



Strathclyde Partnership for Transport
Delivering for South Ayrshire



Introduction

Welcome to “Strathclyde Partnership for Transport: Delivering for South Ayrshire”. 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 South Ayrshire. 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 South Ayrshire SPT Operational Activities; SPT Investing in South Ayrshire; 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 South Ayrshire: 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 South Ayrshire 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
15 supported services operating in South Ayrshire (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

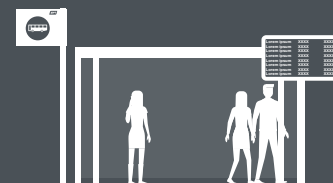
25,000 trips scheduled on MyBus in South Ayrshire (Since January 2019)



141

local bus contract and operator inspections in South Ayrshire

(Since August 2018)



817

pole-mounted information cases maintained

50 Real-Time Passenger Information displays and, **14** new bus shelters installed

SPT agency activity on behalf of South Ayrshire Council



2,000

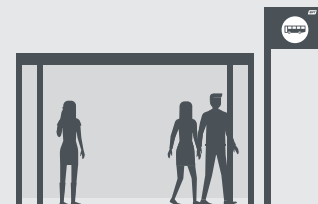
school children carried to and from school each day

Across an average of **114** contracts



718

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



715

bus stops maintained in South Ayrshire

294 shelters maintained



4,780

disabled persons National Entitlement Card (NEC) renewals

1,198 first time applications processed (77% 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 South Ayrshire 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



38,000

Concessionary travel cards

SPT administers SCTS on behalf of South Ayrshire Council and the 11 other SPT local authorities. The scheme provides eligible South Ayrshire 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 38,000 South Ayrshire residents hold an NEC, allowing for SCTS discounts.

SPT: Investing in South Ayrshire

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 and Kilmarnock Bus Stations.

Between 2017 and 2021, SPT has provided £0.950 million of capital funding to South Ayrshire Council to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £0.300 million¹ was awarded to the Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in South Ayrshire 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 a sustainable mode choice by funding active travel infrastructure across the west of Scotland.

Much of the Council's capital investment has been directed towards improving and expanding the active travel network across South Ayrshire. SPT has been supporting the Council, and since 2017, has provided £864,000 in support of delivering active travel measures across South Ayrshire with projects ranging from local network improvements to larger, more strategic routes.

Ayr to Coylton Cycle Route

SPT funding had already helped complete phases one to three between Ayr and Sundrum and further SPT contribution supported construction of the 4th and final phase of the Ayr to Coylton Cycle Route project in 2017. SPT's contribution to the project overall supported designs, land purchase and construction, thereby helping deliver an off-road walking and cycling shared use path linking Ayr and Coylton. This multi-partnered project was supported by funding contributions from Sustrans and the Cycling Walking Safer Streets programme.

Alloway to Burton Cycle Route

SPT has been supporting the Council in delivering the Alloway to Burton Cycle Route project. The project will complete the missing link between the Alloway to Burton cycle path and the Greenan to Ayr town centre section of National Cycle Network Route 7. On one side of Dunure Road is a well-used 2-mile traffic free shared use path that runs from Alloway. On the other side is another virtually traffic free shared use path that runs alongside Ayr beach, allowing for a safe 3-mile journey to Ayr town centre. Both paths meet either side Dunure Road but requires crossing this busy stretch of the 60mph A719 that includes a dangerous blind summit.

The project will see the re-opening of the Dunure Road underpass, once part of the Maidens and Dunure Light Railway, and will create a safe unimpeded route for walkers and cyclists. The underpass connection will significantly enhance safe walking and cycling along the existing shared use path on the disused railway line.

Whilst the project has seen a number of setbacks, significant progress on this complex project was made in 2021/22 with SPT's funding supporting essential utility diversions. Construction of the underpass is expected to take place during autumn 2022 to minimise impacts on the nearby holiday park from any temporary road disruption.

