



Budget Book 2022/23



Strathclyde Partnership for Transport Budget Book 2022/23

Contents

Revenue Budget Introduction	4
Revenue Funding	8
Approved Revenue Budget	
- by Division	14
- by Subjective	15
Other Budgets	
- Concessionary Travel	16
Capital Programme 2022/23 to 2024/25	17
RTS Delivery Plan Strategic Outcomes	19
Approved Capital Programme, Budget and Funding Plan 2022/23	20
Summary Capital Programme 2022/23 to 2024/25	22
Approved Capital Budget 2022/23	24
Capital Programme 2022/23	
- Category 2 Projects	30
Indicative Capital Programme 2023/24 and 2024/25	
- Category 1 Projects	34
- Category 2 Projects	39

Revenue Budget 2022/23

Introduction

The 2022/23 plan and balanced budget are the result of an extensive process involving SPT staff, SPT members and consultation with the 12 constituent councils, the Scottish Government, Transport Scotland and other stakeholders.

Since the start of the pandemic in March 2020, like other public sector organisations SPT has encountered ongoing financial and organisational pressures arising from the ongoing pandemic, including government restrictions and messaging of essential travel only in certain periods over the last two years. SPT has had to take measures over the last two financial years that have been necessary to minimise the disruption to SPT arising from this financial instability.

At present after a challenging winter period with the emergence of the Omicron variant there is a renewed hope as we move into the new financial year that the recovery stage of the pandemic will begin. The recent announcement by the Scottish Government that the majority of legal restrictions relating to Covid will be removed in the weeks and months ahead reinforces this view. The 2022/23 budget has been prepared on this basis

with a positive outlook albeit with a lot of unknowns as we move into the future. The development of a robust and stable budget at this time continues to prove challenging, consistent with all public service organisations. There remain a significant number of unknowns at this stage including:

- With restrictions beginning to be eased in full, will this provide more certainty around patronage numbers, trends and revenue plans,
- How much the anticipated shift by businesses from full time office working to a hybrid model will impact on Subway patronage numbers;
- The plans for easing support to commercial bus operators and the impact this will have on services linking communities not served by commercial networks.

Notwithstanding the above uncertainties, financial planning for 2022/23 and beyond has endeavoured to take account of the current environment and pressures being faced, but also anticipating some of the pressures that may be brought to bear from the external environment. As a result, the proposed draft budget continues to focus within the resources available, on funding socially necessary bus services with ever increasing demand expected as the commercial market considers potential reductions in government support and therefore potentially continues to shrink, maintaining the current Subway fleet and associated infrastructure and supporting transitional plans for the Subway as we move from old to new rolling stock and updated associated working practices.

In addition, looking beyond the pandemic, SPT plans to continue to invest in new digital solutions for transport information, ticketing solutions and maintenance of assets such as bus stations to a high standard, all of which puts pressure on the reduced revenue resources. SPT is keen to ensure that transport is a key enabler to the economic recovery post pandemic and a key contributor to the carbon reduction agenda.

The recent announcement of the Strategic Transport Project Review is very encouraging and SPT will provide our support and transport expertise to the initial work on the Clyde Metro scheme as a key stakeholder, and is now considering the resource requirement to fully contribute to the significant challenge ahead.

Over the last 10 financial years SPT has continued to contribute resource to the Subway Fund within our revenue funding envelope. The purpose of this fund is to ensure that SPT can fund the overall modernisation project and associated works without placing any adverse financial pressure on our local authority partners through seeking increased requisition levels or a one-off significant funding request. The subway fund has been a key element in SPTs plans, to support its contribution to the subway project (£46m), as well as funding infrastructure works and revenue costs arising from the project including organisational change costs, training and development of the new asset base, as well as scheduled major refurbishments to maintain the asset for a life of up to 40 years.

At this stage and based on an assessment of projected future Subway costs, and immediate financial pressures elsewhere in SPT, the current fund balance is at a level which allows SPT to pause contributions to the fund in 2022/23 in order to ensure SPT achieves a balanced budget position for 2022/23. The Subway Fund balance will be reviewed annually and further contributions may be required to be made in future financial years to support Subway long term planning. More certainty with regard to long term financial planning will hopefully become clearer as we move into the next phase of the pandemic recovery in 2022.

The Scottish Government has again announced a one-year budget and local government settlement. SPT has actively engaged with both the local authorities and the Scottish Government throughout the budget setting process. Based on these discussions with local authority Directors of Finance and in line with the change in the Scotland-wide local government settlement floor calculation, a cash reduction of 0.42% to the SPT requisition has been confirmed.

The current budget has been prepared whilst taking account of the external environment. The level of requisition is reduced by 0.42% compared to 2021/22. As a result, funding from local authorities will be £35.632m in 2022/23.

