

# North Lanarkshire Council Report

## Environment and Climate Change Committee

Does this report require to be approved? ☐ Yes ☒ No

Ref PH/SMcD

Date 01/05/24

## Oversight Report – Strathclyde Partnership for Transport and Strathclyde Concessionary Travel Scheme 2022/23

**From** Pamela Humphries, Chief Officer (Place)

**E-mail** Mcdougalls@northlan.gov.uk

**Telephone**

Susan McDougall,  
07977060701

### Executive Summary

This report provides Members with an overview of performance in 2022/23 by Strathclyde Partnership for Transport (SPT) and the Strathclyde Concessionary Travel Scheme (SCTS). SPT is the Regional Transport Partnership for the west of Scotland and has a statutory duty to develop a transport strategy for its region. The SCTS oversees the operation of the concessionary fares scheme for public transport within the SPT area, and is responsible for determining the criteria and eligible routes for concessionary fares.

The Council appoints Elected Members to serve on the boards of these bodies and must therefore maintain oversight of performance to ensure compliance with 'Following the Public Pound' obligations. The former Arm's Length External Organisations (ALEOs) and External Bodies Monitoring Committee, at its initial meeting in May 2016, considered the reporting frequency and determined that annual reporting was appropriate and proportionate given the wider governance arrangements that exist and the likely level of risk to the Council. The appendices to this report summarise the 2022/23 performance for SPT and the Strathclyde Concessionary Travel Scheme. They also set out the oversight arrangement in place to confirm that both organisations operate satisfactory governance and scrutiny processes.

### Recommendations

It is recommended that the Committee:

- (1) Acknowledge the ongoing governance and scrutiny arrangements currently in place within SPT and the Strathclyde Concessionary Travel Scheme.
- (2) Note both organisations' 2022/23 performance.
- (3) Identify areas of activity requiring further consideration by the Council.

### The Plan for North Lanarkshire

Priority	Improve economic opportunities and outcomes
Ambition statement	(2) Refocus our town centres and communities to be multi-functional connected places which maximise social, economic, and environmental opportunities
Programme of Work	Statutory / corporate / service requirement

## **1. Background**

- 1.1 The ALEOs and External Bodies Monitoring Committee previously approved the Performance Monitoring Framework in respect of the Council's arm's length bodies in May 2016 and agreed that monitoring and reporting should be proportionate to the scale of activity and likely level of risk to the Council. Members noted that bodies such as SPT, although jointly funded by the Council and other local authorities, are statutory bodies, already subject to significant levels of public scrutiny and accountability. Accordingly, the Committee determined that an annual composite oversight report covering all statutory bodies would sufficiently address the Council's 'Following the Public Pound' obligations.

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## **2. Report**

- 2.1 This report provides oversight of the following statutory bodies:
- SPT (Appendix 1).
  - Strathclyde Concessionary Travel Scheme (SCTS) (Appendix 2).
- 2.2 The Council appoints representatives to each of the above organisations' Boards, and membership on 31 March 2023 is included in the relevant Appendices. As statutory bodies in their own right, the individual bodies are required to prepare and publish annual Statements of Accounts and to report publicly on their performance. To this end, significant public scrutiny already existing in respect of each of these organisations.
- 2.3 The Strathclyde Concessionary Travel Scheme is overseen by its Joint Committee and subject to external audit in line with Audit Scotland's 'Code of Audit Practice'.
- 2.4 Appendices 1 and 2 provide the following information in respect of each organisation:
- Remit
  - Statutory powers
  - Board membership
  - Principal activities
  - Key performance indicators
  - Contribution to Council Business Plan; and,
  - Financial overview

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## **3. Measures of success**

- 3.1 This report provides Members with information in relation to the statutory bodies' operational and financial performance in furtherance of the Committee's remit to, 'monitor the performance of all services, including those delivered through partners and external bodies, within the remit of this Committee and to be responsible for the supervision and oversight of those services'.
- 3.2 Appendices 1 and 2 also demonstrate where the individual statutory bodies' activities impact on the Plan for North Lanarkshire.

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## **4. Supporting documentation**

Appendix 1 - Strathclyde Partnership for Transport Overview 2022/23  
Appendix 2 - Strathclyde Concessionary Travel Scheme Overview 2022/23



**Pamela Humphries**  
**Chief Officer (Place)**

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## **5. Impacts**

### **5.1 Public Sector Equality Duty and Fairer Scotland Duty**

Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty?

Yes ☒ No ☐

If Yes, please provide a brief summary of the impact?

Statutory responsibilities under the Fairer Scotland Duty apply to the relevant bodies in their own right and as such each entity is responsible for ensuring that strategic decision making and service delivery proposals take due cognisance of the duty to reduce the inequalities of outcomes caused by socio-economic disadvantage.

If Yes, has an assessment been carried out and published on the council's website? <https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments>

Yes ☐ No ☒

### **5.2 Financial impact**

Does the report contain any financial impacts?

Yes ☐ No ☒

If Yes, have all relevant financial impacts been discussed and agreed with Finance?

Yes ☐ No ☒

If Yes, please provide a brief summary of the impact?

### **5.3 HR policy impact**

Does the report contain any HR policy or procedure impacts?

Yes ☐ No ☒

If Yes, have all relevant HR impacts been discussed and agreed with People Resources?

Yes ☐ No ☒

If Yes, please provide a brief summary of the impact?

### **5.4 Legal impact**

Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)?

Yes ☐ No ☒

If Yes, have all relevant legal impacts been discussed and agreed with Legal and Democratic?

