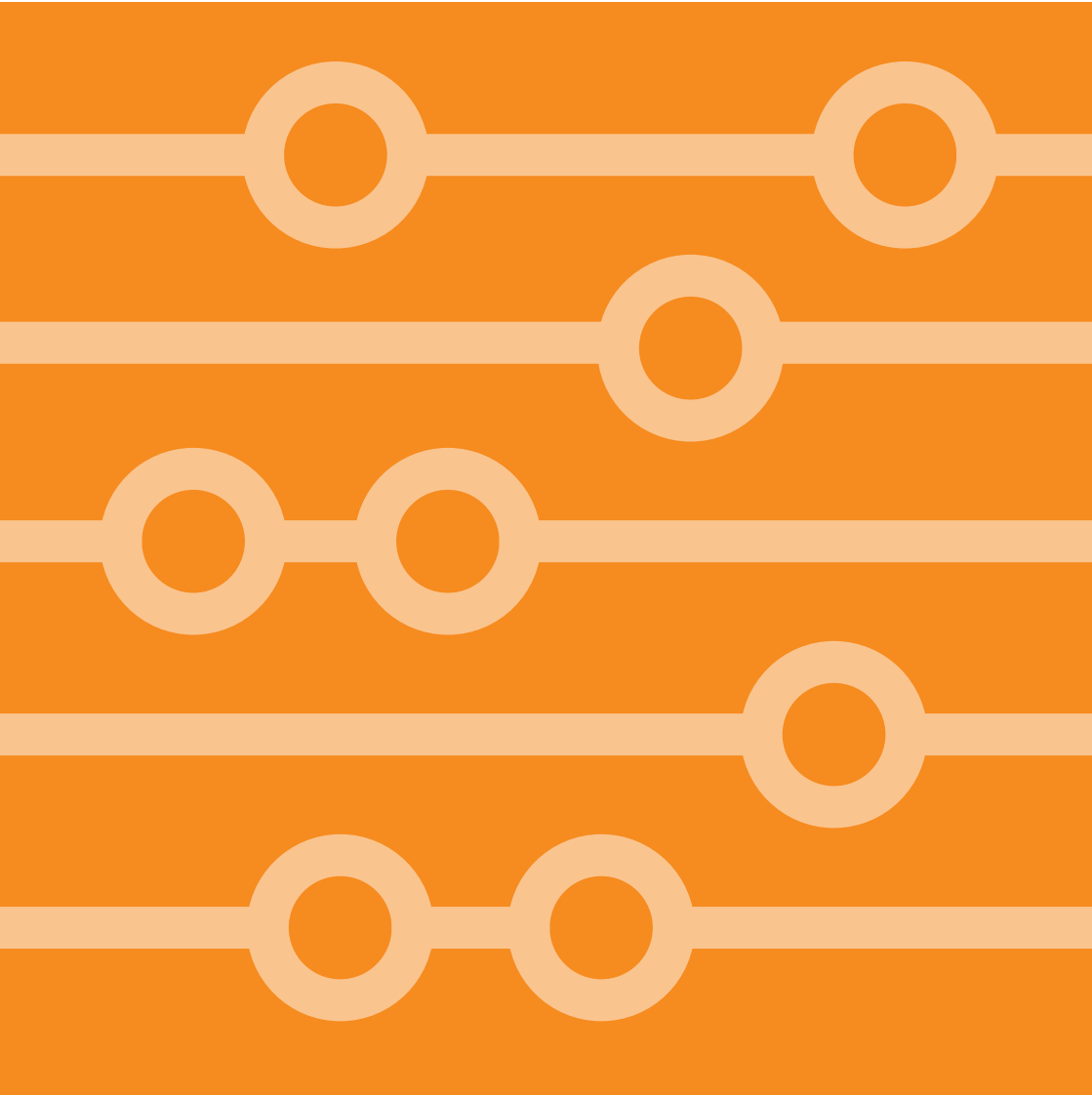




Strathclyde Partnership for Transport
Budget Book 2023/2024



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Budget Book 2023/2024

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Revenue Budget 2023/2024

Introduction

The 2023/2024 plan and balanced budget are the result of an extensive process involving SPT staff, SPT members and consultation with the 12 constituent councils, the Scottish Government and Transport Scotland.

The global pandemic had a material impact on SPT's financial position in financial years 2020/2021 and 2021/2022. The impact affected all services but in particular in relation to subway patronage and related income. This required SPT to take various measures to minimise the disruption arising from this financial instability.

In 2022/2023 however, subway patronage and income recovered strongly. Coupled with growing investment returns and other effective cost controls, SPT's financial position is now more stable in the short term. However, the current inflationary pressures in the UK are impacting across a number of expenditure categories within the 2023/2024 budget. In addition, there remain a number of significant unknowns at this stage including:

- the local government pay settlement for 2023/2024;
- the potential impact of the intention to remove Network Support Grant support to commercial bus operators and the potential knock on to services linking communities not served by commercial networks; and
- the duration of the current high inflation and its impact on all cost bases.

Notwithstanding these uncertainties, financial planning for 2023/2024 and beyond has endeavoured to take account of the current environment and pressures being faced, but also anticipating some of the pressures that may be brought to bear from the external environment. As a result, the budget and delivery plan continue to focus within the resources available, on funding socially necessary bus services with ever increasing demand expected as the commercial market considers potential reductions in government support and therefore potentially continues to shrink, maintaining the current Subway fleet and associated infrastructure and supporting transitional plans for the Subway as we move from old to new rolling stock and updated associated working practices.