The revenue budget for 2022/23 has been prepared on the assumption that as Covid restrictions ease, Subway passenger numbers will increase and generate increased Subway income compared to 2020/21 and 2021/22. It has also been drafted after a comprehensive review of all expenditure lines, taking into account known cost pressures including increases in electricity, staff costs and supported services costs including the significant impact of inflation. At this stage there is no allocation in the Scottish Budget for Covid support grant for light rail operators in 2022/23. However, if the Scottish Government require to react to new variants by implementing new or additional restrictions, which impact on SPT's ability to generate planned income over a significant period of time then SPT would in all likelihood require proportionate funding from the Scottish Government to achieve a balanced budget position and would as a consequence need to make its case for financial support.

Based on this a net revenue budget of £36.281m (2021/22 - £45.912m) was approved by the Partnership for 2022/23. This will be funded via requisition on local authorities, fares, fees and charges and a contribution from Scottish Government. The RTP contribution from Scottish Government will be £0.649m (2021/22 - £0.649m). The revenue budget for SPT was approved at the Partnership meeting of 18 March 2022, and can be summarised at the highest level as:

	2020/21 budget £000	2021/22 budget £000	2022/23 budget £000
All Partnership Services (SPT)	36,177	45,912	36,281
Other Services			
Agency	32,012	33,236	35,982
Concessionary Travel	4,176	4,076	4,059
	36,188	37,312	40,041
Total	72,365	83,224	76,322

Revenue Funding 2022/23

The funding of the revenue budget can be split into three main areas. These are:

- Local Authority contribution to SPT
- Scottish Government contribution
- Reserves

The Partnership was asked to approve a total revenue budget of £36,281,106 in respect of all Partnership activities and to agree a contribution of £35,631,606 from the 12 constituent Councils' and utilisation of direct funding of £649,500 from the Scottish Government. The Partnership agreed the proposed funding arrangements. The overall requisition has decreased by 0.42% compared with 2021/22.

The requisition has been apportioned by the 2020 mid-point population for each local authority. Due to the change in apportionment methodology there has been movement on the sums paid by each authority, however the change in approach has been agreed by all 12 Local Authorities from the financial year 2019/20 onwards.

All agency services are fully funded by Council's relative to the level of service provided by SPT.

The Scottish Government funding represents a contribution to the running costs of Regional Transport Partnerships in Scotland. The contribution from Scottish Government will be £0.649m.

There is no requirement for SPT or Concessionary Travel to draw on reserves to fund revenue expenditure in 2022/23.

The revenue budget was funded as follows:

	12 Constituent Councils	Scottish Government direct	Reserves	Total
	£000	£000	£000	£000
SPT – Core	35,632	649	0	36,281
Agency services	35,982	0	0	35,982
Concessionary Travel	4,059	0	0	4,059
Total Funding from each source	75,673	649	0	76,322

2022/23 contributions from Constituent Councils to SPT Core Services

Council	Transport Requisition £000
Argyll and Bute	405
East Ayrshire	1,934
East Dunbartonshire	1,729
East Renfrewshire	1,528
Glasgow	10,108
Inverclyde	1,225
North Ayrshire	2,135
North Lanarkshire	5,425
Renfrewshire	2,853
South Ayrshire	1,783
South Lanarkshire	5,102
West Dunbartonshire	1,405
Total	35,632

Concessionary Travel Scheme

The total funding requirement for the local Strathclyde Concessionary Travel Scheme for 2022/23 is £4.059m. The local concessionary scheme covers rail, subway and ferry services. The budget was approved by the Joint Committee on the 18 March 2022.

The budget will be financed by contributions from the 12 constituent councils to the level of £4.059m.

The 2022/23 budget has been prepared with a positive outlook, albeit with a number of unknowns remaining regarding travel demand patterns and how they may ultimately look like as we move into the future. At this stage, it is anticipated that passenger numbers using the scheme will increase to an average of 75% of pre-Covid levels across all modes with adjustments for seasonality. However, there remains a significant number of unknowns at this stage including:

- there is no clear baseline around passenger numbers and trends;
- the impact of public behaviours on public transport as scheme users adapt to changed circumstances in terms of routines and social related activities;
- how any fare changes made by operators' or the Scheme will impact on patronage;
- how government plans for easing financial support to commercial bus operators may impact bus service provision, which is free for National Entitlement Card holders; and
- the impact of free bus travel for Under 22's with the potential for a shift in current Scheme users to other transport modes as a result of availability of bus services or potential capacity issues.

The pandemic has had a significant impact on patronage levels during 2020/21, which has had a positive impact on the financial sustainability of the scheme in the short term. As the immediate financial pressure has been alleviated from the scheme in the short term no amendments to fares have been assumed or are proposed until at least January 2023.

Due to the level of uncertainty surrounding patronage levels the budget has been based on similar levels to 2019/20 – the last full financial year unaffected by the pandemic.

2022/23 Concessionary Travel Scheme Funding

Council	Requisition £000
Argyll and Bute	204
East Ayrshire	236
East Dunbartonshire	228
East Renfrewshire	181
Glasgow	840
Inverclyde	156
North Ayrshire	286
North Lanarkshire	572
Renfrewshire	325
South Ayrshire	263
South Lanarkshire	605
West Dunbartonshire	163
Total	4,059

Agency Services

Agency services are carried out by SPT on behalf of councils, based on the services requested by each council. The total cost of these services is fully funded by the relevant council. The total budget for these services in 2022/23 is £35.982m.

