

## **Proposed Capital Plan 2024/2025 to 2026/2027 including the Capital Budget 2024/2025**

---

**Date of meeting** 15 March 2024

**Date of report** 22 February 2024

### **Report by Director of Finance & Corporate Support**

#### **1. Object of report**

To request the Partnership to consider, and if appropriate:

- (i) approve the proposed Capital Plan for financial years 2024/2025 to 2026/2027;
- (ii) approve the Capital Budget for financial year 2024/2025; and
- (iii) approve to Grant Fund to the Local Authorities or other bodies as per Appendix 4 and authorise that grant award letters be concluded in line with approved governance arrangements.

#### **2. Background to report**

The preparation of the Capital Plan 2024/2025 to 2026/2027 seeks to balance the transport project delivery aspirations with the available funding and to progress projects that help to deliver the Regional Transport Strategy (RTS) Policies that are aligned with the RTS Objectives.

SPT normally prepares an aligned three-year rolling capital programme however, due to the one-year funding settlement, no funding information for years two and three is normally known at this stage. Therefore, the capital programme for years two and three is indicative only at this time.

Capital grant funding for 2024/2025 is currently unconfirmed, following the publication of the provisional Local Government Finance Settlement 2024/2025 on 21 December 2023, which allocated no general capital grant. In addition, Transport Scotland have intimated they wish to “re-phase” their agreed contribution to the subway modernisation programme, meaning that SPT would receive no capital grant for this programme in 2024/2025, despite the scheduled payments for the project in 2024/2025 being £21.193m.

Attached to this report are a number of appendices, namely:

- Appendix 1 - summaries of the planned capital programme for 2024/2025 to 2026/2027 and proposed funding plan for 2024/2025 only
- Appendix 2 - details of the proposed capital programme, including budget, for 2024/2025 only
- Appendix 3 - details of the indicative capital programme for 2025/2026 and 2026/2027
- Appendix 4 - details of the proposed Grant Awards to the local authorities and other partners for 2024/2025 only

### 3. Outline of proposals

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

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

As a result of the current uncertainty around capital funding the proposed capital plan and associated capital budget focusses primarily on legally committed and operationally essential projects. The criteria for Category 1 and Category 2 projects has therefore changed to reflect the current position.

	<b>Previous Definition</b>	<b>Current Definition</b>
Category 1	Projects ready to be delivered in year one of the 3 year programme	Projects which are legally committed or operationally essential
Category 2	Projects requiring further development work	Projects which are not currently legally committed or operationally essential

Proposals deemed to be Category 1 are projects for which approval is sought to incur expenditure in year one of the three-year programme. These proposals require to be taken forward and are ready to be delivered in year one of the three-year programme.

Proposals deemed to be Category 2 are projects which can only be progressed during the financial year 2024/2025 subject to funding being available. Approval would need to be sought to promote projects from Category 2 to Category 1.

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

The Proposed Capital Plan 2024/2025 to 2026/2027 seeks to progress projects that help to deliver the RTS Policies and that are aligned with the RTS objectives. The five RTS objectives are as follows:

- Objective 1: To improve accessibility, affordability, availability and safety of the transport system, ensuring everyone can get to town centres, jobs, education, healthcare and other everyday needs
- Objective 2: To reduce carbon emissions and other harmful pollutants from transport in the region
- Objective 3: To enable everyone to walk, cycle or wheel and for these to be the most popular choices for short, everyday journeys
- Objective 4: To make public transport a desirable and convenient travel choice for everyone
- Objective 5: To improve regional and inter-regional connections to key economic centres and strategic transport hubs for passengers and freight

A majority of projects contribute to the achievement of more than one objective.

### 4. Sources of capital funding

SPT capital funding is received via a number of streams including specific direct capital awards for projects, the local government capital grant settlement, contributions from the revenue budget and General Fund when resources allow and where SPT can self-generate savings, as well as other project specific external sources.