With regards to wider public transport initiatives, SPT remains keen to ensure that transport is a key enabler to the economic recovery post pandemic and in the long term, and a key contributor to the carbon reduction agenda.

The recent confirmation of the inclusion of the Clyde Metro scheme within the Strategic Transport Project Review is very positive and SPT will provide our support and transport expertise as a key stakeholder, and the budget provides for consideration of the initial resource requirement to fully contribute to the challenges ahead in progressing to direct transport delivery measures.

In addition, SPT plans to continue to invest in new digital solutions for transport information, ticketing solutions, enhanced cyber security and also in maintenance of assets such as bus stations to a high standard, all of which puts pressure on the constrained revenue resources.

Balancing the SPT revenue budget over the last decade has very much involved the reallocation of resources and significant works to redesign the organisation. This has resulted in significant headcount reductions to reallocate resources to the priority areas identified at the time and to ensure SPT is a lean, efficient organisation. Over the last year, staff resourcing has been reviewed in line with the priorities identified within the Interim Corporate Plan, and the budget reflects the resources needed to meet those priorities

For 2023/2024, Scottish Government has again announced a one-year budget and local government settlement. This approach fundamentally undermines long term planning. SPT has actively engaged with both the local authorities and the Scottish Government throughout the budget setting process. Based on these discussions with local authority Directors of Finance and in line with the change in the Scotland-wide local government settlement floor calculation, an increase of 1.95% to the SPT requisition compared to 2022/2023 has been confirmed. As a result, funding from local authorities will be £36.326m in 2023/2024.

The revenue budget for 2023/2024 has been prepared on the assumption that Subway passenger numbers will be sustained at the current level following a period of strong recovery and generate increased Subway income compared to 2022/2023. It has also been drafted after a comprehensive review of all expenditure lines, taking into account known cost pressures including increases in staff costs, electricity and other costs including the significant impact of inflation.

Based on this a net revenue budget of £36.976m (2022/2023 – £36.281m) was approved by the Partnership for 2023/2024. This will be funded via requisition on local authorities, fares, fees and charges and a contribution from Scottish Government. The core RTP contribution from Scottish Government will be £0.650m (2022/2023 – £0.650m).

The revenue budget for SPT was approved at the Partnership meeting of 17 March 2023, and can be summarised at the highest level as:

	2021/2022 budget £000	2022/2023 budget £000	2023/2024 budget £000
All Partnership Services (SPT)	45,912	36,281	36,976
Other Services			
Agency	33,236	35,982	45,033
Concessionary Travel	4,076	4,059	4,138
	37,312	40,041	49,171
Total	83,224	76,322	86,147

Revenue Funding 2023/2024

The funding of the revenue budget can be split into three main areas. These are:

- Local Authority contribution to SPT
- Scottish Government contribution
- Reserves

The Partnership was asked to approve a total revenue budget of £36.976m in respect of all Partnership activities and to agree a contribution of £36.326m from the 12 constituent Councils' and utilisation of direct funding of £0.650m from the Scottish Government. The Partnership agreed the proposed funding arrangements. The overall requisition has increased by 1.95% compared with 2022/2023.

The requisition has been apportioned by the 2021 mid-point population for each local authority. Due to the change in apportionment methodology there has been movement on the sums paid by each authority, however the change in approach has been agreed by all 12 Local Authorities from the financial year 2019/20 onwards.

All agency services are fully funded by Council's relative to the level of service provided by SPT.

The Scottish Government funding represents a contribution to the running costs of Regional Transport Partnerships in Scotland. The contribution from Scottish Government will be £0.650m.

There is no requirement for SPT or Concessionary Travel to draw on reserves to fund revenue expenditure in 2023/2024.

The revenue budget was funded as follows:

	12 Constituent Councils	Scottish Government direct	Reserves	Total
	£000	£000	£000	£000
SPT – Core	36,326	650	0	36,976
Agency services	45,033	0	0	45,033
Concessionary Travel	4,138	0	0	4,138
Total Funding from each source	85,497	650	0	86,147

2023/2024 contributions from Constituent Councils to SPT Core Services

Council	Requisition £000
Argyll and Bute	416
East Ayrshire	1,976
East Dunbartonshire	1,763
East Renfrewshire	1,564
Glasgow	10,284
Inverclyde	1,242
North Ayrshire	2,173
North Lanarkshire	5,528
Renfrewshire	2,914
South Ayrshire	1,821
South Lanarkshire	5,224
West Dunbartonshire	1,421
Total	36,326

Concessionary Travel Scheme

The 2023/2024 budget has been prepared on the basis of continuing with the current fare structure with a positive outlook on patronage recovery given demand for travel has been increasing, with this trend considered likely to continue albeit with a number of unknowns remaining regarding travel demand patterns over different travel modes. The following may have an impact on the 2023/2024 budget including:

- the difficulty in interpreting baselines around passenger numbers and trends;
- the impact of public behaviours on public transport for the scheme client group, as scheme users adapt to changed circumstances in terms of routines and social related activities;
- the impact of the current cost of living crisis on passenger demand;
- how any fare changes made by operators' or the Scheme will impact on patronage; the travel demand for rail related Scheme journeys has not recovered as quickly as ferry and Subway and are currently 60% of pre-Covid levels with future growth unknown or at what speed. This is potentially dependent on service availability in 2023/2024; and
- how government plans for easing financial support to commercial bus operators may impact bus service provision, which is free for National Entitlement Card holders.

