



Strathclyde Partnership for Transport
Delivering for West Dunbartonshire



Introduction

Welcome to “Strathclyde Partnership for Transport: Delivering for West Dunbartonshire”. 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 West Dunbartonshire. 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 West Dunbartonshire: SPT Operational Activities; SPT Investing in West Dunbartonshire; 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 West Dunbartonshire: 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 West Dunbartonshire 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 West Dunbartonshire (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

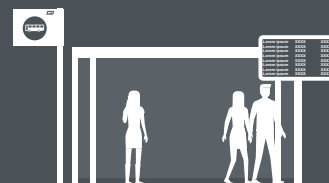
56,000 trips scheduled on MyBus in West Dunbartonshire (Since January 2019)



94

local bus contract and operator inspections in West Dunbartonshire

(Since August 2018)



781

pole-mounted information cases maintained

3 new Real-Time Passenger Information (RTPI) displays, **9** RTPI displays in total
37 new bus shelters installed

SPT agency activity on behalf of West Dunbartonshire Council



1,300

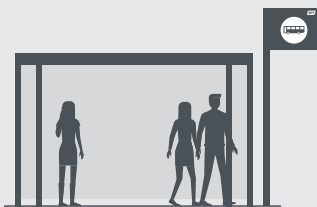
school children carried to and from school each day

Across an average of **33** contracts



228

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



509

bus stops maintained in West Dunbartonshire

257 shelters maintained



4,625

disabled persons National Entitlement Card (NEC) renewals

1,293 first time applications processed (71% reduction in first time applications in 2020/21 compared to the previous year, due to the pandemic)

Administrative activities

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



26,000

concessionary travel cards

SPT administers SCTS on behalf of West Dunbartonshire Council and the 11 other SPT local authorities. The scheme provides eligible West Dunbartonshire 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 26,000 West Dunbartonshire residents hold an NEC, allowing for SCTS discounts.

SPT: Investing in West Dunbartonshire

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 £0.815 million of capital funding to West Dunbartonshire Council to support a range of sustainable transport projects, and in 2021/22, capital funding totalling £0.935 million¹ was awarded to the Council to support the continued delivery of these projects. A breakdown showing SPT's five-year transport investment in West Dunbartonshire is provided in Table 2 in the appendix and further information on key projects is given below:

A814 Congestion Reduction Measures

The A814 is an important east-west transport corridor connecting West Dunbartonshire with both Argyll and Bute and Glasgow City. The corridor passes through several populated centres including Dumbarton, Bowling, Old Kilpatrick, Dalmuir and Clydebank. It is also a core bus corridor linking key locations including the NHS Golden Jubilee Hospital, Queens Quay regeneration site, West College Scotland's Clydebank Campus, Clyde Shopping Centre and Clydebank's bus and rail interchange on Chalmers Street.

In recent years, the A814 corridor has seen significant increases in traffic volumes, which in turn, is having a negative impact on its well-used bus services. High traffic volumes are resulting in slower bus running speeds, service reliability issues and is making bus services less attractive for passengers on this corridor. Furthermore, expansion plans for the NHS Golden Jubilee Hospital, to be delivered over the next decade, is only likely to add more pressures on the road network as a result of extra hospital traffic, meaning impacts on bus services is likely to worsen.

SPT has been working with the Council, alongside liaising with the corridor's main bus operator, to identify specific issues and congestion hotspots. Since 2017, SPT has awarded the Council £594,000 to target measures as part of the A814 Congestion Reduction Measures project, aimed at improving traffic flow along this corridor. Glasgow Road at the junction of Mountblow Road was identified as a particular congestion hotspot and in 2019, SPT funding helped the Council introduce an extra westbound traffic lane by removing a stretch of central reservation. This measure helped improve overall traffic throughput at this junction. The Council has also introduced dedicated turning lanes on Beardmore Street onto the A814, where previously there had been congestion issues associated with increased hospital traffic.

In the current financial year 2021/22, SPT funding is targeting a series of traffic signal upgrades along the A814, stretching from Mountblow Road to the Glasgow City boundary. These signal upgrades will incorporate SCOOT technology, a traffic detection system designed to help improve traffic flow which in turn will benefit bus services.

Kilbowie Road Bus Route Improvements

Chalmers Street in Clydebank is a regionally significant transport hub in West Dunbartonshire that is served by around 20 bus routes as well as connecting with rail services at Clydebank station, making it a key location for interchange as well as for accessing the town centre and the Clyde Shopping Centre. Further demand is generated by staff and students attending West College Scotland's Clydebank Campus.

