



SPT Council Reports

Date of meeting 17 December 2021

Date of report 8 December 2021

Report by Acting Chief Executive

1. Object of report

The object of this report is to:

- inform the Partnership of the preparation by SPT of reports for each council in Strathclyde, highlighting progress on transport policy and projects since 2017/18, the changing context for transport, SPT's regional role, and issues and priorities for the future; and
- recommend approval of the proposed structure and content of the reports, in line with the initial draft report "SPT: Delivering for Inverclyde" attached at Appendix 1.

2. Background

- 2.1 Members will recall that, prior to preparation of the new Regional Transport Strategy (RTS), SPT prepared annual Transport Outcome Reports (TORs) for each council area in Strathclyde. The TORs, which were prepared in liaison with council officers, detailed SPT's activities in that area and across the region that year, from service provision to project delivery, and were circulated to Partnership members, elected members and senior officers in each council, the relevant Community Planning Partnerships, and other stakeholders on request. Further, a presentation on the TOR was given by SPT officers to the local Community Planning Partnership, with an invitation extended to the relevant SPT Partnership Board member(s) for that area to attend. The TORs were well received, proving a useful way of raising the profile of SPT's work, promoting our policies and projects, and engaging in dialogue with local stakeholders. It is planned to undertake preparation of an updated form of TORs post-approval of the new RTS in 2022.
- 2.2 However, as this term of the Partnership Board and council administrations have entered their final year, and heightened interest in the future of transport in the west of Scotland, it is hoped these new standalone council reports will serve to inform stakeholders of the achievements of SPT and councils over recent years, the current context for transport in our region, and issues and aspirations for the future. It is further envisaged that they will stimulate interest and awareness in the consultation on the draft Regional Transport Strategy which will take place over spring/summer 2022.

3. Outline of proposals

- 3.1 Attached at Appendix 1 is a draft of the proposed council report for Inverclyde, entitled "SPT: Delivering for Inverclyde". Following an introduction, the report is structured around the following sections:

- SPT: who we are and what we do – including highlighting our total capital and revenue investment in transport since 2017;
- The changing context for transport – highlighting some of the key issues in transport at present including generating passenger growth after Covid-19 and achieving climate change targets;
- The importance of SPT’s regional role – emphasising the strength in a regional approach to transport through SPT to the benefit of the whole region;
- SPT operational activities – details on the services provided by SPT across the region and in Inverclyde, and some key statistics in that regard;
- SPT investment in Inverclyde – further information on projects funded by SPT in Inverclyde since 2017, also including a section on community transport;
- Working in partnership – highlighting the strong working relationship between SPT and Inverclyde Council, and other key stakeholders; and
- Looking to the future – highlighting key workstreams currently underway, including the new RTS, and also proposing three “asks” of partners from SPT as regards future priorities and joint working.

3.2 The structure of the draft report has been prepared with the intention that it is as informative as possible to a wide range of stakeholders, who may have varying levels of knowledge on transport and the work and role of SPT. Relevant content of the draft report has been discussed with council officers. It is anticipated that the reports for all twelve of our constituent councils will be prepared in a rolling programme from December to February, and issued thereafter. The stakeholder mailing list is in the process of being compiled but will include all local elected members, Community Planning Partnerships, MSPs and MPs for the relevant area.

4. Conclusion

The proposed council reports as outlined above and in line with the draft “SPT: Delivering for Inverclyde” document at Appendix 1 will, it is hoped, prove a useful and informative tool for stakeholders in better understanding the current context of transport in their area and the region, and the work of SPT and councils. Further, it is anticipated that the reports will generate further interest in the new Regional Transport Strategy, setting the scene for wide engagement during the consultation on the Draft RTS in mid-2022. Officers will continue to keep members updated on the preparation of the reports for each council over the December to February period.

5. Partnership action

The Partnership is recommended to:

- note this report; and
- approve the proposed structure and content of the reports, in line with the initial draft report, “SPT: Delivering for Inverclyde”, attached at Appendix 1.

6. Consequences

Policy consequences

The proposed council reports will help inform stakeholders and raise awareness of the development of the new Regional Transport Strategy.

Legal consequences

None.