As Members will be aware, balancing a capital budget and delivery of a plan in the context of a one-year settlement and within the current restrictions is very difficult in terms of approving (and then delivering) projects. However, if capital investment across the region is to continue, then it is necessary to take a balanced approach to the assumptions made.

For 2024/2025 SPT was anticipating in its planning assumptions £10m-£15m of general capital grant and £19.560m for subway modernisation in line with the agreed funding profile. At present there is no capital funding formally proposed for SPT in 2024/2025.

Delivering a capital programme which meets the aspirations of SPT and partner local authorities for investment in public transport was already very challenging and to be awarded no capital grant funding for 2024/2025 would understandably have a significant impact on our ability to maintain core transport infrastructure, invest in regional transport infrastructure and deliver current commitments.

Discussions are ongoing with Transport Scotland to identify what, if any, funding may be available. SPT continues to liaise with our local authority partners to keep them informed of the situation and to explore what alternative funding may be available to them. However, Members are advised that without funding support some projects will require to be paused or delayed until such time as funding is identified.

Local authority partners had submitted a number of Active Travel projects for consideration as part of the 2024/25 budget. Given the position in terms of SPT capital funding for 2024/25 and the availability of other Active Travel funding through the £220m Active Travel Infrastructure Fund, our local authority partners have been advised to seek alternative funding for their Active Travel projects. However, there is no guarantee that bids made to these funds will be successful or approved in line with current project timelines.

In the absence of confirmed capital grant the following package of funding is proposed to support the capital programme in 2024/2025, including:

- revenue contribution of £4.242m as detailed in the proposed 2024/2025 revenue budget;
- transfer of £3.143m from the Subway Modernisation Fund which is an Earmarked Reserve within the General Fund;
- transfer of £6.0m from the Subway Infrastructure Fund which is also an Earmarked Reserve within the General Fund;
- transfer of £11.489m from Capital Grants Unapplied Account which is unspent Scottish Government grants from previous years.

## **5. Proposed capital programme, budget and funding plan for 2024/2025**

An update on progress to develop the Proposed Capital Plan 2024/2025 to 2026/2027 was presented to the Strategy & Programmes Committee on 23 February 2024. This included a summary of the projects initially assessed as Category 1 in 2024/2025.

Subsequently, due to the funding situation as outlined in section 3 above, it has only been possible to include those projects in the proposed budget for 2024/2025 which were assessed as Category 1 and either legally committed (£21.573m) or being an operational necessity (£11.230m).

Projects initially assessed as Category 1 but being neither legally committed nor an operational necessity (£14.025m) have been included in the Proposed Capital Plan 2024/2025 to 2026/2027 at Category 2. These projects are considered important to the delivery of the RTS Objectives and, had the normal level of funding been available in 2024/2025, then we would have supported their inclusion in the Proposed Capital Plan 2024/2025. If funding becomes available in 2024/2025 then we will look to support these projects as far as possible and seek approval to promote from Category 2 to Category 1.

Due to the current funding position and the availability of the Active Travel Infrastructure Fund any projects assessed as Active Travel have not been included in the Proposed Capital Plan 2024/2025 to 2026/2027, with local authority partners having already been advised to seek alternative funding for these projects. The value of these projects is shown in Table 1 below.

**Table 1: Projects assessed as Active Travel**

Ref	Active Travel projects not included in the Proposed Capital Plan	2024/2025 £000	2025/2026 £000	2026/2027 £000
1	Category 1	5,570	5,295	2,380
2	Category 2	1,795	2,220	1,370

It is proposed to fund the 2024/2025 plan as shown in Table 2 below.