The total funding requirement for the local Strathclyde Concessionary Travel Scheme for 2023/2024 is £4.138m. The local concessionary scheme covers rail, subway and ferry services. The budget was approved by the Joint Committee on the 17 March 2023. The budget will be financed by contributions from the 12 constituent councils to the level of £4.138m.

The implementation of the new fare structure was scheduled to be implemented at the beginning of the 2022/2023 financial year. However, the significant reduction in concessionary travel demand since March 2020 has resulted in a corresponding reduced reimbursement to Scheme operators. This has enabled the Scheme to build up its reserves, with the reserve balance by 31 March 2023 projected to be £5.017m.

Looking to the future and given the projected increase in reserves balances at the end of 2022/2023 and the anticipated costs of the Scheme in 2023/2024 it has been agreed that the Scheme defer the introduction of the half fares structure until April 2024 at the earliest. This will allow the Scheme to establish a new baseline for travel demand, operator reimbursement and Scheme reserves. Furthermore, it will allow a revised forecast of the necessary timing of the implementation of the revised fare structure. This position will be reviewed on an ongoing basis with any significant change in demand and the cost base being factored into the decision making.

2023/2024 Concessionary Travel Scheme Funding

Council	Requisition £000
Argyll and Bute	209
East Ayrshire	242
East Dunbartonshire	232
East Renfrewshire	184
Glasgow	853
Inverclyde	160
North Ayrshire	291
North Lanarkshire	583
Renfrewshire	332
South Ayrshire	269
South Lanarkshire	617
West Dunbartonshire	166
Total	4,138

Agency Services

Agency services are carried out by SPT on behalf of councils, based on the services requested by each council. The total cost of these services is fully funded by the relevant council. The total budget for these services in 2023/2024 is £45.033m.

These services can be broken down as follows:

Agency Services	Total Cost £000
School Transport	44,046
Bus Shelters & Stops Maintenance	987
Total	45,033

Approved Revenue Budget by Division – SPT Core

	Historic Data	Approved	
	Budget 2022/23	Budget 2023/24	Variance 22/23 v 23/24
Chief Executive			
Policy & Strategy	518,299	692,126	(173,826)
Chief Executive Unit	849,934	874,209	(24,274)
Total Chief Executive	1,368,234	1,566,334	(198,101)
Operations			
Subway	10,901,210	9,963,514	937,695
Bus Operations	16,819,102	18,927,856	(2,108,754)
Projects	424,074	548,195	(124,121)
Health and Safety	177,842	194,973	(17,131)
Customer Standards	580,521	682,055	(101,534)
Total Operations	28,902,748	30,316,593	(1,413,845)
Business Support			
Finance	1,366,490	1,440,654	(74,163)
Digital	1,217,470	1,541,056	(323,587)
Human Resources	276,905	383,432	(106,527)
Elected Members	55,643	63,531	(7,888)
Contact Centre	238,247	309,129	(70,883)
Corporate	2,855,369	(2,787,836)	5,643,206
Total Business Support	6,010,124	949,965	5,060,158
Capital Funded from Revenue - General (Capital)	0	1,000,000	(1,000,000)
Capital Funded from Revenue - Subway Modernisation (Capital)	0	3,143,030	(3,143,030)
Net Total	36,281,106	36,975,923	(694,816)
Funded by:			
SPT Requisition	35,631,606	36,326,423	694,816
RTP Core Funding	649,500	649,500	0
Total Funding	36,281,106	36,975,923	0
Difference	0	0	0

Approved Revenue Budget by Subjective – SPT Core

	Historic Data	Approved	
	Budget 2022/23	Budget 2023/24	Variance 22/23 v 23/24
EXPENDITURE			
Employee Costs			
Salaries	17,971,040	20,149,091	(2,178,051)
Overtime	615,040	647,044	(32,004)
Other Employee Costs	5,444,660	5,693,885	(249,225)
Sub Total Employee Costs	24,030,740	26,490,020	(2,459,280)
Property Costs			
Electricity	2,198,439	3,495,518	(1,297,079)
Repairs and Maintenance	433,000	402,000	31,000
Property Insurance	381,000	397,000	(16,000)
Other Property Costs	3,713,849	4,129,965	(416,116)
Sub Total Property Costs	6,726,288	8,424,483	(1,698,195)
Supplies & Services	2,082,408	1,463,919	618,489
Transport & Plant Costs	136,550	133,850	2,700
Third Party Payments			
Bus Operator Payments	13,361,737	14,840,400	(1,478,663)
Communications	369,000	365,000	4,000
Other Third Party Payments	9,492,371	9,364,007	128,363
Sub Total Third Party Payments	23,223,108	24,569,407	(1,346,299)
Financing Costs			
Capital Funded from Revenue - General (Capital)	0	1,000,000	(1,000,000)
Capital Funded from Revenue - Subway Modernisation (Capital)	0	3,143,030	(3,143,030)
Sub Total Financing Costs	0	4,143,030	(4,143,030)
TOTAL EXPENDITURE	56,199,093	65,224,709	(9,025,616)
INCOME			
Subway Income	(14,548,560)	(18,921,932)	4,373,372
Bus Station Income	(2,189,081)	(2,198,625)	9,545
Agency Income - Agency Fee	(1,488,347)	(1,611,229)	122,882
Interest Received	(1,300,000)	(5,100,000)	3,800,000
Other Income	(392,000)	(417,000)	25,000
TOTAL INCOME	(19,917,987)	(28,248,787)	8,330,799
Net Total	36,281,106	36,975,923	(694,816)

