



Strathclyde Partnership for Transport Delivering for East Ayrshire



Introduction

Welcome to “Strathclyde Partnership for Transport: Delivering for East 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 East 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 East Ayrshire: SPT Operational Activities; SPT Investing in East 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 welcome greater recognition of transport's role in our health and wellbeing, and its contribution to place-making. Furthermore, changes in technology and how we use it, more people working from home, legislative changes through the Transport (Scotland) Act 2019 (facilitating franchising, municipal bus operation and bus partnerships) and forthcoming initiatives such as the introduction of free bus travel for under-22s from January 2022, are just some of the other factors contributing to the shifting landscape for transport in our region both now and in the future.

The importance of SPT's regional role

The cross-council boundary nature of transport and travel in the west of Scotland, coupled with the pull of the conurbation and sub-regional towns and villages, results in a complex range of travel needs and behaviours which need to be understood, planned for, influenced, and accommodated, particularly at a regional level. Best practice from across the UK and Europe shows that to ensure your region performs well economically, environmentally and in an inclusive way, a strong regional approach to transport is essential. SPT provides that bridge between the local and the national bringing together key partners, including Transport Scotland, transport operators, local authorities, health boards and above all the public in seeking to ensure our transport system is the best it can be.

SPT's Partnership Board and committees serve to ensure democratic oversight and accountability over transport planning and service delivery in the west of Scotland, making sure that the needs of our communities are catered for in an efficient and effective way. Given the wide range of significant challenges we face, the integrated, co-ordinated and collaborative approach to regional transport, facilitated by SPT, remains more important than ever.

Delivering for East 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 Glasgow 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
16 supported services operating in East 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

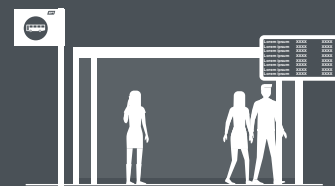
28,000 trips scheduled on MyBus in East Ayrshire (Since January 2019)



164

local bus contract and operator inspections in East Ayrshire

(Since August 2018)



872

pole-mounted information cases maintained

67 Real-Time Passenger Information displays and, **3** new bus shelters installed

SPT agency activity on behalf of East Ayrshire Council



3,400

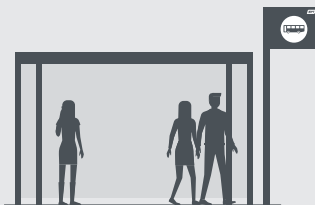
school children carried to and from school each day

Across an average of 127 contracts



823

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



728

bus stops maintained in East Ayrshire

37 shelters maintained



2,772

disabled persons National Entitlement Card (NEC) renewals

531 first time applications processed (71% reduction in first time applications in 2020/21 compared to the previous year, due to the pandemic)

Administrative activities

SPT administers the SPT ZoneCard on behalf of participating rail, Subway and bus operators, helping East 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



33,000

Concessionary travel cards

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

SPT: Investing in East 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 £3.876 million of capital funding to East Ayrshire Council to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £0.925 million¹ was awarded to the Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in East Ayrshire is provided in Table 2 in the appendix and further information on key projects is given below:

Investing in Bus Infrastructure

High quality bus infrastructure not only helps improve the passenger experience but also helps make buses more attractive, more accessible to users and encourages more people to travel by bus, thereby supporting passenger growth. A significant capital investment by SPT over the last 5 years has supported delivery of high-quality bus infrastructure in East Ayrshire. Since 2017, SPT has invested £2.975 million to help the Council deliver a series of improvements ranging from stop enhancements, including new shelters, raised kerbs and Real-Time Passenger Information displays; to delivering major bus infrastructure projects.

Cumnock Bus Station

The major refurbishment of Cumnock Bus Station was completed by the Council in 2020 with £750,000 funding support from SPT. The Cumnock community relies heavily on local and longer distance bus services and the aim of the project was to upgrade the bus station to a standard expected of a modern public transport hub.