**Table 2: 2024/2025 Proposed Capital Programme position**

Ref	Category	Subway Modernisa tion £000	General Capital £000	Total £000
<b>1</b>	<b>Capital expenditure</b>	<b>21,193</b>	<b>11,610</b>	<b>32,803</b>
2	Scottish Government general capital grant	0	0	0
3	Scottish Government specific capital grant <sup>1</sup>	0	0	0
4	Other grants and contributions	0	45	0
5	Revenue contribution to the capital programme	1,500	2,742	4,242
6	Transfer from Subway Modernisation Fund <sup>2</sup>	3,143	0	3,143
7	Transfer from Subway Infrastructure Fund <sup>2</sup>	0	6,000	6,000
8	Transfer from Capital Grants Unapplied Account <sup>3</sup>	11,489	0	11,489
<b>9</b>	<b>Capital funding</b>	<b>16,132</b>	<b>8,787</b>	<b>24,919</b>
<b>10</b>	<b>Projected Funding Gap</b>	<b>5,061</b>	<b>2,823</b>	<b>7,884</b>
11	Projected variance as a percentage of funding	31%	32%	

<sup>1</sup> ring-fenced grant funding

<sup>2</sup> General Fund - Earmarked Reserve

<sup>3</sup> unspent specific and general capital grants from previous years

The proposed Capital Budget for 2024/2025 can be summarised by the principal RTS Objective being met by each project, as shown in Table 3 below:

**Table 3: 2024/2025 Proposed Capital Budget – Principal RTS Objectives**

Ref	Principal RTS Objective <sup>4</sup>	2024/2025 £000
1	Objective 1	21,358
2	Objective 2	0
3	Objective 3	0

4	Objective 4	9,104
5	Objective 5	275
6	Corporate Project	2,066
<b>7</b>	<b>Total</b>	<b>32,803</b>

<sup>4</sup> please refer to section 3 above for a description of each RTS Objective

SPT is working closely with Transport Scotland to agree a position in relation to capital funding and resolve the funding gap shown in Table 2 above. A balanced capital budget position for 2024/2025 will be submitted to a future Partnership meeting at the earliest opportunity.

It is anticipated that the current economic climate will continue to affect the delivery of projects in 2023/2024. The proposed plan and budget for 2024/2025 will likely require to be amended following the current year-end to accommodate project slippage which has not yet been identified. Members will be advised of this at the earliest opportunity in the new financial year.

## 6. Partnership action

The Partnership is recommended to approve:

- (i) the proposed Capital Plan for financial years 2024/2025 to 2026/2027;
- (ii) the Capital Budget for financial year 2024/2025; and
- (iii) Grant Funds to the Local Authorities or other bodies as per Appendix 4 and authorise that grant award letters be concluded in line with approved governance arrangements.

## 7. Consequences

Policy consequences	<i>Supports delivery of the Regional Transport Strategy.</i>
Legal consequences	<i>None directly.</i>
Financial consequences	<i>As outlined in the report.</i>
Personnel consequences	<i>None directly.</i>
Equalities consequences	<i>Dependent on particular scheme, each project will be reported on in terms of the social inclusion agenda.</i>
Risk consequences	<i>Risk will be quantified and closely monitored during the course of the financial year.</i>
Climate Change, Adaptation & Carbon consequences	<i>SPT's capital programme supports delivery of sustainable transport infrastructure to increase use of walking, wheeling and cycling and public transport and to support a reduction in total transport emissions.</i>

**Name** Lesley Aird  
**Title** **Director of Finance & Corporate Support**

**Name** Valerie Davidson  
**Title** **Chief Executive**

For further information, please contact *Lesley Aird, Director of Finance & Corporate Support* on 0141 333 3380.

## Capital Budget and Funding Plan 2024/2025

### Analysis by Funding Resource

Subway Modernisation	2024/2025 £000
Category 1 Programme	21,193
Scottish Government specific capital grant	0
Revenue contribution to the capital programme	1,500
Transfer from Subway Modernisation Fund	3,143
Transfer from Capital Grants Unapplied Account	11,489
<b>Projected variance</b>	<b>5,061</b>

General Capital	2024/2025 £000
Category 1 Programme	11,610
Scottish Government general capital grant	0
Other grants and contributions	45
Revenue contribution to the capital programme	2,742
Transfer from Subway Infrastructure Fund	6,000
<b>Projected variance</b>	<b>2,823</b>