Approved Revenue Budget – Concessionary Travel

	Historic Data	Approved	
	Budget 2022/23	Budget 2023/24	Variance 22/23 v 23/24
EXPENDITURE			
Employee Costs			
Salaries	182,656	233,949	(51,292)
Other Employee Costs	51,090	63,181	(12,091)
Sub Total Employee Costs	233,747	297,130	(63,383)
Supplies & Services	57,100	65,100	(8,000)
Third Party Payments			
Payment to Operators	3,786,883	3,876,451	(89,568)
Other Third Party Payments	31,000	47,000	(16,000)
Sub Total Third Party Payments	3,817,883	3,923,451	(105,568)
TOTAL EXPENDITURE	4,108,730	4,285,681	(176,951)
INCOME			
Interest Received	(50,000)	(147,806)	97,806
TOTAL INCOME	(50,000)	(147,806)	97,806
Net Total	4,058,730	4,137,875	(79,145)

Capital Programme 2023/2024 to 2025/2026

Introduction

The preparation of the Capital Plan 2023/2024 to 2025/2026 has sought to balance the transport project delivery aspirations and the available funding.

The proposed Capital Plan 2023/2024 to 2025/2026 seeks to progress projects that help to deliver the emerging new Regional Transport Strategy (RTS) Policies and that are aligned with the new RTS Objectives.

Assessment of proposed projects

The development of the Capital Plan is a collaborative process with all constituent local authorities and SPT departments invited to submit project proposals.

The project proposals were assessed against the new RTS as well as deliverability and affordability considerations.

Proposals deemed to be Category 1 are projects for which approval was sought to incur expenditure in year one of the three-year programme. These proposals have progressed successfully through the evaluation process and are ready to be delivered in year one of the three-year programme.

Proposals deemed to be Category 2 are projects that require further development work to agree the project scope, successful conclusion of project delivery risks and / or additional funding to ensure that they are robust and deliverable. These will only be progressed during the financial year 2023/2024 subject to funding being available and full development work being completed. Approval will need to be sought to promote projects from Category 2 to Category 1.

Any projects assessed as not meeting SPT's strategic objectives were not included in the Capital Plan.

Approved capital programme, budget and funding plan for 2023/2024

The 2023/2024 capital budget is based on the Category 1 programme. As is normal the plan is set greater than the available funding to ensure that the plan delivery is maximised within the funding available and project delivery movements. As a consequence, there is a projected shortfall of £4.320m on the general capital element of the 2023/2024 budget. It is anticipated that the current economic environment and global supply chain issues will continue to affect the delivery of projects in 2022/2023. The current proposed plan and budget for 2023/2024 will require to be amended following the current year-end to accommodate project slippage which has not yet been identified. These year-end movements will be reported to the Partnership at the earliest opportunity in 2023/2024 and may require to be accommodated within the available funding.

Indicative capital programme for 2024/25 and 2025/26

SPT normally prepares an aligned three year rolling capital programme and budget which seeks to balance the transport project delivery aspirations and the available funding. However, in doing so, no funding information for years two and three is known at this stage. Therefore the capital programme for 2024/2025 and 2025/2026 is indicative only at this time.

Regional Transport Strategy Objectives

The proposed Capital Plan 2023/2024 to 2025/2026 seeks to progress projects that help to deliver the emerging new RTS Policies and that are aligned with the new RTS Objectives. A majority of projects help achieve more than one objective. The five RTS Objectives are as follows:

Objective 1:

To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs.

Objective 2:

To reduce carbon emissions and other harmful pollutants from transport in the region.

Objective 3:

To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys.

Objective 4:

To make public transport a desirable and convenient travel choice for everyone.

Objective 5:

To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight.

Approved Capital Programme, Budget and Funding Plan 2023/2024

The capital programme, budget and funding plan for 2023/2024 was approved by the Partnership on 17 March 2023.

Table 1 below summarises the capital budget and funding plan for 2023/2024:

Table 1	2023/2024 £000
Category 1 Programme	52,128
Funded by:	
General Capital Grant	15,327
Specific Capital Grant	12,880
Revenue contribution to the Capital Programme	4,143
Transfer from Subway Modernisation Fund	2,706
Transfer from Subway Infrastructure Fund	5,975
Transfer from Capital Grants Unapplied Account	6,777
Total funding	47,808
Projected variance	4,320

Table 2 below summarises the Category 2 programme:

Table 2	2023/2024 £000
Category 2 Programme	10,323

Approved Capital Budget and Funding Plan 2023/2024

Analysis by Funding Resource

Subway Modernisation	2023/2024 £000
Category 1 Programme	25,506
Funded by:	
Scottish Government specific capital grant	12,880
Revenue contribution to the capital programme	3,143
Transfer from Subway Modernisation Fund	2,706
Transfer from Capital Grants Unapplied Account	6,777
Projected variance	0

General Capital	2023/2024 £000
Category 1 Programme	26,622
Funded by:	
Scottish Government general capital grant	15,327
Revenue contribution to the capital programme	1,000
Transfer from Subway Infrastructure Fund	5,975
Projected variance	4,320