Recent growth in bus passenger demand on the key east-west bus route via Chalmers Street, which sees frequencies of up to every 2 minutes in the peak hours, has led to one commercial operator investigating the option of introducing double-decker buses on the route. This would create potential for a major investment in new fleet.

Access to and from Chalmers Street, from Glasgow Road, requires services to pass underneath Kilbowie Road rail bridge, which, due to the current restricted height of the railway bridge (13'6") means only single-deck vehicles can pass under. This is suppressing capacity, resulting in a poor passenger experience at peak travel times, with fewer available seats and passengers having to stand.

It is a rare opportunity, in the current environment, that a bus service is growing in patronage. To support this passenger demand, SPT is working alongside the Council to investigate options to increase the clearance beneath the Kilbowie Road rail bridge to allow double-deck buses of 13'10" in height to be used on the route.

Using SPT funding, the Council has started the initial investigation works in order to establish the extent of any below ground public utilities or other potential issues. Dependent on a positive outcome from these investigations, the next stage of the project will involve the re-profiling of the Kilbowie Road surface in order to achieve, at least, the minimum required clearance.

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

Clydebank Transport Interchange

The Council, supported by SPT, has undertaken several studies in recent years to appraise transport requirements in and around Clydebank town centre. These studies have had a particular focus on:

- Improving access to/from and within the town centre, the evolving Queens Quay development area and surrounding locations by all modes, including walking and cycling;
- Ensuring efficient interchange between all modes to serve connections between areas linked to the town centre and via regional transport routes; and
- Providing transport to meet the future needs of the area, including connections to development areas as well as providing connectivity and accessibility to health, education and employment, as well as commercial, leisure and retail centres.

The existing facilities cater for 400,000 rail passenger and 2 million bus passenger journeys each year. There are a number of regeneration and development sites and trip attractors in the vicinity of the rail and bus stations as well as in the wider Clydebank area.

Building on the outcomes of these previous studies, the Council and SPT commissioned consultancy support in 2018 to prepare an Outline Business Case (OBC), in line with Scottish Transport Appraisal Guidance, to develop options for the new Clydebank Transport Hub. The OBC concluded with the preferred option proposing the creation of a new station building on Hume Street that would integrate with a redeveloped bus stop area on Chalmers Street and improve linkages to the Queens Quay regeneration site.

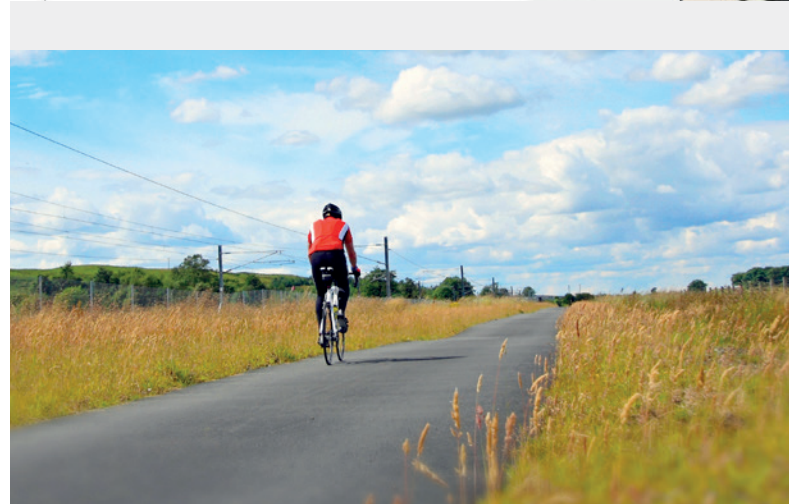
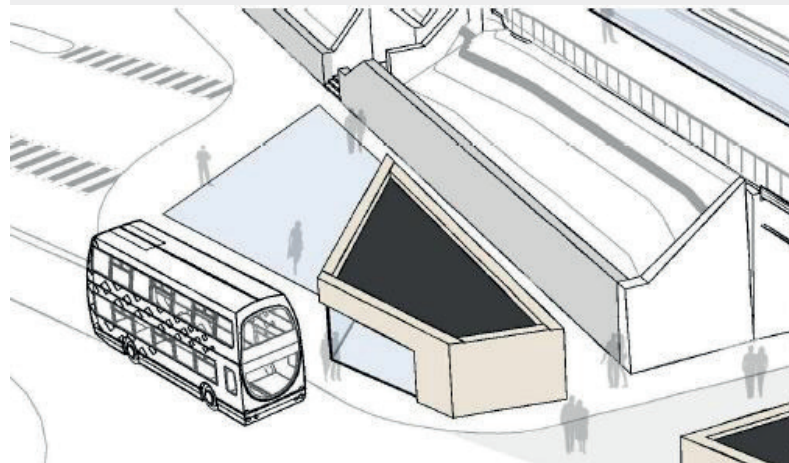
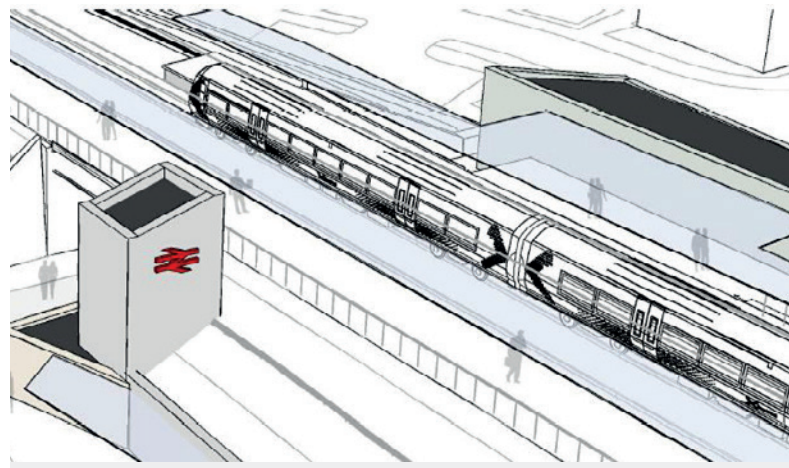
Delivering Clydebank Interchange remains an aspiration for both the Council and SPT.