## Summary Capital Programme 2024/2025 to 2026/2027

### Overall Summary

Category 1 Projects	<-----3 year programme----->			Total £000
	2024/2025	2025/2026	2026/2027	
	£000	£000	£000	
Bus Operations	1,452	300	300	2,052
Corporate	225	335	335	895
Digital	395	75	75	545
Projects	1,381	750	0	2,131
Property	50	0	0	50
Subway	28,060	30,148	5,279	63,487
Local Authorities and Others	1,240	0	0	1,240
<b>Total</b>	<b>32,803</b>	<b>31,608</b>	<b>5,989</b>	<b>70,400</b>

Category 2 Projects	<-----3 year programme----->			Total £000
	2024/2025	2025/2026	2026/2027	
	£000	£000	£000	
Bus Operations	14,260	11,415	2,300	27,975
Corporate	50	50	50	150
Customer Standards	350	350	600	1,300
Digital	75	75	75	225
Projects	1,075	750	500	2,325
Property	50	0	0	50
Subway	5,083	18,090	20,250	43,423
Local Authorities and Others	10,887	6,290	3,840	21,017
<b>Total</b>	<b>31,830</b>	<b>37,020</b>	<b>27,615</b>	<b>96,465</b>

The capital programme for 2025/2026 and 2026/2027 is indicative only.

### Summary Capital Programme 2024/2025 to 2026/2027

#### Summary of Local Authorities and Others Projects

Category 1 Projects	<----3 year programme----->			Total £000
	2024/2025	2025/2026	2026/2027	
	£000	£000	£000	
East Ayrshire	800	0	0	800
Renfrewshire	165	0	0	165
West Dunbartonshire	275	0	0	275
<b>Total</b>	<b>1,240</b>	<b>0</b>	<b>0</b>	<b>1,240</b>

Category 2 Projects	<----3 year programme----->			Total £000
	2024/2025	2025/2026	2026/2027	
	£000	£000	£000	
Argyll and Bute	190	135	135	460
East Ayrshire	390	200	150	740
East Dunbartonshire	80	300	50	430
East Renfrewshire	50	50	50	150
Glasgow	3,000	1,090	1,090	5,180
Inverclyde	1,270	200	200	1,670
North Ayrshire	1,520	1,400	600	3,520
North Lanarkshire	545	400	400	1,345
Renfrewshire	812	515	515	1,842
South Ayrshire	100	100	50	250
South Lanarkshire	2,250	1,500	500	4,250
West Dunbartonshire	680	400	100	1,180
<b>Total</b>	<b>10,887</b>	<b>6,290</b>	<b>3,840</b>	<b>21,017</b>

The capital programme for 2025/2026 and 2026/2027 is indicative only.



### Capital Budget 2024/2025

Category 1 – legally committed / operationally essential projects

Bus Operations	2024/2025 Total £000
Buchanan Bus Station Improvements	1,120
Bus Station Improvements	20
Bus Stop Asset Management System	12
Bus Stops and Shelters Upgrade Programme	300
<b>Total Category 1 Programme for Bus Operations</b>	<b>1,452</b>

Corporate	2024/2025 Total £000
Corporate System Improvements	25
Workforce Systems Transformation	200
<b>Total Category 1 Programme for Corporate</b>	<b>225</b>

Digital	2024/2025 Total £000
Public Wifi and Cellular Network Connectivity	110
Technical Refresh	285
<b>Total Category 1 Programme for Digital</b>	<b>395</b>

Projects	2024/2025 Total £000
Corporate Security Systems Replacement (including CCTV)	1,002
Smart & Integrated Ticketing	379
<b>Total Category 1 Programme for Projects</b>	<b>1,381</b>

### Capital Budget 2024/2025

Category 1 – legally committed / operationally essential projects

Property	2024/2025 Total £000
Property Improvements (including Accessibility)	50
<b>Total Category 1 Programme for Property</b>	<b>50</b>