Financial consequences	<i>None.</i>
Personnel consequences	<i>None.</i>
Equalities consequences	<i>None.</i>
Risk consequences	<i>None.</i>

Name Neil Wylie
Title **Director of Finance**

Name Valerie Davidson
Title **Acting Chief Executive**

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* at bruce.kiloh@spt.co.uk or *Elizabeth MacKay, Senior Transport Planner* at elizabeth.mackay@spt.co.uk.



Strathclyde Partnership for Transport
Delivering for Inverclyde



Introduction

Welcome to “SPT: Delivering for Inverclyde”. In this report you’ll find out more about SPT and what we do across the west of Scotland, and specifically within Inverclyde. 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; SPT Operational Activities; SPT Investing in Inverclyde; SPT and Inverclyde: 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 and 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;
- Providing the secretariat for the Strathclyde Concessionary Travel Scheme 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 £57.6 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 – 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 for certain is that sustainable transport must be at the heart of any green economic recovery from Covid.

The hosting of COP26 in Glasgow gave a global profile to our region and expectations are high for positive change to achieve climate change targets. While much has been achieved over recent years in transitioning to a net zero future – e.g. electric buses, higher rates of walking and cycling – transport remains the biggest contributing sector for harmful emissions in Scotland. Addressing this challenge over coming years will require transformational change in how we travel.

At a strategic level, there has been a welcome greater recognition of transport's role in our health and wellbeing, and its contribution to place-making. Further, 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 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 Inverclyde - SPT Operational Activities

SPT's activities support the regional transport network, to the benefits of all residents who travel across the area – our investment in Glasgow, for example, 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 Inverclyde 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 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
10 supported services Inverclyde (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

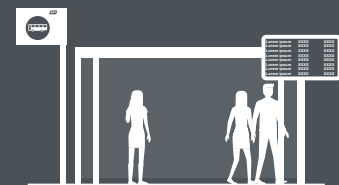
32,000 trips scheduled on MyBus in Inverclyde (Since January 2019)



41

local bus contract and operator inspections in Inverclyde

(Since August 2018)



793

pole-mounted information cases maintained

8 real time passenger information displays and, **8** new bus shelters installed

SPT agency activity on behalf of Inverclyde Council



2,000

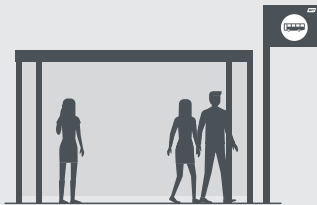
School children carried to and from school each day

Across an average of **53** contracts



411

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



587

Bus stops maintained in Inverclyde

204 shelters maintained



4,800

Disabled persons NEC renewals

1,200 first time applications processed (75% 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, enabling Inverclyde 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



24,000

Concessionary travel cards

SPT administers SCTS on behalf of Inverclyde Council and the 11 other SPT local authorities. The scheme provides eligible Inverclyde 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 24,000 Inverclyde residents hold an NEC, allowing for SCTS discounts.

SPT: Investing in Inverclyde

SPT receives capital funding every year from the Scottish Government which we invest in regional projects – which benefit all those traveling across the region – or projects in council areas, through grants to our constituent councils. 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 Govan and Partick, and the refurbishment of Buchanan Bus Station.

Between 2017 and 2021, SPT has invested £3.287 million of capital funding in Inverclyde to support a range of sustainable transport projects, and in 2021/22 capital funding totalling £1.365 million has been awarded to Inverclyde Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in Inverclyde is provided in Table 2 at the end of this report, and further information on the projects is noted below:

Greenock Town Centre Improvements

The regeneration of Greenock Town Centre, led by the Greenock Town Centre Regeneration Forum, continues to be a key priority for Inverclyde Council, with a number of high-profile projects being progressed including the development of a new Ocean Terminal Cruise Liner funded jointly between Peel Ports and GCR City Deal. SPT has been supporting this regeneration by contributing to Greenock Town Centre Improvements, with £575,000 invested to date. A further £500,000 has been awarded in the current financial year 2021/22 and will see the completion of junction improvement works including new signals at the junction of Grey Place/West Blackhall Street and relocation and upgrade of signals at the junction of William Street/Dalrymple Street to help pedestrian and cyclists access in the area as well as improve general traffic flow.