Public consultation and community engagement events were carried out prior to completing designs which gave local people their chance to have their say over the proposals and input to how the revamped station should look. The designs took account of the public's feedback, resulting in a redesign of the shelter proposals after concerns were raised over a lack of protection from the weather.

The completed project delivered a modern bus station facility encompassing six new improved enclosed shelters; Real-Time Passenger Information displays; monitored CCTV; tactile paving and high-quality surface materials and finishes along with enhanced landscaping.

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

Kilmarnock Bus Station

The major refurbishment of Kilmarnock Bus Station started in 2019 as part of East Ayrshire Council's Bus Station Improvements project. This SPT funded project, which is on-going, will see significant enhancements to the look, feel and layout of this key bus interchange which serves the wider Ayrshire region and provides connections to Glasgow and beyond.

The project is being delivered in phases to ensure the bus station remains operational throughout the works. The first two phases have recently been completed and have seen the revamp of the passenger waiting room, ticket counter and Shopmobility office, as well as the completion of essential roof works and improvements to pedestrian footway links between the bus station and London Road.

The works have incorporated a new 'Changing Places' toilet, that provides more space and facilities than standard accessible toilets to meet the needs of people with severe disability. Facilities include a height-adjustable changing bench, ceiling hoist, a peninsular toilet which has space on either side and sufficient space for the disabled person and two carers or companions. These facilities are one of the first of their type to be located within a Scottish bus station.

The third and final phase of the refurbishment programme will be carried out during 2022/23 and will involve the complete refurbishment of the station concourse, roof and north entrance. Real-Time Passenger Information displays will be installed at each stance, all surfaces will be replaced, weather screens will be installed at the front of the stances and roof cover will be extended.

The station improvements will also deliver a step-change in electric vehicle charging technology for buses, with the introduction of Scotland's first pantograph charging points at stances, enabling the on-route fast charging for electric buses. This innovative technology is supporting Stagecoach's recent investment in the UK's first fully electric bus fleet serving rural communities and is thereby supporting CO2 reduction targets, helping reduce emissions and improving air quality throughout Ayrshire.

A70 Road Realignment Project

The A70 road, which stretches from Edinburgh to Ayr, is one of the main road access routes to Ayrshire and is the main link from Muirkirk and the surrounding community to Cumnock and beyond. Between 2017 and 2020, SPT's significant funding contribution to East Ayrshire Council, totalling £1.425 million, helped the Ayrshire Roads Alliance (ARA) complete the £2.722 million A70 Road Realignment project near Glenbuck.

This 800m stretch of the A70 was considered substandard in terms of its alignment, carriageway width and forward visibility. The road comprised a series of dangerous bends and had a history of reported road accidents, as well as further evidence of strikes to road safety barriers and signage. In the event of accidents, the A70 often required to be temporarily closed resulting in a lengthy traffic diversionary route of approximately 40 miles.

The project was a key priority for ARA and supported several policies around road safety, reduced journey times and improved connections to Ayrshire. SPT and the Council worked closely throughout the development and delivery stages of the project, and in particular, to resolve funding issues as a result of challenging ground conditions which were encountered.

Kilmaurs Park and Ride

Park and Ride facilities play an important role in promoting sustainable travel choices and helping reduce the need to travel longer distances by car. SPT funding totalling £117,000 supported the design and construction stages of the 22-space park and ride extension in Kilmaurs in 2020 to meet demand at the rail station.

Cumnock Urban Traffic Control

SPT funding of £100,000 helped the Council introduce SCOOT Urban Traffic Control signalling technology in Cumnock in 2020. The project was developed by the Council ahead of the opening of the town's new Barony school campus.

The principal access to the new school campus is from the B7083 Auchinleck Road, which is also a main bus corridor. The addition of the school campus, and its associated new junctions, meant traffic flows would be subject to increased traffic volumes, frequent changes in traffic patterns during the day and would impact these bus services.

The installation of the SCOOT enabled all traffic signals in the town to be linked, with the signal technology able to automatically adapt to changes in traffic flows and optimise signal timings accordingly in order to minimise delays.





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. Over the period, SPT £74,000 of SPT funding has supported the designs of two sections of an active travel route connecting Kilmarnock with Dundonald.



Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) in East 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 over £455,000 of funding to Coalfields Community Transport (CCT).



CCT provides accessible, affordable transport for socially or economically disadvantaged groups, voluntary groups and third sector organisations in East Ayrshire. Annual grant awards of £50,000 have supported vehicle running and staff-related costs, allowing for the continued affordable provision their services.

CCT also operate the Cumnock Connector demand response transport service for Cumnock and surrounding area. This scheme was extended to include Sorn in 2018. A total of £165,000 has supported the operation of this service.

An additional £40,000 of match funding was provided to CCT in 2019 to enable access to a grant funding from SP Energy Network's (SPEN) Green Economy Fund to assist with the purchase of an electric minibus for use on the Cumnock Connector service as well as associated charging infrastructure and staff training. SPEN contributed £160,000 to this project. The introduction of an electric minibus on this service has reduced operating 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 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 East Ayrshire Community Planning Partnership Board and our activities support the Board's Outcomes Improvement Plan priorities of sustained economic growth, safer communities, improved and sustained wellbeing and equity within East 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 economic growth, wellbeing, equity and safer communities in East 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 East Ayrshire, through our capital programme over the coming year, we look forward to continuing giving our support to the Council towards completion of the major refurbishment of Kilmarnock Bus Station, due to complete in the coming financial year.

We will work with the Council to explore options to introduce bus Park and Ride in Kilmarnock on the site of the former Howard Park Hotel on the B7038 Glasgow Road, a key route for services into Glasgow.

We will continue regular engagement with Council officers to identify future capital investment opportunities, particularly with regard to bus infrastructure, including 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 (STPR2) sets out a high-level, strategic programme for national level investment in major transport projects over the next 20 years. SPT and council partners have been heavily involved in the development process, and the draft STPR2 has now been published for a 12-week consultation. This, along with the National Planning Framework 4 (NPF4) will help set in place a framework for positive growth in sustainable transport over coming years. Key measures in the STPR2 include the Clyde Metro and measures to stimulate growth in bus and rail.

Bus Partnership Fund

The £500million, five year Bus Partnership Fund (BPF) announced by Transport Scotland in 2019 presents a huge opportunity to deliver a much needed step-change in bus services, standards and infrastructure for the people and communities of the west of Scotland. Following announcement of successful bids to the first round of the BPF, work is now underway developing business cases for future investment and delivering projects on the ground. In line with Transport Scotland guidance, new Bus Partnerships in Glasgow City Region and in Ayrshire are also developing, providing forums for a new level of partnership working across the industry and indeed, other provisions of the Transport (Scotland) Act 2019 in addition to Bus Service Improvement Partnerships (BSIPs) are ready to be explored if necessary.

Continuing changing context

There are also a range of other changes happening in transport in 2022, such as the new Scottish Government-managed ScotRail taking over operation of the rail network from April. These changes, plus ongoing work in relation to initiatives like the Glasgow City Region City Deal, the Ayrshire Growth Deal and the Argyll and Bute Rural Growth Deal, and projects from and bids to the new Levelling Up Fund, mean that the transport landscape is evolving at pace, and it is essential that any positive momentum is maintained if we are collectively to address such challenges as those noted earlier.



SPT's "Asks" of Partners

In March 2020 SPT's Chair and Vice-Chairs published their vision of the future of transport in our region – the "Transport for Strathclyde" report. This sought to stimulate debate about key issues in light of the new Regional Transport Strategy being developed. That debate will naturally continue and SPT believes it is an essential part of the process of positive change. In that spirit, and in concluding this report, SPT would like to put forward three "asks" of partners in the west of Scotland as we move into the future:

1 Help us build a strong project pipeline

SPT and councils have an impressive track record of project delivery across the west of Scotland over many years, but we need to do more. In seeking to deliver our current and developing new Regional Transport Strategy and Local Transport Strategies, we need a strong project pipeline – from early project development through to any "quick wins" or "shovel ready" schemes. SPT stands ready to assist where necessary in helping partners come forward with future ideas which deliver the change our region needs and deserves.