Summary Capital Programme 2023/2024 to 2025/2026 Overall Summary

Category 1 Projects	<----3 year programme---->			Total £000
	2023/2024	2024/2025	2025/2026	
	£000	£000	£000	
Bus Operations	2,080	1,855	1,310	5,245
Corporate	85	15	15	115
Customer Standards	100	100	50	250
Digital	500	135	155	790
Projects	2,140	885	100	3,125
Property	20	0	0	20
Subway	32,686	42,059	13,798	88,543
Local Authorities and Others	14,517	10,195	3,810	28,522
Total	52,128	55,244	19,238	126,610

Category 2 Projects	<----3 year programme---->			Total £000
	2023/2024	2024/2025	2025/2026	
	£000	£000	£000	
Bus Operations	1,950	2,555	1,650	6,155
Corporate	35	235	35	305
Customer Standards	350	350	50	750
Digital	255	75	75	405
Projects	330	750	2,650	3,730
Property	50	0	0	50
Subway	4,425	4,440	2,530	11,395
Local Authorities and Others	2,928	6,175	5,300	14,403
Total	10,323	14,580	12,290	37,193

The capital programme for 2024/2025 and 2025/2026 is indicative only.

Summary Capital Programme 2023/2024 to 2025/2026

Summary of Local Authorities and Others Projects

Category 1 Projects	<----3 year programme---->			Total £000
	2023/2024	2024/2025	2025/2026	
	£000	£000	£000	
Argyll and Bute	315	430	800	1,545
East Ayrshire	1,820	0	0	1,820
East Dunbartonshire	1,255	200	200	1,655
East Renfrewshire	550	250	250	1,050
Glasgow	2,327	2,355	300	4,982
Inverclyde	760	500	150	1,410
North Ayrshire	1,030	600	50	1,680
North Lanarkshire	1,275	900	400	2,575
Renfrewshire	1,485	820	250	2,555
South Ayrshire	800	700	650	2,150
South Lanarkshire	2,250	2,260	760	5,270
West Dunbartonshire	650	1,180	0	1,830
Total	14,517	10,195	3,810	28,522

Category 2 Projects	<----3 year programme---->			Total £000
	2023/2024	2024/2025	2025/2026	
	£000	£000	£000	
Argyll and Bute	125	100	100	325
East Ayrshire	0	0	0	0
East Dunbartonshire	0	200	1,100	1,300
East Renfrewshire	0	500	500	1,000
Glasgow	915	505	0	1,420
Inverclyde	50	160	0	210
North Ayrshire	870	3,100	2,000	5,970
North Lanarkshire	0	500	500	1,000
Renfrewshire	598	350	350	1,298
South Ayrshire	0	0	0	0
South Lanarkshire	260	250	250	760
West Dunbartonshire	110	510	500	1,120
Total	2,928	6,175	5,300	14,403

The capital programme for 2024/2025 and 2025/2026 is indicative only.

Approved Capital Budget 2023/2024

Category 1 Projects

Bus Operations	2023/2024 Total £000
Buchanan Bus Station Improvements	535
Bus Station Improvements	40
Bus Stop Asset Management System	50
Bus Stops and Shelters Upgrade Programme	600
Expansion and Upgrade of Real Time Bus Information	500
Purchase of Operational Vehicles	355
Total Category 1 Programme for Bus Operations	2,080

Corporate	2023/2024 Total £000
Capitalised Salaries	15
Corporate System Improvements	70
Total Category 1 Programme for Corporate	85

Customer Standards	2023/2024 Total £000
Advertising Infrastructure	100
Total Category 1 Programme for Customer Standards	100

Digital	2023/2024 Total £000
Public Wifi and Cellular Network Connectivity	250
Technical Refresh	250
Total Category 1 Programme for Digital	500

Approved Capital Budget 2023/2024

Category 1 Projects

Projects	2023/2024 Total £000
Corporate Security Systems Replacement (including CCTV)	1,600
Decarbonisation (SPT estate)	25
Smart & Integrated Ticketing	495
Transport Planning Model Development	20
Total Category 1 Programme for Projects	2,140

Property	2023/2024 Total £000
Property Improvements (including Accessibility)	20
Total Category 1 Programme for Property	20

Subway	2023/2024 Total £000
Subway Infrastructure	
Tunnel & Infrastructure Works	5,975
Subway Modernisation	
Rolling Stock & New System: Management & Specialist Support	1,763
Rolling Stock & New System: Manufacture & Supply Agreement	23,197
Subway Modernisation Programme Support	546
Subway Operations	
Asset Management System Improvements	60
Broomloan Depot Improvements	225
New and Enhanced Plant & Equipment	260
Secure Mobile Operational Communications System	255
Station Minor Works	405
Total Category 1 Programme for Subway	32,686

Category 1 Programme	37,611
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Approved Capital Budget 2023/2024

Category 1 Projects – Local Authorities and Others

Argyll and Bute	2023/2024 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	25
Helensburgh and Lomond Cycleways	90
Rosneath Cyclepath	200
Total Category 1 Programme for Argyll and Bute	315

East Ayrshire	2023/2024 Total £000
Bus Station Improvements	1,800
Kilmarnock Bus Park & Ride	20
Total Category 1 Programme for East Ayrshire	1,820

East Dunbartonshire	2023/2024 Total £000
Bus Infrastructure Improvements	50
Kirkintilloch Town Centre Sustainable Transport Improvements	600
Lennoxtown Sustainable Transport Project	75
Walking and Cycling Off-Road Network Improvements	530
Total Category 1 Programme for East Dunbartonshire	1,255

