



Strathclyde Partnership for Transport  
Delivering for Renfrewshire



# Introduction

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

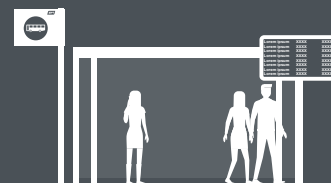
38,000 trips scheduled on MyBus in Renfrewshire (Since January 2019)



**176**

### local bus contract and operator inspections in Renfrewshire

(Since August 2018)



**892**

### pole-mounted information cases maintained

**65** Real-Time Passenger Information displays and, **9** new bus shelters installed

## SPT agency activity on behalf of Renfrewshire Council



**3,700**

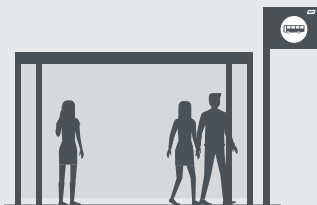
**school children carried to and from school each day**

Across an average of **91** contracts



**740**

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



**906**

**bus stops maintained in Renfrewshire**



**7,298**

**disabled persons National Entitlement Card (NEC) renewals**

**2,264** first time applications processed (76% 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 Renfrewshire 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



**49,000**

**Concessionary travel cards**

SPT administers SCTS on behalf of Renfrewshire Council and the 11 other SPT local authorities. The scheme provides eligible Renfrewshire 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 49,000 Renfrewshire residents hold an NEC, allowing for SCTS discounts.

# SPT: Investing in Renfrewshire

SPT receives capital funding each year from the Scottish Government which we invest in regional projects benefiting those travelling throughout the west of Scotland, as well as projects in council areas, through grants to our constituent local authorities. Examples of regional projects SPT has invested in over recent years include the Subway Modernisation project, our ongoing bus stop and shelter upgrade programme, Real-Time Passenger Information roll-out, enhancements to key interchange locations including those at Motherwell, Govan and Partick, and the refurbishment of Buchanan Bus Station.

Between 2017 and 2021, SPT has provided £2.992 million of capital funding to Renfrewshire Council to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £0.805 million<sup>1</sup> was awarded to the Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in Renfrewshire is provided in Table 2 in the appendix and further information on key projects is given below:

## Renfrewshire Traffic Management Improvements

SPT has supported the Council's Renfrewshire Traffic Management Improvements project since 2018 with a capital funding contribution totalling £1.639 million.

The planned withdrawal of analogue cable connections from all Renfrewshire's traffic signal installations in 2020 provided the opportunity for the Council to replace the oldest of its junction traffic signal infrastructure. Most importantly, this included upgrading the traffic signal communications modules which now enables digital connectivity to a cloud-based Urban Traffic Control system.

The aim of the project is to improve the efficiency of traffic flows on bus corridors throughout Renfrewshire. SPT's funding has helped the Council replace Renfrewshire's life-expired Urban Traffic Control system with a modern, hosted system capable of improving bus journey times and service reliability, reducing overall traffic delay and providing safer and more convenient crossings for pedestrians.

The replacement of old technology with modern communications and energy saving extra low voltage signal heads and pushbuttons enables more sophisticated, vehicle actuated control and reduced maintenance costs. The opportunity is also being taken to replace outdated 'far side' pelican crossings with modern 'nearside' puffin or toucan facilities to give pedestrians and cyclists greater priority and less waiting time.

The hosted UTC control is currently concentrated in major centres, however, the Council has plans to expand into other areas in the near future, allowing for the introduction of bus priority using Traffic Light Priority systems as well as enabling coordinated signal priority between junctions within Renfrewshire and into other neighbouring local authorities.

<sup>1</sup> This figure may include any budgetary amendments approved by committee during the course of the financial year at the request of the council.

## 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.

Renfrewshire Council, in recognising it had ageing public transport infrastructure in need of investment, sought the support of SPT through capital funding, to deliver new and upgraded bus infrastructure at locations across the Council area. Since 2017, SPT has invested £1.368 million in bus infrastructure across Renfrewshire and has worked closely with the Council to deliver measures as part of the Renfrewshire Bus Improvements project.