These services can be broken down as follows:

Agency Services	Total Cost £000
School Transport	35,055
Bus Shelters & Stops Maintenance	927
Total	35,982

Approved Revenue Budget by Division – SPT Core

	Historic Data	Approved	
	Budget 2021/22	Budget 2022/23	Variance 21/22 v 22/23
Chief Executive			
Policy & Strategy	446,003	518,300	(72,296)
Cabinet	474,784	306,620	168,164
Total Chief Executive	920,787	824,920	95,868
Operations			
Subway	16,659,577	10,901,209	5,758,368
Bus Operations	16,751,913	16,819,102	(67,189)
Projects	351,757	424,074	(72,317)
Health and Safety	171,109	177,842	(6,733)
Customer Standards	569,635	580,521	(10,886)
Total Operations	34,503,991	28,902,748	5,601,242
Business Support			
Finance	1,334,742	1,366,490	(31,749)
Digital	2,602,952	2,741,596	(138,644)
Human Resources	577,237	591,905	(14,668)
Legal Services	496,928	420,619	76,309
Business Support	225,958	232,695	(6,738)
Elected Members	74,626	55,643	18,983
Contact Centre	244,839	238,247	6,592
Corporate	(269,834)	906,242	(1,176,076)
Total Business Support	5,287,447	6,553,438	(1,265,990)
Contribution to Subway Fund	5,200,000	-	5,200,000
Net Total	45,912,225	36,281,106	9,631,119
Funded by:			
SPT Requisition	35,781,890	35,631,606	(150,284)
RTP Core Funding	649,500	649,500	-
Estimated Covid Support Grant	9,480,835	-	(9,480,835)
Total Funding	45,912,225	36,281,106	(9,631,119)
Difference	0	0	0

Approved Revenue Budget by Subjective – SPT Core

	Historic Data	Approved	
	Budget 2021/22	Budget 2022/23	Variance 21/22 v 22/23
EXPENDITURE			
Employee Costs			
Salaries	17,176,891	17,971,040	(794,149)
Overtime	671,040	615,040	56,000
Other Employee Costs	5,137,670	5,444,660	(306,990)
Sub Total Employee Costs	22,985,601	24,030,740	(1,045,139)
Property Costs			
Electricity	1,926,251	2,198,439	(272,188)
Repairs and Maintenance	438,000	432,000	6,000
Property Insurance	381,000	381,000	-
Other Property Costs	3,674,793	3,714,849	(40,055)
Sub Total Property Costs	6,420,045	6,726,288	(306,243)
Supplies & Services	1,913,006	2,082,408	(169,402)
Transport & Plant Costs	110,550	136,550	(26,000)
Third Party Payments			
Bus Operator Payments	13,361,737	13,361,737	-
Communications	359,000	359,000	-
Other Third Party Payments	6,581,998	9,538,370	(2,956,372)
Sub Total Third Party Payments	20,302,735	23,259,107	(2,956,372)
Financing Costs			
Contribution to Subway Fund	5,200,000	-	5,200,000
Sub Total Financing Costs	5,200,000	-	5,200,000
TOTAL EXPENDITURE	56,931,937	56,235,093	696,844
INCOME			
Subway Income	(6,733,346)	(14,548,560)	7,815,214
Bus Station Income	(2,068,509)	(2,225,081)	156,571
Agency Income - Agency Fee	(1,484,356)	(1,488,347)	3,991
Interest Received	(400,000)	(1,300,000)	900,000
Other Income	(333,500)	(392,000)	58,500
TOTAL INCOME	(11,019,712)	(19,953,987)	8,934,276
Net Total	45,912,225	36,281,106	9,631,119

Approved Revenue Budget – Concessionary Travel

	Historic Data	Approved	
	Budget 2021/22	Budget 2022/23	Variance 21/22 v 22/23
EXPENDITURE			
Employee Costs			
Salaries	167,009	182,656	(15,647)
Other Employee Costs	45,247	51,090	(5,843)
Sub Total Employee Costs	212,256	233,747	(21,491)
Supplies & Services	114,600	88,100	26,500
Third Party Payments			
Payment to Operators	3,750,992	3,786,883	(35,891)
TOTAL EXPENDITURE	4,077,848	4,108,730	(30,882)
INCOME			
Interest Received	(2,000)	(50,000)	48,000
TOTAL INCOME	(2,000)	(50,000)	48,000
Net Total	4,075,848	4,058,730	17,118

Capital Programme 2022/23 to 2024/25

Introduction

The preparation of the Capital Plan 2022/23 to 2024/25 has sought to balance the transport project delivery aspirations and the available funding.

The Capital Plan 2022/23 to 2024/25 was developed in line with the objectives and strategic priorities of the Regional Transport Strategy (RTS).

This strategic framework directs capital investment to the key intervention areas to ensure progress towards achieving the RTS Strategic Outcomes of: Attractive, Seamless, Reliable Travel; Improved Connectivity; Access for All; and Reduced Emissions.

Assessment of proposed projects

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 objectives and strategic priorities of the RTS as well as deliverability and affordability considerations.