Subway	2024/2025 Total £000
<b>Subway Infrastructure</b>	
Tunnel & Infrastructure Works	6,000
<b>Subway Modernisation</b>	
Rolling Stock & New System: Management & Specialist Support	1,743
Rolling Stock & New System: Manufacture & Supply Agreement	19,105
Subway Modernisation Programme Support	345
<b>Subway Operations</b>	
Broomloan Depot Improvements	205
New and Enhanced Plant & Equipment	120
Secure Mobile Operational Communications System	167
Station Minor Works	375
<b>Total Category 1 Programme for Subway</b>	<b>28,060</b>

<b>Category 1 Programme</b>	<b>31,563</b>
-----------------------------	---------------

### Capital Budget 2024/2025

Category 1 – legally committed / operationally essential projects

#### Local Authorities and Others Category 1 Projects

East Ayrshire	2024/2025
	Total £000
Bus Station Improvements	800
<b>Total Category 1 Programme for East Ayrshire</b>	<b>800</b>

Renfrewshire	2024/2025
	Total £000
Linburn Bus Turning Loop	165
<b>Total Category 1 Programme for Renfrewshire</b>	<b>165</b>

West Dunbartonshire	2024/2025
	Total £000
A8014 Kilbowie Road Bus Route Improvements	275
<b>Total Category 1 Programme for West Dunbartonshire</b>	<b>275</b>

<b>Local Authorities and Others Category 1 Programme</b>	<b>1,240</b>
--	--------------

<b>Total Category 1 Programme</b>	<b>32,803</b>
-----------------------------------	---------------

### Capital Programme 2024/2025

Category 2 – projects which are not currently legally committed or operationally essential or require further development

Bus Operations	2024/2025 Total £000
Buchanan Bus Station Improvements	400
Bus Stops and Shelters Upgrade Programme	550
Expansion and Upgrade of Real Time Bus Information	450
Improved Interchanges for Access to Healthcare	50
Purchase of Operational Vehicles	4,310
Zero Emission Vehicles & Charging Infrastructure (ScotZeb2)	8,500
<b>Total Category 2 Programme for Bus Operations</b>	<b>14,260</b>

Corporate	2024/2025 Total £000
Capitalised Salaries	50
<b>Total Category 2 Programme for Corporate</b>	<b>50</b>

Customer Standards	2024/2025 Total £000
Advertising Infrastructure	350
<b>Total Category 2 Programme for Customer Standards</b>	<b>350</b>

Digital	2024/2025 Total £000
Technical Refresh	75
<b>Total Category 2 Programme for Digital</b>	<b>75</b>

### Capital Programme 2024/2025

Category 2 – projects which are not currently legally committed or operationally essential or require further development

Projects	2024/2025
	Total £000
Clyde Metro	500
Corporate Security Systems Replacement (including CCTV)	75
Transport Planning Model Development	500
<b>Total Category 2 Programme for Projects</b>	<b>1,075</b>

Property	2024/2025
	Total £000
Property Improvements (including Accessibility)	50
<b>Total Category 2 Programme for Property</b>	<b>50</b>

Subway	2024/2025
	Total £000
<b>Subway Infrastructure</b>	
Tunnel & Infrastructure Works	3,583
<b>Subway Operations</b>	
Asset Management System Improvements	50
New and Enhanced Plant & Equipment	500
Secure Mobile Operational Communications System	100
Station Minor Works	850
<b>Total Category 2 Programme for Subway</b>	<b>5,083</b>

<b>Category 2 Programme</b>	<b>20,943</b>
-----------------------------	---------------

### Capital Programme 2024/2025

Category 2 – projects which are not currently legally committed or operationally essential or require further development

#### Local Authorities and Others Category 2 Projects

Argyll and Bute	2024/2025 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	190
<b>Total Category 2 Programme for Argyll and Bute</b>	<b>190</b>