SPT investment has helped deliver environmental and urban public realm improvements around Greenock Central Rail Station. These improvements have created high quality spaces for people, improved access for pedestrians and cyclists, and enhanced connectivity to key hubs such as the town centre and Ocean Terminal, and will support attracting commercial investment into Greenock.

Port Glasgow Access Improvements

The regeneration of Port Glasgow town centre has been a key objective in the council's regeneration strategy and Single Operating Plan. SPT contributed £430,000 towards this project since 2018. The project has helped deliver improvements to the town's walking & cycling environment with particular focus on streetscape along the town's Princes Street, linking the railway station, the town centre and to the SPT 2012 funded Port Glasgow bus station.

Furthermore, SPT has long supported the council's aspiration to make Port Glasgow a fully accessible station by providing step free access for rail users. The station was added to Network Rail's 'Access for All Programme' in 2019 and will see the installation of a new pedestrian overbridge with lifts, linking both rail platforms to street level. Network Rail are the majority funder for the overbridge with SPT funding being used to provide a linkspan connecting the station directly into the SPT 2013 funded Highholm park and ride. The project once complete will improve rail station access greatly for Inverclyde residents as currently only stations at the end of lines (Wemyss Bay and Gourock) are fully accessible.

Traffic Management System Improvements

In 2019/20, SPT funded a study to identify measures that could improve traffic flow along the A770. 2020/21 saw the commencement of these works and involved traffic signal upgrades to MOVA traffic systems and wireless signal linking technologies, creating a 'greenwave' effect along this corridor. This project continues in 2021/22.

Pedestrian Access Improvements

A £650,000 investment by SPT saw a major transport infrastructure project completed. The project involved the widening of Chapelton Bridge in Port Glasgow which had long standing issues around pedestrian safety due to the narrow width and poor condition of the existing single footway and well as traffic congestion issues. Completed in 2019, the widened bridge provided a widened carriageway from one to two traffic lanes and footway access on both sides of the bridge, ensuring a pedestrian friendly environment and providing an important safe walking route to the local St John's Primary School.

Lunderston Bay Sustainable Travel Improvements

From 2019 to 2021, improvements have been made at Lunderston Bay offering better access to this popular location for pedestrians, cyclists and bus users. £210,000 of SPT investment saw the construction of new bus stops on both sides of the A770 offering access to the beauty spot and Garden Centre as well as delivered improvements to the shared pedestrian and cyclist path alongside the A770 between Cloch Lighthouse and Lunderston Bay.

Bakers Brae Route Improvements

For a number of years, the road alignment of Bakers Street and Drumfrochar Road (locally referred to as Bakers Brae) hindered access to this area of Greenock for large vehicles. SPT provided £800,000 of support to a project by Riverside Inverclyde to realign the route to remove the corner which opened opportunities for regeneration of this area of Greenock.

In addition to capital investment, SPT has also committed revenue funding to improve Community Transport in Inverclyde.

Community Transport

Community Transport (CT) operators deliver vital transport to local communities and voluntary groups, particularly the older people, people with a disability disabled 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. SPT has provided over £150,000 to support two CT Organisations in Inverclyde recent years: Ardgowan Hospice and Port Glasgow Volunteer Transport Group (PGVTG).

Ardgowan Hospice has received annual funding grants ranging from £16,000 to £25,000 to support the organisation's volunteer car scheme. This scheme provides residents in Inverclyde transport to hospitals in the NHS Greater Glasgow and Clyde area for cancer treatment and out-patient hospice attendances. SPT funding is used to support vehicle running costs and volunteer expenses.

PGVTG provides accessible, affordable transport for socially or economically disadvantaged groups, voluntary groups and third sector organisations in the Inverclyde area. Annual grants of £10,000 have been provided to PGVTG to support vehicle running costs and staff-related costs.