Park and Ride

Park and Ride facilities have an important role in promoting sustainable travel choices and help reduce the need to travel longer distances by car. Since 2017, SPT has provided funding of £150,000 towards the design and delivery of park and ride facilities in West Dunbartonshire.

In 2018, a £70,000 contribution by SPT, supported by the Council's own capital funding, helped deliver a new 60 space park and ride facility on Strathleven Place to cater for demand at the nearby Dumbarton Central rail station.

SPT is continuing to support proposals by the Council to introduce new formal park and ride next to Balloch rail station that will serve rail demand into Glasgow and beyond. The proposed facility, which will require a decked structure to be built on the platform embankment, has seen design works and engagement with key stakeholders carried out ahead of detailed designs and construction in future years.



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. Since 2017, a significant capital investment by SPT has supported the delivery of bus infrastructure across West Dunbartonshire with £487,000 provided to help the Council deliver a series of targeted bus infrastructure improvements that has included new and upgraded shelters, raised kerbs and Real-Time Passenger Information displays.

Community Transport

In addition to capital investment, SPT has committed revenue funding to improve Community Transport (CT) across the west of Scotland. 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.

Currently there are no local CT groups based in West Dunbartonshire. The Council has for some time sought to establish CT in their area and formed a Community Transport Action Group to take this forward. The group reached agreement with South West Community Transport (SWCT) to establish a pilot project to provide transport for patients accessing medical appointments at local GPs surgeries, clinics and hospitals. The Council has received £20,000 of funding support to deliver the pilot project in partnership with SWCT.

The pilot provides the opportunity for the Community Transport Action Group to gain experience in CT operations with a view to the future establishment of a local CT operation within West Dunbartonshire.





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, alongside Tactran, the RTP for Tayside and Central Scotland, are supporting the Loch Lomond & The Trossachs National Park Authority to take forward a transport options appraisal to encourage sustainable access, both to and within the Park area, alongside managing growth in visitor numbers. SPT is also a member of the West Dunbartonshire Community Planning Partnership Board and our activities support the Board's shared vision of a West Dunbartonshire that's 'A great place to live, work and visit'.

Responding to Covid-19

Partnership working has been enhanced during the Covid-19 pandemic, with SPT working alongside councils, health boards and transport operators to ensure the travel needs of key workers were met and that access to vaccination centres for residents was available.

Working with Traveline Scotland, a 24-hour local telephone hotline was provided to support travel to vaccination centres, and within the NHS Greater Glasgow and Clyde area, a multi-agency liaison group was established to respond to the rapidly changing situation and needs. The group, facilitated by SPT, comprised operators and representatives from the NHS and local authorities.