East Renfrewshire	2023/2024 Total £000
A77 Strategic Cycle Corridor	300
Bus Infrastructure Improvements	50
Pedestrian and Cycling Improvements	200
Total Category 1 Programme for East Renfrewshire	550

Approved Capital Budget 2023/2024

Category 1 Projects – Local Authorities and Others

Glasgow	2023/2024 Total £000
Active Travel Network Enhancements	145
Battlefield Road Bus Route Junction Improvements	12
Bus Lane Enforcement Cameras	150
Bus Traffic Route Priority Upgrades	100
City-wide Bus Stop Enhancements	100
Hope Street / Renfield Street Area Bus Stop Improvements	1,500
Paisley Road West Bus Corridor Improvements	150
Pollok Bus Corridor Improvements	170
Total Category 1 Programme for Glasgow	2,327

Inverclyde	2023/2024 Total £000
Bus Infrastructure Improvements	150
Greenock Town Centre Improvements	400
Port Glasgow Park & Ride Extension	5
Port Glasgow Station Access Improvements	155
Speed Reduction Measures in Villages	50
Total Category 1 Programme for Inverclyde	760

North Ayrshire	2023/2024 Total £000
Ardrossan Harbour Interchange	50
B714 Active Travel Links	400
Brodick to Corrie Cycle Path	80
Bus Corridor Improvements	100
Cumbrae Ferry Bus Stop and Queuing Facilities	350
Irvine Cycle Friendly Town	50
Total Category 1 Programme for North Ayrshire	1,030

Approved Capital Budget 2023/2024

Category 1 Projects – Local Authorities and Others

North Lanarkshire	2023/2024 Total £000
A73 Carlisle Road Junction Improvements	400
Airbles Station Active Travel Links	75
Bus Infrastructure Improvements	400
Motherwell Station Active Travel Links	400
Total Category 1 Programme for North Lanarkshire	1,275

Renfrewshire	2023/2024 Total £000
Linburn Bus Turning Loop	180
Milliken Park Station Connections	55
Paisley to Renfrew Cycle Route	550
Pedestrian Crossing Installation	200
Renfrewshire Bus Corridor Improvements	200
Renfrewshire Traffic Management Improvements	300
Total Category 1 Programme for Renfrewshire	1,485

South Ayrshire	2023/2024 Total £000
Bus Infrastructure Improvements	100
Local Cycle Network Improvements	700
Total Category 1 Programme for South Ayrshire	800

Approved Capital Budget 2023/2024

Category 1 Projects – Local Authorities and Others

South Lanarkshire	2023/2024 Total £000
Bus Infrastructure Improvements QBC (various routes)	160
Bus Route Congestion Reduction Measures	200
Hairmyres Interchange Improvements	1,000
Lanark Interchange Improvements	500
National Strategic Cycle Routes	240
Route Action Plans (various routes)	150
Total Category 1 Programme for South Lanarkshire	2,250

West Dunbartonshire	2023/2024 Total £000
A8014 Kilbowie Road Bus Route Improvements	400
A814 Congestion Reduction Measures	50
Balloch Station Park & Ride	50
Bus Infrastructure Improvements	150
Total Category 1 Programme for West Dunbartonshire	650

Local Authorities and Others Category 1 Programme	14,517
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Total Category 1 Programme	52,128
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Capital Programme 2023/2024

Category 2 Projects

Bus Operations	2023/2024 Total £000
Buchanan Bus Station Improvements	350
Bus Station Improvements	150
Bus Stop Asset Management System	50
Bus Stops and Shelters Upgrade Programme	250
Expansion and Upgrade of Real Time Bus Information	100
Improved Interchanges for Access to Healthcare	50
Purchase of Operational Vehicles	1,000
Total Category 2 Programme for Bus Operations	1,950

Corporate	2023/2024 Total £000
Capitalised Salaries	35
Total Category 2 Programme for Corporate	35

Customer Standards	2023/2024 Total £000
Advertising Infrastructure	350
Total Category 2 Programme for Customer Standards	350

Digital	2023/2024 Total £000
Data Warehouse Build	80
Public Wifi and Cellular Network Connectivity	100
Technical Refresh	75
Total Category 2 Programme for Digital	255

Capital Programme 2023/2024

Category 2 Projects

Projects	2023/2024 Total £000
Clyde Metro	100
Regional Active Travel Network	100
Sustainable Mobility Hubs	50
Transport Planning Model Development	80
Total Category 2 Programme for Projects	330

Property	2023/2024 Total £000
Property Improvements (including Accessibility)	50
Total Category 2 Programme for Property	50

Subway	2023/2024 Total £000
Subway Infrastructure	
Tunnel & Infrastructure Works	3,810
Subway Operations	
Asset Management System Improvements	120
Broomloan Depot Improvements	65
New and Enhanced Plant & Equipment	250
Secure Mobile Operational Communications System	100
Station Minor Works	80
Total Category 2 Programme for Subway	4,425

Category 2 Programme	7,395
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Capital Programme 2023/2024

Category 2 Projects – Local Authorities and Others

Argyll and Bute	2023/2024 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	125
Total Category 2 Programme for Argyll and Bute	125

Glasgow	2023/2024 Total £000
Balmore Road Bus Corridor Improvements	500
City Centre Accessibility Improvements	120
City Centre South Transport Interchange	25
Netherauldhouse Junction Improvements	245
Stirling Road Bus Hub	25
Total Category 2 Programme for Glasgow	915