Proposals deemed to be Category 1 are projects for which approval was sought to incur expenditure in year one of the three-year programme. These proposals have progressed successfully through the evaluation process and are ready to be delivered in year one of the three-year programme.

Proposals deemed to be Category 2 are projects that require further development work to agree the project scope, successful conclusion of project delivery risks and / or additional funding to ensure that they are robust and deliverable. These will only be progressed during the financial year 2022/23 subject to funding being available and full development work being completed. Approval will need to be sought to promote projects from Category 2 to Category 1.

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

Approved capital programme, budget and funding plan for 2022/23

The 2022/23 capital budget is based on the Category 1 programme. As is normal the plan is set greater than the available funding to ensure that the plan delivery is maximised within the funding available and project delivery movements. As a consequence, there is a projected shortfall of £5.241m on the general capital element of the 2022/23 budget. It is anticipated that the measures put in place in response to the Covid-19 pandemic, together with global supply chain issues and inflationary pressures, will continue to affect the delivery of projects in 2021/22. The current proposed plan and budget for 2022/23 will require to be amended following the current year-end to accommodate project slippage which has not yet been identified. These year-end movements will be reported to the Partnership at the earliest opportunity in 2022/23 and may require to be accommodated within the available funding.

Indicative capital programme for 2023/24 and 2024/25

SPT normally prepares an aligned three year rolling capital programme and budget which seeks to balance the transport project delivery aspirations and the available funding. However, in doing so, no funding information for years two and three is known at this stage. Therefore the capital programme for 2023/24 and 2024/25 is indicative only at this time.

RTS Delivery Plan

Strategic Outcomes

The Capital Plan 2022/23 to 2024/25 seeks to progress interventions with a focus on achieving the Strategic Outcomes, specifically:

Attractive, Seamless, Reliable Travel

Projects to support the delivery of a modern, integrated and attractive transport network include continuation of Subway Modernisation programme, bus8 passenger infrastructure improvements, improvements at key transport nodes and interchanges, travel information improvements including Real Time Passenger Information and development of smart, integrated ticketing.

Improved Connectivity

Projects to support the delivery of a more efficient and safe transport network including improvements to urban traffic control systems, junction improvements and safety improvements on rural roads.

Access for All

Projects to support the delivery of a more accessible and safe transport network include more accessible public transport and active travel infrastructure and bus fleet improvements on socially necessary services.

Reduced Emissions

Projects to support the delivery of a more sustainable transport network and travel behaviour include park and ride development, delivery or development of new cycling infrastructure and schemes in support of town centre regeneration plans to encourage more sustainable travel to work, shops and services.

Approved Capital Programme, Budget and Funding Plan 2022/23

The capital programme, budget and funding plan for 2022/23 was approved by the Partnership on 18 March 2022.

Table 1 below summarises the capital budget and funding plan for 2022/23:

Table 1	2022/23 £000
Category 1 Programme	63,256
Funded by:	
General Capital Grant	15,327
Specific Capital Grant	16,500
Transfer from Subway Infrastructure Fund	5,510
Transfer from Capital Grants Unapplied Account	20,678
Total funding	58,015
Projected variance	5,241

Table 2 below summarises the Category 2 programme:

Table 2	2022/23 £000
Category 2 Programme	15,250

Approved Capital Budget and Funding Plan 2022/23

Analysis by Funding Resource

Subway Modernisation	2022/23 £000
Category 1 Programme	37,178
Financed by:	
Scottish Government specific capital grant	16,500
Transfer to Capital Grants Unapplied Account	20,678
Projected variance	0

General Capital	2022/23 £000
Category 1 Programme	26,078
Financed by:	
Scottish Government general capital grant	15,327
Transfer from Subway Infrastructure Fund	5,510
Projected variance	5,241

Summary Capital Programme 2022/23 to 2024/25 Overall Summary

Category 1 Projects	<----3 year programme---->			Total £000
	2022/23 £000	2023/24 £000	2024/25 £000	
Bus Operations	1,690	1,100	1,100	3,890
Corporate	25	25	25	75
Customer Standards	50	50	50	150
Digital	705	145	135	985
Projects	2,343	350	259	2,952
Subway	43,658	25,588	15,316	84,562
Local Authorities and Others	14,785	9,150	4,185	28,120
Total	63,256	36,408	21,070	120,734

Category 2 Projects	<----3 year programme---->			Total £000
	2022/23 £000	2023/24 £000	2024/25 £000	
Bus Operations	2,475	1,945	1,400	5,820
Corporate	325	50	50	425
Customer Standards	575	150	0	725
Digital	255	75	75	405
Projects	1,050	0	0	1,050
Subway	7,410	3,670	3,430	14,510
Local Authorities and Others	3,160	6,915	3,300	13,375
Total	15,250	12,805	8,255	36,310

The capital programme for 2023/24 and 2024/25 is indicative only.