Improvements include investment in bus stop infrastructure in and around Paisley and with particular a focus along the town's Gauze Street where new high-quality shelters, high access kerbs and Real-Time Passenger Information displays have been installed. This work supported SPT's earlier capital investment in the Paisley Bus Hub project. Other locations which benefited from bus infrastructure improvements include Johnstone, Renfrew, Bridge of Weir, Houston, Linwood and Hillington. Improvements involved providing new shelters, high access kerbs, Real-Time Passenger Information displays, stop markings, and laybys and build outs to help buses operate more efficiently within the general flow of traffic.

## Pedestrian Crossing Installation

SPT is supporting the Council's Pedestrian Crossing Installation project with a capital funding contribution totalling £330,000. The project's aim is to create a network of safer walking routes, specifically targeting locations near to Renfrewshire's schools and play parks. The project was developed by the Council after local safety concerns had been raised about several uncontrolled crossing points on busy roads which had seen a number of recent accidents.

Using analysis of data that included crash map data, vehicle flows, traffic speeds and pedestrian volumes, the Council was able to identify around 40 locations that will see improvements introduced in the coming years.

Initially, the Council has identified 12 priority sites for the installation of new crossings in 2021/22, including three busy crossings on Sandy Road, Renfrew at the junctions of Haining Road, Broadloan and Newmains Road.

The project, which is joint funded between SPT and the Council, has been welcomed by local residents and elected officials.

## Linburn Bus Turning Loop

SPT and the Council are investigating options to build a bus turning area in Linburn, near Erskine. The current arrangement for buses is considered unsuitable and requires vehicles to navigate several narrow residential roads in order to loop back onto Old Greenock Road to continue the bus route between Bishopton and Erskine.

The Council is planning to introduce a turning loop on Linburn Road that will accommodate a bus stance and be suitably sized to allow buses to turn safely without needing to reverse or overhang the footway. The loop will incorporate new footway, drop kerbs and the construction of a retaining wall needed to support the loop. The Council is exploring design options with a view to construction in future years.

## 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. Since 2017, SPT has provided £220,000 in support of delivering improved active travel connections between Paisley and Renfrew.

SPT funding of £170,000 helped the Council complete the strengthening and refurbishment of the footbridge over the White Cart Water, linking Abercorn Street to Carlile Place, Paisley. The bridge was permanently closed to pedestrians in 1996 following the identification of structural issues. SPT's investment helped the Council carry out necessary repairs, and in 2021, after 25 years, saw the crossing re-open and form part of a key walking and cycle route connection between Paisley and Renfrew. Not only has the original bridge been strengthened, but a new protective paint system of vibrant colours has been applied to the bridge along with new architectural lighting installation that enhances the features of the unique bridge structure.

The project has supported a number of the Council's policies and objectives including:

- Better connections between population centres with key employment, education, health, retail, leisure and transport hubs;
- Delivering an expanded and higher quality network including new river crossings that address severance and journey time issues;
- Improving links to infrastructure proposed as part of complimentary projects such as Clyde Waterfront and Renfrew Riverside project and Renfrew to Paisley/Glasgow Airport Cycle Route;
- Supporting Renfrewshire Council's public realm and regeneration strategies for Paisley town centre including improving accessibility arrangements in and around approaches to the town centre; and
- Providing high quality, safe, segregated and more direct routes.







## Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) in Renfrewshire. 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 around £30,000 to support two CT Organisations in Renfrewshire: Strengthening Opportunities for Older People in Renfrewshire (SOOPIR) and the New Tannahill Centre.

Launched in late March 2019, Renfrewshire Council's 'SOOPIR' bus project provides transport for older people and community groups in Renfrewshire, enabling access to activities to improve the lives of people who, as a result of reduced mobility, are unable to access public transport and therefore become socially isolated. Activities included outings to leisure facilities or other outings that improve the users' quality of life, reduce loneliness, increase social interaction, increase physical activity and promote their wellbeing. SPT funding has been used to support the running costs of the service

The New Tannahill Centre (NTC), part of Ferguslie Park Housing Association is a community centre at the heart of Ferguslie Park in Paisley. During the COVID -19 pandemic the Centre has undertaken transport activities to support the local community, including food deliveries and after-school care, in partnership with Community Transport Glasgow (CTG). NTC received £10,000 of SPT funding to further develop CT provision in partnership with CTG, to support these activities and provide transport to a lunch club, reducing loneliness and social isolation within the community's elderly population.