East Ayrshire	2024/2025 Total £000
A71 Galston Bus Stop Layby	150
A71 Newmilns Bus Stop Layby	70
Bus Infrastructure Improvements	50
Kilmarnock Mobility Hub	50
Stewarton Bus Turning Circle	70
<b>Total Category 2 Programme for East Ayrshire</b>	<b>390</b>

East Dunbartonshire	2024/2025 Total £000
Bus Infrastructure Improvements	50
Townhead Industry Street Junction Improvements	30
<b>Total Category 2 Programme for East Dunbartonshire</b>	<b>80</b>

East Renfrewshire	2024/2025 Total £000
Bus Infrastructure Improvements	50
<b>Total Category 2 Programme for East Renfrewshire</b>	<b>50</b>

### Capital Programme 2024/2025

Category 2 – projects which are not currently legally committed or operationally essential or require further development

Glasgow	2024/2025 Total £000
Bus Traffic Route Priority Upgrades	150
City-wide Bus Stop Enhancements	275
Hardgate Road / Bogmoor Road Bus Link	200
Hope Street / Renfield Street Area Bus Stop Improvements	1,640
Improved Access to Bus and Subway Stations	275
Paisley Road West Bus Corridor Improvements	160
Pollok Bus Corridor Improvements	100
UTC System Upgrade	200
<b>Total Category 2 Programme for Glasgow</b>	<b>3,000</b>

Inverclyde	2024/2025 Total £000
Bus Infrastructure Improvements	200
Greenock Town Centre Improvements	200
Inverkip Bus Laybys	440
Mobility Hubs	50
Port Glasgow Park & Ride Extension	380
<b>Total Category 2 Programme for Inverclyde</b>	<b>1,270</b>

North Ayrshire	2024/2025 Total £000
A841 Brodick to Lochranza Bus Route Improvements	800
Ardrossan Harbour Interchange	50
Bus Corridor Improvements	370
Cumbræ Ferry Bus Stop and Queuing Facilities	250
Irvine Station Interchange Improvements	50
<b>Total Category 2 Programme for North Ayrshire</b>	<b>1,520</b>

### Capital Programme 2024/2025

Category 2 – projects which are not currently legally committed or operationally essential or require further development

North Lanarkshire	2024/2025
	Total £000
A721 Windmillhill Street Multi-Modal Corridor Improvements	75
A73 Corridor Improvements	70
Bus Infrastructure Improvements	400
<b>Total Category 2 Programme for North Lanarkshire</b>	<b>545</b>

Renfrewshire	2024/2025
	Total £000
Milliken Park Station Connections	187
Renfrewshire Bus Corridor Improvements	225
Renfrewshire Traffic Management Improvements	400
<b>Total Category 2 Programme for Renfrewshire</b>	<b>812</b>

South Ayrshire	2024/2025
	Total £000
Bus Infrastructure Improvements	100
<b>Total Category 2 Programme for South Ayrshire</b>	<b>100</b>

South Lanarkshire	2024/2025
	Total £000
Bus Infrastructure Improvements	100
Bus Route Congestion Reduction Measures	250
Hairmyres Interchange Improvements	1,000
Lanark Interchange Improvements	750
Route Action Plans (various routes)	150
<b>Total Category 2 Programme for South Lanarkshire</b>	<b>2,250</b>



### Capital Programme 2024/2025

Category 2 – projects which are not currently legally committed or operationally essential or require further development

West Dunbartonshire	2024/2025 Total £000
A814 Congestion Reduction Measures	55
Balloch Station Park & Ride	415
Bus Infrastructure Improvements	210
<b>Total Category 2 Programme for West Dunbartonshire</b>	<b>680</b>
<b>Local Authorities and Others Category 2 Programme</b>	<b>10,887</b>
<b>Total Category 2 Programme</b>	<b>31,830</b>

**Indicative Capital Programme 2025/2026 and 2026/2027**

Category 1 – legally committed / operationally essential projects

Bus Operations	2025/2026 Total £000	2026/2027 Total £000
Bus Stops and Shelters Upgrade Programme	300	300
<b>Total Category 1 Programme for Bus Operations</b>	<b>300</b>	<b>300</b>