Summary Capital Programme 2022/23 to 2024/25

Summary of Local Authorities and Others Projects

Category 1 Projects	<----3 year programme---->			Total £000
	2022/23	2023/24	2024/25	
	£000	£000	£000	
Argyll and Bute	390	260	800	1,450
East Ayrshire	2,270	0	0	2,270
East Dunbartonshire	920	600	0	1,520
East Renfrewshire	650	1,000	0	1,650
Glasgow	1,510	850	700	3,060
Inverclyde	1,275	805	150	2,230
North Ayrshire	1,385	1,320	670	3,375
North Lanarkshire	1,975	675	175	2,825
Renfrewshire	1,060	785	15	1,860
South Ayrshire	500	500	500	1,500
South Lanarkshire	1,775	1,675	1,175	4,625
West Dunbartonshire	1,075	680	0	1,755
Total	14,785	9,150	4,185	28,120

Category 2 Projects	<----3 year programme---->			Total £000
	2022/23	2023/24	2024/25	
	£000	£000	£000	
Argyll and Bute	0	0	0	0
East Ayrshire	450	1,250	1,100	2,800
East Dunbartonshire	0	0	0	0
East Renfrewshire	500	0	0	500
Glasgow	0	1,500	1,500	3,000
Inverclyde	465	315	0	780
North Ayrshire	1,135	1,150	0	2,285
North Lanarkshire	500	0	0	500
Renfrewshire	0	490	0	490
South Ayrshire	0	200	200	400
South Lanarkshire	0	1,500	0	1,500
West Dunbartonshire	110	510	500	1,120
Total	3,160	6,915	3,300	13,375

The capital programme for 2023/24 and 2024/25 is indicative only.

Approved Capital Budget 2022/23

Category 1 Projects

Bus Operations	2022/23 Total £000
Buchanan Bus Station Improvements	240
Bus Station Departures System	40
Bus Station Improvements	170
Bus Stop Asset Management System	50
Bus Stops and Shelters Upgrade Programme	500
Expansion of Real Time Bus Information	350
Purchase of Operational Vehicles	340
Total Category 1 Programme for Bus Operations	1,690

Corporate	2022/23 Total £000
Capitalised Salaries	25
Total Category 1 Programme for Corporate	25

Customer Standards	2022/23 Total £000
Advertising Infrastructure	50
Total Category 1 Programme for Customer Standards	50

Digital	2022/23 Total £000
Public Wifi and Cellular Network Connectivity	250
Technical Refresh	455
Total Category 1 Programme for Digital	705

Approved Capital Budget 2022/23

Category 1 Projects

Projects	2022/23 Total £000
Carbon Management Programme	100
Corporate Security Systems Replacement (including CCTV)	2,143
Transport Planning Model Development	100
Total Category 1 Programme for Projects	2,343

Subway	2022/23 Total £000
Subway Infrastructure	
Tunnel & Infrastructure Works	5,510
Subway Modernisation	
Rolling Stock & New System: Management & Specialist Support	1,599
Rolling Stock & New System: Manufacture & Supply Agreement	35,059
Subway Modernisation Programme Support	520
Subway Operations	
Broomloan Depot Improvements	190
Car Park Ticketing System	230
Maintenance Planning System Improvements	15
New and Enhanced Plant & Equipment	55
Secure Mobile Operational Communications System	105
Station Minor Works	375
Total Category 1 Programme for Subway	43,658

Category 1 Programme	48,471
-----------------------------	---------------

Approved Capital Budget 2022/23

Category 1 Projects – Local Authorities and Others

Argyll and Bute	2022/23 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	150
Helensburgh and Lomond Cycleways	90
Rosneath Cyclepath	150
Total Category 1 Programme for Argyll and Bute	390

East Ayrshire	2022/23 Total £000
Bus Station Improvements	2,000
Fenwick Public Transport Improvements	60
Kilmarnock Bus Park & Ride	210
Total Category 1 Programme for East Ayrshire	2,270

East Dunbartonshire	2022/23 Total £000
Bus Infrastructure Improvements	40
Walking and Cycling Off-Road Network Improvements	880
Total Category 1 Programme for East Dunbartonshire	920

East Renfrewshire	2022/23 Total £000
A77 Strategic Cycle Corridor	500
Bus Infrastructure Improvements	50
Pedestrian and Cycling Improvements	100
Total Category 1 Programme for East Renfrewshire	650

Approved Capital Budget 2022/23

Category 1 Projects – Local Authorities and Others

Glasgow	2022/23 Total £000
Active Travel Network Enhancements	80
Battlefield Road Bus Route Junction Improvements	30
Bus Traffic Route Priority Upgrades	100
City-wide Bus Stop Enhancements	100
Hope Street / Renfield Street Area Bus Stop Improvements	570
Paisley Road West Bus Corridor Improvements	300
Pollok Bus Corridor Improvements	330
Total Category 1 Programme for Glasgow	1,510

Inverclyde	2022/23 Total £000
Bus Infrastructure Improvements	150
Cycle Route Improvements	110
Greenock Town Centre Improvements	500
Port Glasgow Park & Ride Extension	50
Port Glasgow Station Access Improvements	415
Speed Reduction Measures in Villages	50
Total Category 1 Programme for Inverclyde	1,275

