



Strathclyde Partnership for Transport
Delivering for North Ayrshire



Introduction

Welcome to “Strathclyde Partnership for Transport SPT: Delivering for North Ayrshire”. In this report you’ll you will find out more about Strathclyde Partnership for Transport (SPT) and what we do across the west of Scotland, and specifically within North 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 North Ayrshire: SPT Operational Activities; SPT Investing in North 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 welcomed 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 North 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 North Ayrshire 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
19 supported services operating in North 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

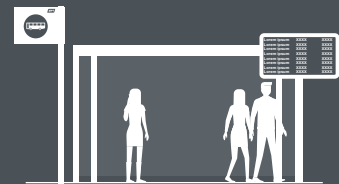
25,000 trips scheduled on MyBus in North Ayrshire (Since January 2019)



119

local bus contract and operator inspections in North Ayrshire

(Since August 2018)



1,164

pole-mounted information cases maintained

30 Real-Time Passenger Information displays and, **43** new bus shelters installed

SPT agency activity on behalf of North Ayrshire Council



2,000

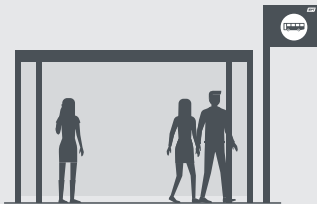
school children carried to and from school each day

Across an average of **96** contracts



428

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



854

bus stops maintained in North Ayrshire

388 shelters maintained



6,403

disabled persons National Entitlement Card (NEC) renewals

1,947 first time applications processed (67% 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 North 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



43,000

Concessionary travel cards

SPT administers SCTS on behalf of North Ayrshire Council and the 11 other SPT local authorities. The scheme provides eligible North Ayrshire residents reduced fares on ferry, rail and Subway. The cost to local authorities of operating the scheme over the last 5 years has totalled £18.6 million. An estimated 43,000 North Ayrshire residents hold an NEC, allowing for SCTS discounts.

SPT: Investing in North 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 Bus Station.

Between 2017 and 2021, SPT provided £3.560 million of capital funding to North Ayrshire Council to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £0.540 million¹ was awarded to the Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in North 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.

Capital investment by SPT over the last five years has supported delivery of high-quality bus infrastructure, and since 2017, SPT has invested £410,000 in North Ayrshire to help deliver a series of targeted bus improvement projects.

Funding has helped deliver new and upgraded bus shelters; high access kerbs to help wheelchair users, people with pushchairs and those with reduced mobility to board and alight from buses more easily; buildouts and laybys to help the manoeuvring of buses; and Real-Time Passenger Information displays to provide bus users with timetable information.

SPT's investment has benefitted a number of towns across North Ayrshire including Irvine, Ardrossan, Largs, Dalry, Beith and Kilwinning, creating a more attractive environment for bus passengers, helping encourage more sustainable travel choices.

Irvine Town Centre Improvements

Between 2017 and 2020, SPT's £1.114 million funding contribution supported the Council in delivering its ambitious £3.4 million regeneration and public realm project for Irvine town centre that saw the major upgrade of the town's High Street and Bank Street area.

In keeping with plans to significantly improve the overall look and feel of the town centre environment, the project delivered enhancements to bus stop infrastructure, including new larger high-quality bus shelters, high access kerbs, Real-Time Passenger Information displays and the rationalisation of stops in order to simplify the layout and to improve the efficiency of bus services through the town centre.

Extensive public realm improvements, along with the re-alignment of the road carriageway, helped extend the town centre's overall footway space. Public transport enhancements were aimed at increasing public transport use as a means to accessing the town centre as well as helping improve connections between transport modes, and along with the new public realm, has improved the passenger setting and created a more pedestrian and bus user friendly environment.

Congestion Reduction Measures

Since 2018, SPT has contributed £509,000 in support of the Council's Bus Route Congestion Reduction Measures project.

The project has focussed on improving road junction performance through the installation of Urban Traffic Control (UTC) signalling systems in the form of SCOOT and MOVA technologies. These traffic signal technologies are specifically designed to ensure smoother traffic flow and maximise the operational efficiency of junctions.

The focus of SPT's investment to date has centred on 12 traffic junctions located between Kilwinning and Irvine along Stagecoach's service 11 bus route.

The service 11 is an important and well used Ayrshire region bus route connecting "The Three Towns" of Ardrossan, Saltcoats and Stevenson with Kilmarnock via University Hospital Crosshouse. The project supports improved bus journey times and reliability, better connections across Ayrshire and helps ensure that bus remains an attractive and viable transport option.

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

Ardrossan Harbour Interchange

SPT has been supporting the Council and partners from the Ardrossan Harbour Taskforce in developing proposals for the £12 million redevelopment of Ardrossan Harbour, with the project seeking to deliver major improvements to the harbour's marine and landside infrastructure and improve resilience on the Arran and Kintyre ferry routes. The project is part of the Ardrossan Harbour Masterplan aimed at creating a multi-modal terminal facility and forms part of a £100 million wider regeneration project.