Throughout summer and autumn 2020 the Glasgow City Region Transport Transition Plan Group, comprising the eight Glasgow City Region councils, SPT, and jointly chaired by Transport Scotland and Glasgow City Council, met regularly to ensure co-ordination as we moved through the various stages of lockdown. This group provided a forum to address the challenges faced by the transport network during the Covid-19 pandemic while keeping partners informed to ensure a co-ordinated response. The group was instrumental in supporting delivery of Spaces for People active travel projects and the successful securing of £1.8 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 West Dunbartonshire in support of inclusive economic growth, sustainable and attractive communities and improved quality of life for residents.

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 West Dunbartonshire, through our capital programme over the coming year, we look forward to introducing additional bus route congestion reduction measures along the A814 corridor. In particular, we will work with the Council to identify further hotspots and locations suited for bus priority measures.

We will also continue to support the Council in their investigations for Kilbowie Road rail bridge in order to find solutions that that will support bus demand on this corridor.

Clydebank Transport Interchange remains a priority project for the Council in their efforts to promote modal shift and support the town’s regeneration by delivering a modern transport hub befitting the scale of investment seen in Clydebank in recent years. We will continue to support the Council and will work with them to explore options for the redevelopment of the transport interchange.

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.

An aerial photograph of a marina. In the upper left, there are railway tracks and a building with a red roof. A large, irregularly shaped grassy area is in the center. To the right, a canal or dock contains several boats, including a large white motorboat and several smaller blue and white boats. The water is dark, and the surrounding area is a mix of green grass and grey pavement.

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

Service no	Route	Operator	Support	Operating Area
6B	Duntocher - Glasgow	McColls Travel	Full Support	Operates to Glasgow City & East Dunbartonshire
11	Gartnavel Hospital - Clydebank	First Glasgow	Full Support	Operates to Glasgow City
81	Linnvale - Clydebank - Duntocher	McGill's Bus Services	Full Support	West Dunbartonshire only
81A	Clydebank - Hardgate - Duntocher	McGill's Bus Services	Full Support	West Dunbartonshire only
81B	Linnvale - Parkhall - Duntocher	McGill's Bus Services	Full Support	West Dunbartonshire only
118	Hardgate - Gartnavel Hospital	McColls Travel	Full Support	Operates to East Dunbartonshire & Glasgow City
184	Antonine Park - Clydebank - Whitecreek	McColls Travel	Full Support	West Dunbartonshire only
184A	Antonine Park - Dalmuir - Drumry - Clydebank - Whitecreek	McColls Travel	Full Support	West Dunbartonshire only
206	Westcliff/Dumbarton - Tullichewan	Garelochhead Coaches	Full Support	West Dunbartonshire only
207	Lomond Shores - Bonhill	Garelochhead Coaches	Full Support	West Dunbartonshire only
208	Silverton - Dumbarton - Brucehill	McColls Travel	Full Support	West Dunbartonshire only
218	Silverton - Dumbarton - Westcliff	McColls Travel	Full Support	West Dunbartonshire only
305	Alexandria - Balloch - Luss	Garelochhead Coaches	Full Support Partly funded by Stirling Council	Operates into Argyll & Bute
306	Alexandria - Vale of Leven Hospital - Helensburgh	Garelochhead Coaches	Full Support Partly funded by Stirling Council	Operates into Argyll & Bute
309	Old Bonhill - Balloch - Balmaha	Garelochhead Coaches	Full Support Partly funded by Stirling Council	Operates into Stirling Council area
340	Helensburgh/Vale of Leven Hospital - Royal Alexandra Hospital	Carrs Loch Lomond	Full Support Partly funded by NHS	Operates to Argyll & Bute & Renfrewshire
757	Paisley - Erskine - Clydebank	McGill's Bus Services	Partial support (Mon - Sat Evenings, Sat AM peak journeys & all day Sunday)	Operates to Renfrewshire

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

Project	17/18	18/19	19/20	20/21	Total spend	21/22 Grant Award
	£000's					
A8014 Kilbowie Road Bus Route Improvements						330
A814 Congestion Reduction Measures	43	27	149	75	294	300
Balloch Station Park & Ride			35	20	55	25
Bus Infrastructure Improvements	28	31	185	43	287	200
Clydebank Transport Improvements		75	7		82	
Cycle Route Improvements	20		0		20	
Dalreoch Park & Ride			7		7	
Dumbarton Central Station Park & Ride		70			70	
Strathleven Active Travel Network						80
Total	91	203	383	139	815	935

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**

131 St. Vincent Street
Glasgow G2 5JF

www.spt.co.uk