Inverclyde	2023/2024 Total £000
Integrated Transport Hub	50
Total Category 2 Programme for Inverclyde	50

North Ayrshire	2023/2024 Total £000
A841 Brodick to Lochranza Bus Route Improvements	800
Cumbræ Community Links	35
Irvine Station Interchange Improvements	35
Total Category 2 Programme for North Ayrshire	870

Capital Programme 2023/2024

Category 2 Projects – Local Authorities and Others

Renfrewshire	2023/2024 Total £000
B775 Maxwellton Street Paisley Junction Improvements	50
Inchinnan Cycleway	88
Linside Link Active Travel Route	100
Red Smiddy Active Travel Route	360
Total Category 2 Programme for Renfrewshire	598

South Lanarkshire	2023/2024 Total £000
National Strategic Cycle Routes	260
Total Category 2 Programme for South Lanarkshire	260

West Dunbartonshire	2023/2024 Total £000
Clydebank Transport Improvements	110
Total Category 2 Programme for West Dunbartonshire	110

Local Authorities and Others Category 2 Programme	2,928
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Total Category 2 Programme	10,323
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Indicative Capital Programme 2024/2025 and 2025/2026 Category 1 Projects

Bus Operations	2024/2025 Total £000	2025/2026 Total £000
Buchanan Bus Station Improvements	595	50
Bus Stops and Shelters Upgrade Programme	650	650
Expansion and Upgrade of Real Time Bus Information	300	300
Purchase of Operational Vehicles	310	310
Total Category 1 Programme for Bus Operations	1,855	1,310

Corporate	2024/2025 Total £000	2025/2026 Total £000
Capitalised Salaries	15	15
Total Category 1 Programme for Corporate	15	15

Customer Standards	2024/2025 Total £000	2025/2026 Total £000
Advertising Infrastructure	100	50
Total Category 1 Programme for Customer Standards	100	50

Digital	2024/2025 Total £000	2025/2026 Total £000
Technical Refresh	135	155
Total Category 1 Programme for Digital	135	155

Indicative Capital Programme 2024/2025 and 2025/2026 Category 1 Projects

Projects	2024/2025 Total £000	2025/2026 Total £000
Corporate Security Systems Replacement (including CCTV)	650	0
Decarbonisation (SPT estate)	25	0
Smart & Integrated Ticketing	110	0
Transport Planning Model Development	100	100
Total Category 1 Programme for Projects	885	100

Subway	2024/2025 Total £000	2025/2026 Total £000
Subway Infrastructure		
Tunnel & Infrastructure Works	4,385	2,515
Subway Modernisation		
Rolling Stock & New System: Management & Specialist Support	1,501	314
Rolling Stock & New System: Manufacture & Supply Agreement	34,906	10,457
Subway Modernisation Programme Support	547	162
Subway Operations		
Broomloan Depot Improvements	50	50
New and Enhanced Plant & Equipment	420	220
Secure Mobile Operational Communications System	150	0
Station Minor Works	100	80
Total Category 1 Programme for Subway	42,059	13,798

Category 1 Programme	45,049	15,428
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Indicative Capital Programme 2024/2025 and 2025/2026

Category 1 Projects – Local Authorities and Others

Argyll and Bute	2024/2025 Total £000	2025/2026 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	50	50
Helensburgh and Lomond Cycleways	350	500
Rosneath Cyclepath	30	250
Total Category 1 Programme for Argyll and Bute	430	800

East Dunbartonshire	2024/2025 Total £000	2025/2026 Total £000
Walking and Cycling Off-Road Network Improvements	200	200
Total Category 1 Programme for East Dunbartonshire	200	200

East Renfrewshire	2024/2025 Total £000	2025/2026 Total £000
Bus Infrastructure Improvements	50	50
Pedestrian and Cycling Improvements	200	200
Total Category 1 Programme for East Renfrewshire	250	250

Glasgow	2024/2025 Total £000	2025/2026 Total £000
Battlefield Road Bus Route Junction Improvements	155	0
Bus Traffic Route Priority Upgrades	100	100
City-wide Bus Stop Enhancements	100	100
Hope Street / Renfield Street Area Bus Stop Improvements	2,000	100
Total Category 1 Programme for Glasgow	2,355	300

Indicative Capital Programme 2024/2025 and 2025/2026 Category 1 Projects – Local Authorities and Others

Inverclyde	2024/2025 Total £000	2025/2026 Total £000
Bus Infrastructure Improvements	150	150
Port Glasgow Park & Ride Extension	350	0
Total Category 1 Programme for Inverclyde	500	150

North Ayrshire	2024/2025 Total £000	2025/2026 Total £000
B714 Active Travel Links	300	0
Brodick to Corrie Cycle Path	50	50
Irvine Cycle Friendly Town	250	0
Total Category 1 Programme for North Ayrshire	600	50

North Lanarkshire	2024/2025 Total £000	2025/2026 Total £000
Bus Infrastructure Improvements	400	400
Motherwell Station Active Travel Links	500	0
Total Category 1 Programme for North Lanarkshire	900	400

Renfrewshire	2024/2025 Total £000	2025/2026 Total £000
Milliken Park Station Connections	110	0
Paisley to Renfrew Cycle Route	60	250
Pedestrian Crossing Installation	200	0
Renfrewshire Bus Corridor Improvements	150	0
Renfrewshire Traffic Management Improvements	300	0
Total Category 1 Programme for Renfrewshire	820	250