Loans to Troon Active Travel Corridor

The Ayrshire Roads Alliance (ARA) has been working in partnership with SPT, Sustrans and "Troon Together", a newly formed community group, to oversee the design and delivery of an off-road shared use link connecting the settlement of Loans with Troon rail station, to support everyday walking and cycling trips.

With the support of the Council and Troon elected members, an outline design of the route was developed and agreed. Implementation of the route has been broken down into three phases.

SPT funding supported delivery of Phase 1 on Harling Drive, completed in the summer of 2020; whilst phase 2 through Marr, also SPT funded, was completed in 2021. SPT funding in 2021/22 is supporting the design stage of phase 3 along North Drive in Loans, and like previous sections, this will include community engagement, with construction expected to take place in future years.

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

Ayr and Prestwick Statutory Quality Partnership

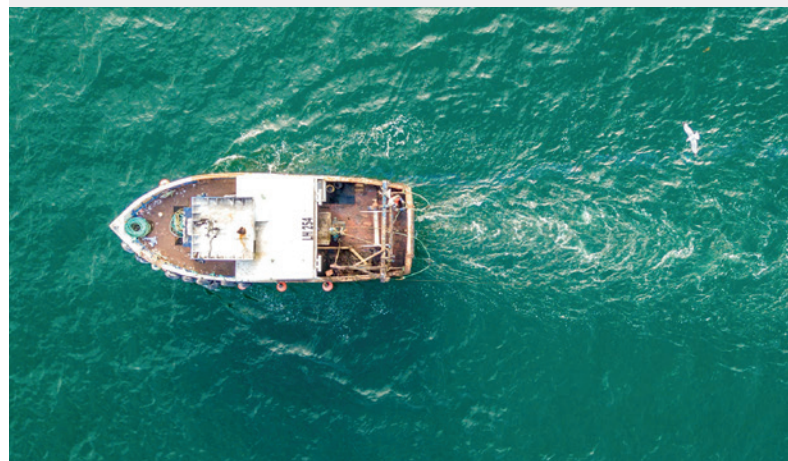
SPT continues to support improvements to bus infrastructure in South Ayrshire, and through funding support towards the Ayr and Prestwick Statutory Quality Partnership project, has provided £352,000 since 2017 for the targeted delivery of new shelters, raised kerbs bus build-out and Real-Time Passenger Information displays and traffic signal upgrades. As well as investment in Ayr and Prestwick, funding has also helped deliver improvements in other areas including Barrhill, Troon and Turnberry.

Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) in South Ayrshire. 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 £356,000 to South Ayrshire Community Transport (SACT).

SACT provides accessible, affordable transport for socially or economically disadvantaged groups, voluntary groups and third sector organisations in South Ayrshire. Annual funding of around £30,000 has supported SACT's vehicle, staff and volunteer costs associated with their CT service.

SACT also operate the CB8 Girvan to Barr register community bus service Carrick area Demand Responsive Transport service, providing key links for shopping, healthcare and other amenities offered in Girvan, and interchange with mainstream public transport services. £195,000 of funding has been provided for the operation of these services since 2017.





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 Regional Active Travel Group and the SPT/Councils Liaison Group meetings. SPT is also a member of the South Ayrshire Community Planning Partnership Board and our activities support the strategic themes of the Board's Outcomes Improvement Plan to support older people to live in good health and close the poverty-related outcomes gap for children and young people in South Ayrshire.

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 Ayrshire and Arran area, a multi-agency transport group was established to support the vaccine roll-out.

SPT, on behalf of the transport group, designed and procured a tailored shuttle service providing direct access to the vaccination centre at the Citadel Leisure Centre in Ayr, negotiated a voucher scheme with the key bus operators in Ayrshire, Stagecoach and Shuttle Buses, to provide eligible Ayrshire residents with free travel bus to vaccination appointments and, alongside community transport organisations, delivered direct tailored journeys to vaccination centres across the region.