North Ayrshire	2022/23 Total £000
Ardrossan Harbour Interchange	50
B714 Active Travel Links	100
Brodick to Corrie Cycle Path	300
Bus Corridor Improvements	200
Bus Route Congestion Reduction Measures	100
Cumrae Ferry Bus Stop and Queuing Facilities	385
Irvine Cycle Friendly Town	250
Total Category 1 Programme for North Ayrshire	1,385

Approved Capital Budget 2022/23

Category 1 Projects – Local Authorities and Others

North Lanarkshire	2022/23 Total £000
A71 Junction Improvements	450
A73 Carlisle Road Junction Improvements	375
Bus Infrastructure Improvements	175
Coatbridge Junction Improvements	250
Motherwell Station Active Travel Links	225
Ravenscraig Active Travel Link	500
Total Category 1 Programme for North Lanarkshire	1,975

Renfrewshire	2022/23 Total £000
Glasgow Road Bus Corridor Improvements	55
Linburn Bus Turning Loop	220
Milliken Park Station Connections	85
Pedestrian Crossing Installation	200
Renfrewshire Bus Corridor Improvements	300
Renfrewshire Traffic Management Improvements	200
Total Category 1 Programme for Renfrewshire	1,060

South Ayrshire	2022/23 Total £000
Ayrshire / Prestwick SQP Infrastructure Improvements	50
Local Cycle Network Improvements	450
Total Category 1 Programme for South Ayrshire	500

Approved Capital Budget 2022/23

Category 1 Projects – Local Authorities and Others

South Lanarkshire	2022/23 Total £000
Bus Infrastructure Improvements QBC (various routes)	160
Bus Route Congestion Reduction Measures	415
Hairmyres Station Park & Ride	100
Lanark Interchange Improvements	500
National Strategic Cycle Routes	400
Route Action Plans (various routes)	200
Total Category 1 Programme for South Lanarkshire	1,775

West Dunbartonshire	2022/23 Total £000
A8014 Kilbowie Road Bus Route Improvements	495
A814 Congestion Reduction Measures	330
Balloch Station Park & Ride	50
Bus Infrastructure Improvements	200
Total Category 1 Programme for West Dunbartonshire	1,075

Local Authorities and Others Category 1 Programme	14,785
--	---------------

Total Category 1 Programme	63,256
-----------------------------------	---------------

Capital Programme 2022/23

Category 2 Projects

Bus Operations	2022/23 Total £000
Buchanan Bus Station Improvements	945
Bus Station Improvements	150
Bus Stop Asset Management System	50
Bus Stops and Shelters Upgrade Programme	250
Improved Interchanges for Access to Healthcare	50
Purchase of Operational Vehicles	1,030
Total Category 2 Programme for Bus Operations	2,475

Corporate	2022/23 Total £000
Capitalised Salaries	50
Corporate System Improvements	75
Human Resource Systems Replacement	200
Total Category 2 Programme for Corporate	325

Customer Standards	2022/23 Total £000
Advertising Infrastructure	575
Total Category 2 Programme for Customer Standards	575

Digital	2022/23 Total £000
Data Warehouse Build	80
Public Wifi and Cellular Network Connectivity	100
Technical Refresh	75
Total Category 2 Programme for Digital	255

Capital Programme 2022/23

Category 2 Projects

Projects	2022/23 Total £000
Carbon Management Programme	150
Corporate Security Systems Replacement (including CCTV)	150
Regional Active Travel Projects	300
Response to STPR2	200
Smart & Integrated Ticketing	250
Total Category 2 Programme for Projects	1,050

Subway	2022/23 Total £000
Subway Infrastructure	
Tunnel & Infrastructure Works	1,540
Subway Operations	
Broomloan Depot Improvements	65
New and Enhanced Plant & Equipment	475
Secure Mobile Operational Communications System	5,000
Station Minor Works	250
Subway Possession Planning Tool	80
Total Category 2 Programme for Subway	7,410

Category 2 Programme	12,090
-----------------------------	---------------

Capital Programme 2022/23

Category 2 Projects – Local Authorities and Others

East Ayrshire	2022/23 Total £000
A76 Multi-Modal Corridor Improvements	50
B778 Route Improvements	80
Irvine Valley Cycle Route	40
Kilmarnock Town Centre Cycle Network	100
Make It Kilmarnock Sustainable Transport Improvements	100
Stewarton Cycle Route	80
Total Category 2 Programme for East Ayrshire	450

East Renfrewshire	2022/23 Total £000
A77 Strategic Cycle Corridor	500
Total Category 2 Programme for East Renfrewshire	500

Inverclyde	2022/23 Total £000
Integrated Transport Hub	50
Port Glasgow Station Access Improvements	415
Total Category 2 Programme for Inverclyde	465

North Ayrshire	2022/23 Total £000
A841 Brodick to Lochranza Bus Route Improvements	800
Cumbrae Community Links	35
Irvine Station Interchange Improvements	300
Total Category 2 Programme for North Ayrshire	1,135