## Working in Partnership

As a partnership body, SPT understands and values the benefits of strong partnership working, and we continually strive to ensure collaboration with and between our member councils, transport operators, Transport Scotland and other key stakeholders. The nature of our transport network necessitates this; for example, buses run by commercial operators or supported by SPT use public roads maintained by councils. Partnership working is therefore at the heart of what we do. Through building strong and effective relationships, we work with councils and a wide range of other partners to progress the delivery of capital projects, upgrade infrastructure, support planning and regeneration, support access to healthcare initiatives and other initiatives, working collectively through such forums as the City Region Transport and Connectivity Group, the Regional Active Travel Group and the SPT/ Councils Liaison Group meetings. SPT is also a member of the Renfrewshire Community Planning Partnership Board and our activities support the Renfrewshire Community Plan's the shared priorities of inclusive, sustainable economic growth; wellness and resilience; addressing inequalities and protecting vulnerable people.

## Responding to Covid-19

Partnership working has been enhanced during the Covid-19 pandemic, with SPT working alongside councils, health boards and transport operators to ensure the travel needs of key workers were met and that access to vaccination centres for residents was available, including direct bus access to the NHS Louisa Jordan. Working with Traveline Scotland, a 24-hour local telephone hotline was provided to support travel to vaccination centres, and within the NHS Greater Glasgow and Clyde area, a multi-agency liaison group was established to respond to the rapidly changing situation and needs. The group, facilitated by SPT, comprised operators and representatives from the NHS and local authorities.

Throughout summer and autumn 2020 the Glasgow City Region Transport Transition Plan Group, comprising the eight Glasgow City Region councils, SPT, and jointly chaired by Transport Scotland and Glasgow City Council, met regularly to ensure co-ordination as we moved through the various stages of lockdown. This group provided a forum to address the challenges faced by the transport network during the Covid-19 pandemic, while keeping partners informed to ensure a co-ordinated response. The group was instrumental in supporting delivery of Spaces for People active travel projects and the successful securing of £1.8 million Bus Priority Rapid Deployment Funding from Transport Scotland.

Further details on SPT's response to the pandemic can be found in our [Annual Report 2020/21](#).

# Looking to the Future

The key challenges of stimulating a green economic recovery from the Covid-19 pandemic, achieving national climate targets, and more fundamentally, getting people back onboard public transport, means it is more important than ever that partners in the west of Scotland work together to improve our transport network, promote behaviour change towards more sustainable modes, and help create better places and opportunities for all. On-going investment in our transport network will continue to provide connections for people and communities in Renfrewshire in support of inclusive, sustainable economic growth, wellness and resilience; addressing inequalities and protecting vulnerable people.

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 Renfrewshire, through our capital programme and over the coming year, we look forward to progressing the roll-out of bus infrastructure improvements across the Council area. In particular, we will work with the Council and build on existing investment as part of the Traffic Management Improvements project by identifying sites to be considered for introducing Traffic Light Priority systems that will improve bus services across the area. We will also continue our support to the Council to promote safer walking routes and will work with them to deliver their programme of pedestrian crossing improvements.

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. In particular, we look forward to working with Transport Scotland and councils across the region in taking forward the Clyde Metro proposal set out in the Strategic Transport Projects Review.

## Regional Transport Strategy

The new Regional Transport Strategy (RTS) and the Delivery Plan which flows from it will set the policy framework, targets and strategic programme of projects and initiatives for all partners in the west of Scotland for the next 20 years. Development of the new RTS is well underway, with councils and other partners having been fully involved in the process to date. The Draft RTS will be published for a 12-week consultation over summer 2022 and following that, and upon approval by SPT's Partnership Board, will be submitted to Scottish Ministers when, if approved, it will become a statutory document.