In summer 2020, SPT Partnership board members and council officers from the three Ayrshire Councils and Argyll and Bute Council, along with officers from SPT, HITRANS and SWESTRANS, came together to identify key issues and challenges faced by communities outside Glasgow City Region as a result of the COVID-19 pandemic. The group considered the range of issues faced by the transport network in these areas including impacts on local economies. The group identified prioritised interventions required in the short to medium term to support access to services, employment and education for local communities. Given physical distancing constraints in place at the time, particular focus was given to supporting public transport services that were operating under significantly reduced capacity and demand. This workstream provided useful advice to the Scottish Government on the impacts of the pandemic across Ayrshire which was of assistance to them in their forward planning.

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 older people to live in good health and close the poverty-related outcomes gap for children and young people in South Ayrshire

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 South Ayrshire, through our capital programme and over the coming year, we look forward to continue supporting and improving active travel routes across the Council's area. In particular, we will work with the Council deliver the Alloway-Burton underpass, thereby completing this off-road key active travel route that has been a priority project for the Council for a number of years. We will also continue our support towards completing the third and final phase of the Loans to Troon Active Travel Corridor with input into the on-going design and development stage and future construction.

We will continue regular engagement with Council officers to identify future capital investment opportunities, particularly with regard to improving bus infrastructure and expanding Real-Time Passenger Information displays, which will support local and regional priorities and enhance the transport offering.

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 (STPR 2) 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 wide, sandy beach on the left, transitioning into a green grassy area with some water pools. To the right, there is a residential area with various buildings, including a large brick building and a blue sports field. The sky is blue with light clouds.

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

Service no	Route	Operator	Support	Operating Area
1	Hillfoot - Ayr Town Centre	Western Buses	Partial Support (Sunday AM journeys)	South Ayrshire only
2	Marchburn - Ayr Town Centre via Heathfield, Prestwick & Hayhill	Western Buses	Partial Support (Sunday AM & PM journeys)	South Ayrshire only
6	Marchburn - Ayr Town Centre via Heathfield & Prestwick Cross	Western Buses	Partial Support (Sunday AM journeys)	South Ayrshire only
21	Crosshouse Hospital - Dundonald - Irvine - Harbourside	Shuttle Buses	Full Support	Operates to East Ayrshire & South Ayrshire
21A	Crosshouse Hospital - Dundonald - Irvine - Harbourside	Shuttle Buses	Full Support	Operates to East Ayrshire & South Ayrshire
42A	Cumnock - Drongan - Ayr	Western Buses	Partial support (One late journey Mon - Thur)	Operates to East Ayrshire
110	Kilmarnock - Troon	Western Buses	Full Support	Operates to East Ayrshire
343	Ayr - Cumnock - New Cumnock	Western Buses	Full Support	Operates to East Ayrshire
347	Rankinston - Drongan - Coylton - Ayr	Western Buses	Full Support	Operates to East Ayrshire
352	Ayr - Dalmellington/ Burnton	Western Buses	Full Support	Operates to East Ayrshire
358	Ayr - Girvan - Stranraer	Western Buses	Full Support, Partly funded by Dumfries & Galloway Council	Operates to Dumfries & Galloway
360	Ayr - Girvan - Stranraer	Western Buses	Full Support, Partly funded by Dumfries & Galloway Council	Operates to Dumfries & Galloway
359	Girvan - Newton Stewart	Western Buses	Full Support, Partly funded by Dumfries & Galloway Council	Operates to Dumfries & Galloway
361	Dunure - Ayr - Straiton	Western Buses	Full Support	Operates to East Ayrshire
362	Girvan/Girvan Academy - Pinmore - Colmonell	Shuttle Buses	Full Support	South Ayrshire only

Table 2: SPT Capital Funding provided to South Ayrshire Council 2017/18 - 2021/22.

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
A70 Ayr to Coylton Cycle Link	160				160	
Ayrshire/Prestwick SQP Infrastructure Improvements	100	80	50	72	302	50
Barassie Rail Station Park & Ride	3	4			7	
Coylton Sustainable Transport Improvements		12	46		58	
Doonholm Road/A77 Junction Improvement	10		17		27	
Local Cycle Network Improvements		10	129	258	397	250
Total	273	106	242	330	951	300

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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for Transport**

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