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 at the heart of what we do, and 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, and access to healthcare initiatives, working collectively through such forums as the City Region Transport and Connectivity Group, the Regional Active Travel Group and the SPT/Councils Liaison Group meetings. SPT is also a member of the Inverclyde Alliance Board and our activities support the Board's Outcomes Improvement Plan priorities of re-population, reducing inequalities and enhancing the quality of Inverclyde's environment, culture and heritage.

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 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 £1.8m 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 change targets, and more fundamentally, getting people back on board 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 Inverclyde's priorities of re-population, reducing inequalities and enhancing the quality of Inverclyde's environment, culture and heritage.

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 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 Inverclyde, through our capital programme and over the coming year, we look forward to progressing access improvements in Greenock Town Centre and Port Glasgow, and improvements to the traffic management system and Quality Bus Corridors across the council area. We will continue regular engagement with council officers and other key stakeholders to identify future capital investment opportunities which will support local and regional priorities and enhance the transport offering.

Regional Transport Strategy (RTS)

The new 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 spring / 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 (STPR2)

Transport Scotland's STPR2 will set 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 is due to be published for a 12 week consultation in early 2022. This, along with the National Planning Framework 4 (NPF4) should help set in place a framework for positive growth in sustainable transport over coming years. Key issues to watch out for from the STPR2 include the Glasgow Metro and measures to stimulate growth in bus and rail.

Bus Partnership Fund (BPF)

The £500million, five year Bus Partnership Fund 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 City Region Deal and Growth Deals, 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 on board 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 large bridge structure on the left and a ferry on the right. The bridge has a curved, glass-enclosed walkway. The ferry is a long, narrow vessel with a green deck, red seating, and a white cabin. It is docked at a pier with various equipment and vehicles. The background shows a rocky coastline and dark water.

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

Service no	Route	Operator	Support	Operating wholly in inverclyde
1	Kilmacolm – Johnstone	McGill's	Full Service	Operates to Renfrewshire
1A	Kilmacolm – Johnstone	McGill's	Full Service	Operates to Renfrewshire
330	Greenock Town Centre – Pennyfern	McGill's	Full Service	Yes
331	Greenock Town Centre – Branchton	McGill's	Full Service	Yes
507	Midton - Greenock Town Centre	McGill's	Partial Service (Mon - Sat evenings)	Yes
545	Greenock/Inverclyde Hospital - McInroy's Point	McGill's	Partial Service (Mon - Sat evenings, all day Sunday)	Operates to North Ayrshire
576	Greenock Town Centre - Largs Main St.	McGill's	Full Service (Sunday evenings)	Operates to North Ayrshire
578	Greenock Town Centre - Largs Main St.	McGill's	Full Service (Mon - Sat evenings)	Operates to North Ayrshire
578A	Upper Skelmorlie - Wemys Bay – Inverkip	Millport Motors	Full Service (Mon - Sat)	Operates to North Ayrshire
X7	Greenock - Kilmacolm - Glasgow City Centre	McGill's	Part Route (Greenock Town Centre - Kilmacolm, Mon - Sat evenings, all day Sunday)	Operates to Renfrewshire & Glasgow City

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

Projects	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
A770 Lunderston Bay Bus Stops and Shelters	10	153	45		208	
Baker's Brae Route Improvements	300	500			800	
Bus Access Improvements (Branchton)	39				39	
Bus Route Access Improvements (Lilybank)	40	270	325		635	
Cycle Route Improvements			54	90	144	
Gibshill Road Junction Improvements	6	11	85		102	
Greenock Town Centre Improvements		148	350	77	575	500
Improve Traffic Management System (UTC)			16	133	148	270
Pedestrian Crossing Accessibility Improvements			10	11	20	335
Port Glasgow Access Improvements	5	150	118	162	435	
Port Glasgow Station Access Improvements						160
Quality Bus Corridor Improvements	46	49	50	35	180	100
Total	446	1,281	1,052	507	3,287	1,365

Partnership members

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

Graham Campbell

Glasgow City Council
SNP

Colin Cameron

North Lanarkshire Council
Scottish Conservative and Unionist

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

Graham Hardie

Argyll and Bute Council
Liberal Democrats

Dr George Hazel

Appointed Member

Graham Johnston

Appointed Member

William Goldie

North Lanarkshire Council
SNP

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

**Strathclyde Partnership
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