## Strategic Transport Projects Review 2

Transport Scotland's second Strategic Transport Projects Review (STPR2) sets out a high-level, strategic programme for national level investment in major transport projects over the next 20 years. SPT and council partners have been heavily involved in the development process and the draft STPR2 has now been published for a 12-week consultation. This, along with the National Planning Framework 4 (NPF4) will help set in place a framework for positive growth in sustainable transport over coming years. Key measures in the STPR2 include the Clyde Metro and measures to stimulate growth in bus and rail.

## Bus Partnership Fund

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

## Continuing changing context

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



## SPT's "Asks" of Partners

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

### 1 Help us build a strong project pipeline

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

### 2 Let's take partnership working to a new level

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

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

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



*SPT hope that you have found this report useful in understanding how we are Delivering for Renfrewshire. If you have any follow-up queries or comments, please direct them to [enquiry@spt.co.uk](mailto:enquiry@spt.co.uk) and visit [www.spt.co.uk](http://www.spt.co.uk) for updates on our work.*

# Appendix

**Table 1:** SPT supported bus services operating in Renfrewshire, September 2021

Service no	Route	Operator	Support	Operating Area
1	Kilmacolm - Bridge of Weir - Johnstone	McGill's Bus Services	Full Support	Operates to Inverclyde
1A	Kilmacolm - Houston - Johnstone	McGill's Bus Services	Full Support	Operates to Inverclyde
2	Bridge of Weir - Houston - Johnstone	McGill's Bus Services	Full Support	Renfrewshire only
2A	Bridge of Weir - Johnstone	McGill's Bus Services	Full Support	Renfrewshire only
10	Hawkhead - Paisley - Royal Alexandra Hospital	McGill's Bus Services	Partial Support (Saturdays only)	Renfrewshire only
20	Johnstone - Royal Alexandra Hospital - Paisley	McGill's Bus Services	Partial Support (Sundays only)	Renfrewshire only
21	Paisley - Renfrew - Braehead	McGill's Bus Services	Partial Support (Mon - Sat Evenings & all-day Sunday)	Renfrewshire only
70	Paisley - Hunterhill - Todholm - Dykebar - Lochfield	Gibson Direct	Full Support	Renfrewshire only
166	Neilston - Paisley - Gallowhill	McGill's Bus Services	Full Support	Operates to East Renfrewshire
264	Paisley Town Centre - Ferguslie Park - Phoenix Retail Park	McGill's Bus Services	Full Support	Renfrewshire only
307	Johnstone - Howwood - Lochwinnoch	McGill's Bus Services	Full Support	Renfrewshire only
340	Helensburgh/Vale of Leven Hospital - Royal Alexandra Hospital	Carrs Loch Lomond	Full Support, partly funded by NHS	Operates to Argyll and Bute & West Dunbartonshire
521	Bishopton - Erskine	McGill's Bus Services	Full Support	Renfrewshire only
521A	Bishopton - Linburn - Erskine	McGill's Bus Services	Full Support	Renfrewshire only
757	Paisley - Erskine - Clydebank	McGill's Bus Services	Partial Support (Mon - Sat Evenings, Sat AM peak journeys & all-day Sunday)	Operates to West Dunbartonshire
X6A	Johnstone - Bridge of Weir - Linwood	McGill's Bus Services	Full Support	Renfrewshire only
X7	Greenock - Kilmacolm - Glasgow City Centre	McGill's Bus Services	Partial support (Greenock Town Centre - Kilmacolm, Mon - Sat evenings, all day Sunday)	Operates to Inverclyde & Glasgow City

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

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
Linburn Bus Turning Loop						<b>70</b>
Paisley to Renfrew Cycle Route	25	17	8	170	<b>220</b>	
Paisley Town Centre Sustainable Transport Improvements	110				<b>110</b>	
Paisley West End Congestion Reduction Measures	60				<b>60</b>	
Pedestrian Crossing Installation						<b>330</b>
Renfrewshire Bus Corridor Improvements	288	298	297	235	<b>1,118</b>	<b>250</b>
Renfrewshire Traffic Management Improvements		276	748	460	<b>1,484</b>	<b>155</b>
<b>Total</b>	<b>483</b>	<b>591</b>	<b>1,053</b>	<b>865</b>	<b>2,992</b>	<b>805</b>

# 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



**Strathclyde Partnership  
for Transport**

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