service	Full Support	Operates to North Lanarkshire
247	Monklands Hospital - Cumbernauld - Kirkintilloch	McGill's Bus Service	Full Support	Operates to North Lanarkshire
334	Croy - Twechar - Kilsyth	Stuart's Coaches	Full Support	Operates to North Lanarkshire
334A	Croy - Blackwood - Twechar	Stuart's Coaches	Full Support	Operates to North Lanarkshire
344B	Croy - Twechar - Kilsyth - Banton	Stuart's Coaches	Full Support	Operates to North Lanarkshire
349	Croy - Twechar - Kilsyth	Stuart's Coaches	Full Support	Operates to North Lanarkshire
381	Kilsyth (Houghton Avenue) - Twechar	Craigs of Cumbernauld	Full Support	Operates to North Lanarkshire

Table 2: SPT Capital Funding provided to East Dunbartonshire Council 2017/18 - 2021/22

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
Bus Infrastructure Improvements	146	249	49	37	481	50
Kirkintilloch Town Centre Sustainable Transport Improvements	49				49	
Stockiemuir Footpath Upgrade	100				100	
Walking and Cycling Off-Road Network Improvements	285	325	390	99	1,099	430
Total	580	574	439	136	1,729	480

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

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