Corporate	2025/2026 Total £000	2026/2027 Total £000
Workforce Systems Transformation	335	335
<b>Total Category 1 Programme for Corporate</b>	<b>335</b>	<b>335</b>

Digital	2025/2026 Total £000	2026/2027 Total £000
Technical Refresh	75	75
<b>Total Category 1 Programme for Digital</b>	<b>75</b>	<b>75</b>

Projects	2025/2026 Total £000	2026/2027 Total £000
Corporate Security Systems Replacement (including CCTV)	650	0
Smart & Integrated Ticketing	100	0
<b>Total Category 1 Programme for Projects</b>	<b>750</b>	<b>0</b>

**Indicative Capital Programme 2025/2026 and 2026/2027**

Category 1 – legally committed / operationally essential projects

Subway	2025/2026 Total £000	2026/2027 Total £000
<b>Subway Infrastructure</b>		
Tunnel & Infrastructure Works	3,565	515
<b>Subway Modernisation</b>		
Rolling Stock & New System: Management & Specialist Support	298	0
Rolling Stock & New System: Manufacture & Supply Agreement	25,528	4,494
Subway Modernisation Programme Support	107	0
<b>Subway Operations</b>		
Broomloan Depot Improvements	50	50
New and Enhanced Plant & Equipment	220	20
Secure Mobile Operational Communications System	150	0
Station Minor Works	230	200
<b>Total Category 1 Programme for Subway</b>	<b>30,148</b>	<b>5,279</b>
<b>Total Category 1 Programme</b>	<b>31,608</b>	<b>5,989</b>

**Indicative Capital Programme 2025/2026 and 2026/2027**

Category 2 – projects which are not currently legally committed or operationally essential or require further development

Bus Operations	2025/2026 Total £000	2026/2027 Total £000
Buchanan Bus Station Improvements	1,055	150
Bus Stops and Shelters Upgrade Programme	550	550
Expansion and Upgrade of Real Time Bus Information	400	400
Improved Interchanges for Access to Healthcare	50	50
Purchase of Operational Vehicles	1,150	1,150
Zero Emission Vehicles & Charging Infrastructure (ScotZeb2)	8,210	0
<b>Total Category 2 Programme for Bus Operations</b>	<b>11,415</b>	<b>2,300</b>

Corporate	2025/2026 Total £000	2026/2027 Total £000
Capitalised Salaries	50	50
<b>Total Category 2 Programme for Corporate</b>	<b>50</b>	<b>50</b>

Customer Standards	2025/2026 Total £000	2026/2027 Total £000
Advertising Infrastructure	350	600
<b>Total Category 2 Programme for Customer Standards</b>	<b>350</b>	<b>600</b>

Digital	2025/2026 Total £000	2026/2027 Total £000
Technical Refresh	75	75
<b>Total Category 2 Programme for Digital</b>	<b>75</b>	<b>75</b>

### Indicative Capital Programme 2025/2026 and 2026/2027

Category 2 – projects which are not currently legally committed or operationally essential or require further development

Projects	2025/2026 Total £000	2026/2027 Total £000
Clyde Metro	500	500
Transport Planning Model Development	250	0
<b>Total Category 2 Programme for Projects</b>	<b>750</b>	<b>500</b>

Subway	2025/2026 Total £000	2026/2027 Total £000
<b>Subway Infrastructure</b>		
Tunnel & Infrastructure Works	17,790	20,250
<b>Subway Operations</b>		
Asset Management System Improvements	50	0
New and Enhanced Plant & Equipment	150	0
Secure Mobile Operational Communications System	100	0
<b>Total Category 2 Programme for Subway</b>	<b>18,090</b>	<b>20,250</b>

<b>Category 2 Programme</b>	<b>30,730</b>	<b>23,775</b>
-----------------------------	---------------	---------------

### Indicative Capital Programme 2025/2026 and 2026/2027

Category 2 – projects which are not currently legally committed or operationally essential or require further development