Indicative Capital Programme 2024/2025 and 2025/2026

Category 1 Projects – Local Authorities and Others

South Ayrshire	2024/2025 Total £000	2025/2026 Total £000
Bus Infrastructure Improvements	50	50
Local Cycle Network Improvements	650	600
Total Category 1 Programme for South Ayrshire	700	650

South Lanarkshire	2024/2025 Total £000	2025/2026 Total £000
Bus Infrastructure Improvements QBC (various routes)	160	160
Bus Route Congestion Reduction Measures	200	200
Hairmyres Interchange Improvements	1,000	0
Lanark Interchange Improvements	500	0
National Strategic Cycle Routes	250	250
Route Action Plans (various routes)	150	150
Total Category 1 Programme for South Lanarkshire	2,260	760

West Dunbartonshire	2024/2025 Total £000	2025/2026 Total £000
A8014 Kilbowie Road Bus Route Improvements	350	0
A814 Congestion Reduction Measures	280	0
Balloch Station Park & Ride	550	0
Total Category 1 Programme for West Dunbartonshire	1,180	0

Local Authorities and Others Category 1 Programme	10,195	3,810
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Total Category 1 Programme	55,244	19,238
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Indicative Capital Programme 2024/2025 and 2025/2026 Category 2 Projects

Bus Operations	2024/2025 Total £000	2025/2026 Total £000
Buchanan Bus Station Improvements	1,005	100
Bus Station Improvements	150	150
Bus Stops and Shelters Upgrade Programme	250	250
Expansion and Upgrade of Real Time Bus Information	100	100
Improved Interchanges for Access to Healthcare	50	50
Purchase of Operational Vehicles	1,000	1,000
Total Category 2 Programme for Bus Operations	2,555	1,650

Corporate	2024/2025 Total £000	2025/2026 Total £000
Capitalised Salaries	35	35
Human Resource Systems Replacement	200	0
Total Category 2 Programme for Corporate	235	35

Customer Standards	2024/2025 Total £000	2025/2026 Total £000
Advertising Infrastructure	350	50
Total Category 2 Programme for Customer Standards	350	50

Digital	2024/2025 Total £000	2025/2026 Total £000
Technical Refresh	75	75
Total Category 2 Programme for Digital	75	75

Indicative Capital Programme 2024/2025 and 2025/2026 Category 2 Projects

Projects	2024/2025 Total £000	2025/2026 Total £000
Clyde Metro	100	2,000
Regional Active Travel Network	500	500
Sustainable Mobility Hubs	150	150
Total Category 2 Programme for Projects	750	2,650

Subway	2024/2025 Total £000	2025/2026 Total £000
Subway Infrastructure		
Tunnel & Infrastructure Works	3,350	2,240
Subway Operations		
Asset Management System Improvements	40	40
New and Enhanced Plant & Equipment	200	150
Secure Mobile Operational Communications System	100	100
Station Minor Works	750	0
Total Category 2 Programme for Subway	4,440	2,530

Category 2 Programme	8,405	6,990
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Indicative Capital Programme 2024/2025 and 2025/2026

Category 2 Projects – Local Authorities and Others

Argyll and Bute	2024/2025 Total £000	2025/2026 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	100	100
Total Category 2 Programme for Argyll and Bute	100	100

East Dunbartonshire	2024/2025 Total £000	2025/2026 Total £000
Lennoxton Sustainable Transport Project	200	800
Walking and Cycling Off-Road Network Improvements	0	300
Total Category 2 Programme for East Dunbartonshire	200	1,100

East Renfrewshire	2024/2025 Total £000	2025/2026 Total £000
A77 Strategic Cycle Corridor	500	500
Total Category 2 Programme for East Renfrewshire	500	500

Glasgow	2024/2025 Total £000	2025/2026 Total £000
Balmore Road Bus Corridor Improvements	500	0
Netherauldhouse Junction Improvements	5	0
Total Category 2 Programme for Glasgow	505	0

Inverclyde	2024/2025 Total £000	2025/2026 Total £000
Integrated Transport Hub	160	0
Total Category 2 Programme for Inverclyde	160	0

Indicative Capital Programme 2024/2025 and 2025/2026

Category 2 Projects – Local Authorities and Others

North Ayrshire	2024/2025 Total £000	2025/2026 Total £000
A841 Brodick to Lochranza Bus Route Improvements	800	0
Ardrossan Harbour Interchange	1,150	1,300
Brodick to Corrie Cycle Path	450	450
Cumbrae Community Links	350	0
Irvine Station Interchange Improvements	350	250
Total Category 2 Programme for North Ayrshire	3,100	2,000

North Lanarkshire	2024/2025 Total £000	2025/2026 Total £000
Motherwell Station Active Travel Links	500	500
Total Category 2 Programme for North Lanarkshire	500	500

Renfrewshire	2024/2025 Total £000	2025/2026 Total £000
Red Smiddy Active Travel Route	350	350
Total Category 2 Programme for Renfrewshire	350	350

South Lanarkshire	2024/2025 Total £000	2025/2026 Total £000
National Strategic Cycle Routes	250	250
Total Category 2 Programme for South Lanarkshire	250	250

West Dunbartonshire	2024/2025 Total £000	2025/2026 Total £000
Clydebank Transport Improvements	510	500
Total Category 2 Programme for West Dunbartonshire	510	500

Local Authorities and Others Category 2 Programme	6,175	5,300
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Total Category 2 Programme	14,580	12,290
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