Capital Programme 2022/23

Category 2 Projects – Local Authorities and Others

North Lanarkshire	2022/23 Total £000
Croy Station Access Improvements	500
Total Category 2 Programme for North Lanarkshire	500

West Dunbartonshire	2022/23 Total £000
Clydebank Transport Improvements	110
Total Category 2 Programme for West Dunbartonshire	110

Local Authorities and Others Category 2 Programme	3,160
--	--------------

Total Category 2 Programme	15,250
-----------------------------------	---------------

Indicative Capital Programme 2023/24 and 2024/25 Category 1 Projects

Bus Operations	2023/24 Total £000	2024/25 Total £000
Buchanan Bus Station Improvements	50	50
Bus Stops and Shelters Upgrade Programme	500	500
Expansion of Real Time Bus Information	350	350
Purchase of Operational Vehicles	200	200
Total Category 1 Programme for Bus Operations	1,100	1,100

Corporate	2023/24 Total £000	2024/25 Total £000
Capitalised Salaries	25	25
Total Category 1 Programme for Corporate	25	25

Customer Standards	2023/24 Total £000	2024/25 Total £000
Advertising Infrastructure	50	50
Total Category 1 Programme for Customer Standards	50	50

Digital	2023/24 Total £000	2024/25 Total £000
Technical Refresh	145	135
Total Category 1 Programme for Digital	145	135

Indicative Capital Programme 2023/24 and 2024/25 Category 1 Projects

Projects	2023/24	2024/25
	Total £000	Total £000
Carbon Management Programme	200	0
Corporate Security Systems Replacement (including CCTV)	50	159
Transport Planning Model Development	100	100
Total Category 1 Programme for Projects	350	259

Subway	2023/24	2024/25
	Total £000	Total £000
Subway Infrastructure		
Tunnel & Infrastructure Works	3,610	3,485
Subway Modernisation		
Rolling Stock & New System: Management & Specialist Support	1,367	1,064
Rolling Stock & New System: Manufacture & Supply Agreement	19,571	10,170
Subway Modernisation Programme Support	475	472
Subway Operations		
Asset Management System Improvements	60	0
Broomloan Depot Improvements	110	50
New and Enhanced Plant & Equipment	20	20
Secure Mobile Operational Communications System	100	0
Station Minor Works	275	55
Total Category 1 Programme for Subway	25,588	15,316

Category 1 Programme	27,258	16,885
-----------------------------	---------------	---------------

Indicative Capital Programme 2023/24 and 2024/25

Category 1 Projects – Local Authorities and Others

Argyll and Bute	2023/24 Total £000	2024/25 Total £000
Bus Infrastructure Upgrades in Helensburgh Area	150	150
Helensburgh and Lomond Cycleways	80	400
Rosneath Cyclepath	30	250
Total Category 1 Programme for Argyll and Bute	260	800

East Dunbartonshire	2023/24 Total £000	2024/25 Total £000
Walking and Cycling Off-Road Network Improvements	600	0
Total Category 1 Programme for East Dunbartonshire	600	0

East Renfrewshire	2023/24 Total £000	2024/25 Total £000
A77 Strategic Cycle Corridor	1,000	0
Total Category 1 Programme for East Renfrewshire	1,000	0

Glasgow	2023/24 Total £000	2024/25 Total £000
Battlefield Road Bus Route Junction Improvements	150	0
Bus Traffic Route Priority Upgrades	100	100
City-wide Bus Stop Enhancements	100	100
Hope Street / Renfield Street Area Bus Stop Improvements	500	500
Total Category 1 Programme for Glasgow	850	700

Inverclyde	2023/24 Total £000	2024/25 Total £000
Bus Infrastructure Improvements	150	150
Greenock Town Centre Improvements	100	0
Port Glasgow Park & Ride Extension	350	0
Port Glasgow Station Access Improvements	155	0
Speed Reduction Measures in Villages	50	0
Total Category 1 Programme for Inverclyde	805	150

Indicative Capital Programme 2023/24 and 2024/25

Category 1 Projects – Local Authorities and Others

North Ayrshire	2023/24 Total £000	2024/25 Total £000
Ardrossan Harbour Interchange	500	500
B714 Active Travel Links	100	100
Brodick to Corrie Cycle Path	225	0
Bus Corridor Improvements	70	70
Cumrae Ferry Bus Stop and Queuing Facilities	175	0
Irvine Cycle Friendly Town	250	0
Total Category 1 Programme for North Ayrshire	1,320	670

North Lanarkshire	2023/24 Total £000	2024/25 Total £000
Bus Infrastructure Improvements	175	175
Motherwell Station Active Travel Links	500	0
Total Category 1 Programme for North Lanarkshire	675	175

Renfrewshire	2023/24 Total £000	2024/25 Total £000
Glasgow Road Bus Corridor Improvements	275	15
Linburn Bus Turning Loop	10	0
Milliken Park Station Connections	100	0
Pedestrian Crossing Installation	200	0
Renfrewshire Traffic Management Improvements	200	0
Total Category 1 Programme for Renfrewshire	785	15