2 Let's take partnership working to a new level

Transport can seem a complex business, and there are a wide range of organisations involved in policy, planning, project delivery and operations across the west of Scotland, so partnership working is an essential part of any future success. While there are many good examples over recent years, the sheer scale of some of the challenges we collectively face, from achieving climate change targets, to getting people back onboard public transport after the pandemic, means that how we work together in future needs to go to the next level. SPT looks forward to increasing its engagement with partners over 2022 to explore how we can make that happen.

3 Resources – Let's make the most of what we've got

A lack of funding is a key challenge which has faced the transport sector for many years now. But the time has come to face it head on – are there new sources of funding we can attain? Are there ways we can do the "day job" even better, more efficiently, smarter? Can we jointly resource some activities, both in terms of finance and staff? Is there opportunity for cross-discipline, inter-organisation approaches in fields such as planning, regeneration, economic development, climate change and transport, or for specific projects? SPT believes that these are questions which now, more than ever, we need to develop a collective response to and look forward to increasing dialogue with partners in that regard in the near future.

An aerial photograph of an industrial site. In the foreground, there are several large industrial buildings with dark grey and green corrugated metal roofs. The roofs have numerous skylights. To the right, there is a large green field. In the background, more industrial buildings are visible, along with a paved area and some parked vehicles. A white semi-trailer is visible in the middle ground. The overall scene is a mix of industrial infrastructure and natural greenery.

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

Service no	Route	Operator	Support	Operating Area
21	Crosshouse Hospital - Dundonald - Irvine - Harbourside	Shuttle Buses	Full Support	Operates to North & South Ayrshire
21A	Crosshouse Hospital - Dundonald - Irvine - Harbourside	Shuttle Buses	Full Support	Operates to North & South Ayrshire
42A	Cumnock - Drongan - Ayr	Western Buses	Partial Support (One late journey, Mon - Thur evening)	Operates to South Ayrshire
49A	Logan - Cumnock - Craigs	Shuttle Buses	Full Support	East Ayrshire only
49B	Cumnock - Craigs	Shuttle Buses	Full Support	East Ayrshire only
110	Kilmarnock - Troon	Western Buses	Full Support	Operates to South Ayrshire
113	Irvine - Stewarton	Shuttle Buses	Full Support	Operates to North Ayrshire
219	Stewarton Local	Shuttle Buses	Full Support	East Ayrshire only
319	Stewarton Local	Shuttle Buses	Full Support	East Ayrshire only
332	Annandale - Kilmarnock - Fenwick - Galston/Kilmarnock	Shuttle Buses	Full Support	East Ayrshire only
337	Beith - Kilmarnock	McGill's Bus Services	Full Support	Operates to North Ayrshire
343	Ayr - Cumnock - New Cumnock	Western Buses	Full Support	Operates to South Ayrshire
347	Rankinston - Drongan - Coylton - Ayr	Western Buses	Full Support	Operates to South Ayrshire
352	Ayr - Dalmellington/ Burnton	Western Buses	Full Support	Operates to South Ayrshire
356	Cumnock - New Cumnock - Bellsbank	Western Buses	Full Support	East Ayrshire only
X76	Muirkirk - Cumnock - Kilmarnock	Western Buses	Partial Support (Mon - Sat evening, Kilmarnock - Muirkirk. All day Sunday, Kilmarnock - Galston).	East Ayrshire only

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

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
A70 Route Improvements	100	950	375		1,425	
Bus Station Improvements	11	53	882	791	1,737	800
Crosshouse to Dundonald Cycle Route						25
Improve Traffic Management System Cumnock (UTC system)			100		100	
Kilmarnock to Crosshouse Cycle Route				49	49	
Kilmaurs Park & Ride Extension	4	18	45	50	117	
Make It Kilmarnock Sustainable Transport Improvements	20				20	
Quality Bus Infrastructure Improvements	119	120	40	40	319	100
Urban Traffic Control Upgrade	110				110	
Total	364	1,141	1,441	930	3,876	925

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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