Since 2017, SPT has contributed £385,000 in support of designs, investigations and consultation stages and has been working closely with partners in developing proposals that include delivering a new state-of-the-art terminal building, car marshalling areas, improved public transport infrastructure, including better access connections, improved active travel links and enhanced connections to Ardrossan town centre.

Extensive stakeholder engagement has been carried out throughout with a number of public consultation events held. The project is currently developing the preferred option in order to take forward to detailed design stage.

SPT's funding will focus on enhancements to the harbour's public transport infrastructure facilities; improving connections between the harbour, railway station and bus stops; improving active travel connections between the harbour and the town and supporting provision of passenger information for onward travel, including journey times and accessibility, thereby supporting sustainable travel choices.

Brodick Ferry Terminal

A £1 million investment by SPT helped support Caledonian Maritime Assets Limited's £30 million major redevelopment of Brodick Ferry Terminal on the island of Arran in 2018.

The works delivered a new modern two-storey terminal building that houses the ticket office, customer toilets, staff facilities and a 120-seat departure lounge.

SPT's funding supported the delivery of a new bus interchange area next to the terminal building, helping provide an integrated transport hub. The design of the new bus interchange was undertaken in conjunction with SPT and delivered six new bus stances complete with an enclosed covered canopy to allow passengers to shelter from wind and rain.

This multi-partnered project is the single biggest port infrastructure construction project delivered by CMAL to date, with funding partners including North Ayrshire Council, Transport Scotland and Coastal Communities Fund.





Cumrae Ferry Access

Road Equivalent Tariff (RET) was introduced to the Largs to Cumrae sailing in 2015. This resulted in an increase in journeys and in particular vehicular journeys on the ferry. Concerns were raised by the local community, Police Scotland, Elected Members and local businesses in relation to queues of vehicles and passengers at both ferry terminals. This resulted in safety and traffic concerns regarding the road network. This is a lifeline ferry service for the community of the Isle of Cumrae and is frequently used by island businesses and visitors to the area and is therefore vital to the island's economy.

A study was undertaken in 2019/20 and established the need for an increased vehicle queueing area, transport interchange facilities and accessibility improvements for passengers and cyclists. The study was informed by vehicle counts, consultation with passengers and the local community and topographic surveys to identify the optimum solution. It also examined the need for and potential to improve bus turning facilities at the Cumrae slipway.

This will ensure that the slipways are safe, accessible and attractive areas and improve the connections between public and private transport modes. This will also improve the overall road safety of users at both the Largs and Cumrae slipways. This is particularly significant on Cumrae given the number of non-motorised users.

SPT funding helped the Council identify options for both Cumrae and Largs. It is proposed that the infrastructure works will be carried out in the near future.

Irvine Cycle Friendly Town

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, investment of £1.049 million by SPT has supported the Council in its ongoing delivery of the Irvine Cycle Friendly Town project.



This project's aim is to develop Irvine as a Cycle Friendly Town and to meet the needs of the local community and those who work within the town by helping provide better active travel choices, enhancing the overall quality, safety and accessibility of the path network and improving connections with National Cycle Network routes 7 and 73 through Irvine.

The project has included the construction of walking, wheeling and cycling routes, helping provide a more connected and cohesive local active travel network with the creation and upgrade of paths at locations including Ayr Road, Carson Drive and Quarry Road as well as improving walking and cycling signage and installing cycle racks at strategic points to encourage active travel to/from the town centre.

Pennyburn Roundabout Bus Lane

One of the busiest bus routes in North Ayrshire is the route 11 from Ardrossan to Kilmarnock. The journey times and reliability of the Route 11 bus route and in particular at Pennyburn Roundabout is becoming more challenging. With the proposed increase in development within North Ayrshire comes the increased requirement to maintain a free-flowing road network. Furthermore, the need to maintain and improve bus journey times on all bus routes is essential element to maintaining an efficient and reliable public transport service.

With the help of SPT and the Bus Partnership Fund (BPF), the Council is carrying out a study looking at introducing a bus lane on the eastbound approach to Pennyburn Roundabout on the A738 Trunk Road. It is possible that creating a new left turn lane from the A738 onto the A78 southbound will free up the existing left turn lane to be used as a bus only straight ahead movement. This will enable buses to gain easier access to the existing eastbound bus lanes on the opposite side of Pennyburn Roundabout.



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 North Ayrshire Community Planning Partnership Board and our activities support the Board's focus of tackling the root causes and seeking to mitigate the impacts of child poverty.

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 provide connections for people and communities in North Ayrshire in support of tackling child poverty, inclusive economic growth and investment and encouraging active lifestyles.