#### Local Authorities and Others Category 2 Projects

Argyll and Bute	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	135	135
<b>Total Category 2 Programme for Argyll and Bute</b>	<b>135</b>	<b>135</b>

East Ayrshire	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Improvements	50	50
Kilmarnock Mobility Hub	150	100
<b>Total Category 2 Programme for East Ayrshire</b>	<b>200</b>	<b>150</b>

East Dunbartonshire	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Improvements	50	50
Townhead Industry Street Junction Improvements	250	0
<b>Total Category 2 Programme for East Dunbartonshire</b>	<b>300</b>	<b>50</b>

East Renfrewshire	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Improvements	50	50
<b>Total Category 2 Programme for East Renfrewshire</b>	<b>50</b>	<b>50</b>

**Indicative Capital Programme 2025/2026 and 2026/2027**

Category 2 – projects which are not currently legally committed or operationally essential or require further development

Glasgow	2025/2026 Total £000	2026/2027 Total £000
Bus Traffic Route Priority Upgrades	150	150
City-wide Bus Stop Enhancements	165	165
Improved Access to Bus and Subway Stations	275	275
Pollok Bus Corridor Improvements	500	500
<b>Total Category 2 Programme for Glasgow</b>	<b>1,090</b>	<b>1,090</b>

Inverclyde	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Improvements	200	200
<b>Total Category 2 Programme for Inverclyde</b>	<b>200</b>	<b>200</b>

North Ayrshire	2025/2026 Total £000	2026/2027 Total £000
A841 Brodick to Lochranza Bus Route Improvements	800	0
Ardrossan Harbour Interchange	500	500
Bus Corridor Improvements	100	100
<b>Total Category 2 Programme for North Ayrshire</b>	<b>1,400</b>	<b>600</b>

North Lanarkshire	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Improvements	400	400
<b>Total Category 2 Programme for North Lanarkshire</b>	<b>400</b>	<b>400</b>

**Indicative Capital Programme 2025/2026 and 2026/2027**

Category 2 – projects which are not currently legally committed or operationally essential or require further development

Renfrewshire	2025/2026 Total £000	2026/2027 Total £000
Renfrewshire Bus Corridor Improvements	165	165
Renfrewshire Traffic Management Improvements	350	350
<b>Total Category 2 Programme for Renfrewshire</b>	<b>515</b>	<b>515</b>

South Ayrshire	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Improvements	100	50
<b>Total Category 2 Programme for South Ayrshire</b>	<b>100</b>	<b>50</b>

South Lanarkshire	2025/2026 Total £000	2026/2027 Total £000
Bus Infrastructure Improvements	100	100
Bus Route Congestion Reduction Measures	250	250
Hairmyres Interchange Improvements	1,000	0
Route Action Plans (various routes)	150	150
<b>Total Category 2 Programme for South Lanarkshire</b>	<b>1,500</b>	<b>500</b>

West Dunbartonshire	2025/2026 Total £000	2026/2027 Total £000
Balloch Station Park & Ride	300	0
Bus Infrastructure Improvements	100	100
<b>Total Category 2 Programme for West Dunbartonshire</b>	<b>400</b>	<b>100</b>

<b>Local Authorities and Others Category 2 Programme</b>	<b>6,290</b>	<b>3,840</b>
--	--------------	--------------

<b>Total Category 2 Programme</b>	<b>37,020</b>	<b>27,615</b>
-----------------------------------	---------------	---------------



### Capital Budget 2024/2025

#### Grant Awards to Local Authorities and Other Bodies

Organisation	Category 1 Projects	2024/2025 Total £000
East Ayrshire Council	Bus Station Improvements	800
Renfrewshire Council	Linburn Bus Turning Loop	165
West Dunbartonshire Council	A8014 Kilbowie Road Bus Route Improvements	275
<b>Grant Awards</b>		<b>1,240</b>

Note 1 - The figures shown above are the maximum that may be awarded  
(i.e. actual grant awards may be less than that shown).