Indicative Capital Programme 2023/24 and 2024/25

Category 1 Projects – Local Authorities and Others

South Ayrshire	2023/24 Total £000	2024/25 Total £000
Ayrshire / Prestwick SQP Infrastructure Improvements	50	50
Local Cycle Network Improvements	450	450
Total Category 1 Programme for South Ayrshire	500	500

South Lanarkshire	2023/24 Total £000	2024/25 Total £000
Bus Infrastructure Improvements QBC (various routes)	160	160
Bus Route Congestion Reduction Measures	415	415
Lanark Interchange Improvements	500	0
National Strategic Cycle Routes	400	400
Route Action Plans (various routes)	200	200
Total Category 1 Programme for South Lanarkshire	1,675	1,175

West Dunbartonshire	2023/24 Total £000	2024/25 Total £000
A814 Congestion Reduction Measures	330	0
Balloch Station Park & Ride	350	0
Total Category 1 Programme for West Dunbartonshire	680	0

Local Authorities and Others Category 1 Programme	9,150	4,185
--	--------------	--------------

Total Category 1 Programme	36,408	21,070
-----------------------------------	---------------	---------------

Indicative Capital Programme 2023/24 and 2024/25 Category 2 Projects

Bus Operations	2023/24 Total £000	2024/25 Total £000
Buchanan Bus Station Improvements	645	100
Bus Stops and Shelters Upgrade Programme	250	250
Improved Interchanges for Access to Healthcare	50	50
Purchase of Operational Vehicles	1,000	1,000
Total Category 2 Programme for Bus Operations	1,945	1,400

Corporate	2023/24 Total £000	2024/25 Total £000
Capitalised Salaries	50	50
Total Category 2 Programme for Corporate	50	50

Customer Standards	2023/24 Total £000	2024/25 Total £000
Advertising Infrastructure	150	0
Total Category 2 Programme for Customer Standards	150	0

Digital	2023/24 Total £000	2024/25 Total £000
Technical Refresh	75	75
Total Category 2 Programme for Digital	75	75

Subway	2023/24 Total £000	2024/25 Total £000
Subway Infrastructure		
Tunnel & Infrastructure Works	3,350	3,240
Subway Operations		
Asset Management System Improvements	120	40
New and Enhanced Plant & Equipment	200	150
Total Category 2 Programme for Subway	3,670	3,430

Category 2 Programme	5,890	4,955
-----------------------------	--------------	--------------

Indicative Capital Programme 2023/24 and 2024/25

Category 2 Projects – Local Authorities and Others

East Ayrshire	2023/24	2024/25
	Total £000	Total £000
A76 Multi-Modal Corridor Improvements	100	100
B778 Route Improvements	400	400
Crosshouse to Dundonald Cycle Route	350	350
Irvine Valley Cycle Route	100	100
Kilmarnock Town Centre Cycle Network	100	100
Make It Kilmarnock Sustainable Transport Improvements	100	0
Stewarton Cycle Route	100	50
Total Category 2 Programme for East Ayrshire	1,250	1,100

Glasgow	2023/24	2024/25
	Total £000	Total £000
Hope Street / Renfield Street Area Bus Stop Improvements	1,500	1,500
Total Category 2 Programme for Glasgow	1,500	1,500

Inverclyde	2023/24	2024/25
	Total £000	Total £000
Integrated Transport Hub	160	0
Port Glasgow Station Access Improvements	155	0
Total Category 2 Programme for Inverclyde	315	0

North Ayrshire	2023/24	2024/25
	Total £000	Total £000
A841 Brodick to Lochranza Bus Route Improvements	800	0
Cumbræ Community Links	350	0
Total Category 2 Programme for North Ayrshire	1,150	0

Indicative Capital Programme 2023/24 and 2024/25

Category 2 Projects – Local Authorities and Others

Renfrewshire	2023/24 Total £000	2024/25 Total £000
Renfrewshire Traffic Management Improvements	140	0
Southholm Roundabout Active Travel Improvements	350	0
Total Category 2 Programme for Renfrewshire	490	0

South Ayrshire	2023/24 Total £000	2024/25 Total £000
Ayr Hospital Link	25	25
Ayr Station Link	25	25
Multi-Modal Hubs	100	100
Troon Cycle Friendly Improvements	50	50
Total Category 2 Programme for South Ayrshire	200	200

South Lanarkshire	2023/24 Total £000	2024/25 Total £000
Hairmyres Station Park & Ride	1,500	0
Total Category 2 Programme for South Lanarkshire	1,500	0

West Dunbartonshire	2023/24 Total £000	2024/25 Total £000
Clydebank Transport Improvements	510	500
Total Category 2 Programme for West Dunbartonshire	510	500

Local Authorities and Others Category 2 Programme	6,915	3,300
--	--------------	--------------

Total Category 2 Programme	12,805	8,255
-----------------------------------	---------------	--------------

Contact details

For revenue queries:

Paul McMullan

Accountant

Tel: 0141 333 3381

Email: paul.mcmullan@spt.co.uk

For capital queries:

Stuart Lawrie

Accountant

Tel: 0141 333 3684

Email: stuart.lawrie@spt.co.uk

Find out more at
spt.co.uk