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 North Ayrshire, through our capital programme and over the coming year, we look forward to supporting the Council and partners towards developing designs for Ardrossan Harbour Interchange and we will continue to provide our input to ensure future delivery of the complementary bus infrastructure and active travel befitting the level of investment being made.

SPT, will continue working alongside the Council to develop and deliver the preferred option for Cumbrae ferry bus stop and queuing facilities project that will deliver a facility to meet the needs of ferry users, bus users, cyclists, walkers and vehicular traffic.

We will work closely with the Council to identify opportunities for introducing congestion reduction measures across more key locations, and in particular, at traffic congestion hotspots to ensure bus services remain a viable and sustainable transport choice for people travelling across Ayrshire.

We will continue supporting the Council’s Irvine Cycle Friendly Town project in order to help expand Ayrshire’s active travel network, making it safer for people to walk, wheel and cycle in and around the town as well as improve its connections with its wider area. We will also continue to explore opportunities for

delivering further active travel improvements elsewhere across North Ayrshire.

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 a coastal town and harbor. In the foreground, a large blue and white ferry boat with a red funnel is moving across the dark blue water, leaving a white wake. The harbor is filled with various buildings, including a large industrial or commercial structure. In the background, there are rolling green hills under a blue sky with scattered white clouds. A semi-transparent white box is overlaid on the middle of the image, containing text.

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

Service no	Route	Operator	Support	Operating Area
21	Crosshouse Hospital - Dundonald - Irvine - Harbourside	Shuttle Buses	Full Support	Operates to East Ayrshire & South Ayrshire
21A	Crosshouse Hospital - Dundonald - Irvine - Harbourside	Shuttle Buses	Full Support	Operates to East Ayrshire & South Ayrshire
25/A/B/C	Irvine - Kilwinning - Dalry - Beith/Kilbirnie - Beith	Western Buses	Partial Support (Mon - Sat early and late journeys & all day Sunday)	North Ayrshire only
27	Irvine - Montgomery Park - Kilwinning Whitehirst Park	Shuttle Buses	Full Support	North Ayrshire only
27A	Irvine - Montgomery Park - Kilwinning Whitehirst Park	Shuttle Buses	Full Support	North Ayrshire only
29	Irvine - Montgomery Park - Kilwinning Whitehirst Park	Shuttle Buses	Full Support	North Ayrshire only
29A	Irvine - Montgomery Park - Kilwinning Whitehirst Park	Shuttle Buses	Full Support	North Ayrshire only
38	Kilwinning - Blacklands - Ayrshire Central Hospital	Shuttle Buses	Full Support	North Ayrshire only
113	Irvine - Stewarton	Shuttle Buses	Full Support	Operates to East Ayrshire
320	Cumbrae Slip - Millport Pier	Millport Motors	Partial support Winter timetable: Monday - Saturday morning and evening and Sunday evening journeys Summer timetable: Friday evening journeys	North Ayrshire only
322	Brodick - Blackwaterfoot via String	Western Buses	Full Support	North Ayrshire only
323	Brodick - Blackwaterfoot via South/Whiting Bay	Western Buses	Full Support	North Ayrshire only
323A	Brodick Primary/ Auchrannie - Whiting Bay	Western Buses	Full Support	North Ayrshire only
324	Brodick - Blackwaterfoot via North	Western Buses	Full Support	North Ayrshire only

Service no	Route	Operator	Support	Operating Area
337	Beith - Kilmarnock	McGill's Bus Services	Full Support	Operates to East Ayrshire
576	Greenock - Upper Skelmorlie - Largs	McGill's Bus Services	Full Support	Operates to Inverclyde
578	Greenock - Upper Skelmorlie - Largs	McGill's Bus Services	Full Support	Operates to Inverclyde
578A	Upper Inverkip - Wemyss Bay - Upper Skelmorlie	Millport Motors	Full Support	Operates to Inverclyde
585A	Largs - Ardrossan - Stevenston	Western Buses	Full Support	North Ayrshire only

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

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
Ardrossan Harbour Interchange		80	200	105	385	
Brodick Ferry Terminal Improved Bus Interchange Facilities*	500				500	
Brodick to Corrie Cycle Path						40
Bus Corridor Improvements	63	52	96	49	260	150
Bus Route Congestion Reduction Measures		8	100	351	459	50
Cumbræ Ferry Bus Stop and Queuing Facilities			19		19	35
Irvine Cycle Friendly Town	225	280	88	205	798	250
Irvine Town Centre Bus Infrastructure Improvements	114	470	530		1,114	
Pennyburn Roundabout Bus Lane				25	25	15
Total	902	890	1,033	735	3,560	540

* Figure represent direct funding award to Caledonian Maritime Assets Limited. The £1 million referred to earlier in the report includes SPT funding of £500,000 made in 2016/17.

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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