Yes ☐ No ☒

If Yes, please provide a brief summary of the impact?

5.5	<p><b>Data protection impact</b></p> <p>Does the report / project / practice contain or involve the processing of personal data?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p> <p>If Yes, is the processing of this personal data likely to result in a high risk to the data subject?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p> <p>If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a></p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p>
5.6	<p><b>Technology / Digital impact</b></p> <p>Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p> <p>Where the impact identifies a requirement for significant technology change, has an assessment been carried out (or is scheduled to be carried out) by the Enterprise Architecture Governance Group (EAGG)?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p>
5.7	<p><b>Environmental / Carbon impact</b></p> <p>Does the report / project / practice contain information that has an impact on any environmental or carbon matters?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p>
5.8	<p><b>Communications impact</b></p> <p>Does the report contain any information that has an impact on the council's communications activities?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the impact?</p>
5.9	<p><b>Risk impact</b></p> <p>Is there a risk impact?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?</p>
5.10	<p><b>Armed Forces Covenant Duty</b></p> <p>Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?</p> <p>Yes    <input type="checkbox"/>                      No                      <input checked="" type="checkbox"/></p> <p>If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.</p>

**5.11 Children's rights and wellbeing impact**

Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?

Yes ☐ No ☒

If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).

If Yes, has a Children's Rights and Wellbeing Impact Assessment (CRWIA) been carried out?

Yes ☐ No ☒

## Appendix 1: Strathclyde Partnership for Transport (SPT) Overview 2022/23

<b>Remit</b>	SPT is the largest of Scotland's regional transport partnerships, planning and delivering transport solutions for all modes of transport across the west of Scotland, in conjunction with member councils, industry partners and other key regional stakeholders.		
<b>Statutory Powers</b>	Through the Transport (Scotland) Act 2005, SPT has a statutory duty to develop a Transport Strategy for its region, taking into account demographics, meeting the needs of all inhabited places, enhancing social and economic well-being, promoting public safety and sustainable development.		
<b>Board Membership</b>	SPT's Partnership Board is made up of 20 elected members representing 12 constituent councils. Current NLC Members (at 31/3/23):		
	Cllr Adam Smith	Cllr Gordon Currie	Cllr Helen Loughran
<b>Principal Activities</b>	<p>SPT subsidises socially necessary bus services, operates bus stations and maintains bus shelters as well as operating the Glasgow subway. In addition, it administers the ZoneCard (a flexible season ticket) and other tickets and is a partner in JourneyShare (a car sharing scheme). Responsibility for the provision of school transport rests with local authorities. NLC contracts SPT to undertake this on their behalf.</p> <p>In 2022/23 SPT approved a new Regional Transport Strategy (RTS) 2023- 2028. The new RTS sets out a new vision and objectives for transport to help bring about a transport system that prioritises low carbon and resource efficient ways of travelling and makes it easy and convenient to choose walking, wheeling and public transport for everyday journeys.</p>		
<b>Key Performance Indicators</b>		<b>2021/22</b>	<b>2022/23</b>
	NLC pupils transported per day	8673	8603
	No of supported services operating in North Lanarkshire	45	35
<b>Contribution to The Plan for North Lanarkshire</b>	<ul style="list-style-type: none"> <li>• Support all children and young people to realise their full potential.</li> <li>• Improve economic opportunities and outcomes</li> <li>• Improve the health and wellbeing of our communities</li> </ul> <p>In 2022/23 SPT provided funding of £1.975m to the council to support delivery of active travel, road safety and bus infrastructure improvements as outlined below.</p>		

<b>Financial Overview</b>		
<b>2021/22 Actual £000s</b>	NL Council Contribution (£5.453M in 2021/22) (£5.425M in 2022/23)	<b>2022/2023 Actual £000s</b>
28,815	Subway operations	31232
19,184	Bus operations	19908
1,379	Operations - other	1189
4,334	Business support	3784
15,826	Corporate	18332
<b>69,538</b>	<b>Total Cost of Services</b>	<b>74,445</b>
(19,530)	Subway operations income	(19,905)
(2,652)	Bus operation income	(2,490)
(356)	Business support	(390)
(1,358)	Corporate	(1,323)
<b>(23,896)</b>	<b>Total Gross Income</b>	<b>(24,108)</b>
(51,769)	Taxation and Non-specific grant income	(52,283)
<b>45,642</b>	<b>Total Net Cost of services</b>	<b>50,337</b>
(40)	Other operating expenditure	5310
(1,001)	Financing and Investment Income and Expenditure	(5931)
<b>(7,168)</b>	<b>Surplus on the provision of services</b>	<b>(2,567)</b>
0	Revaluation on non-current assets	(9,485)
(34,019)	Actuarial (Gains)/Losses pension liabilities	26,169
0	Other comprehensive income and expenditure	0
<b>(41,187)</b>	<b>Total Comprehensive Income and Expenditure</b>	<b>14,117</b>

<b>SPT Capital funding secured by the Council in 2022/23</b>	
<b>Project</b>	<b>SPT Capital Funding secured</b>
Ravenscraig Active Travel Link	£500,000
Motherwell Station Active Travel Links	£225,000
Coatbridge junction improvements	£250,000
Bus Infrastructure Improvements	£175,000
A73 Carlisle Road Junction Improvements	£375,000
A71 Junction Improvements	£450,000
<b>Total secured funding</b>	<b>£1,975,000</b>

SPT Website: [www.spt.co.uk](http://www.spt.co.uk)

## Appendix 2: Strathclyde Concessionary Travel Scheme (SCTS) Overview 2022/23

<b>Remit</b>	The Strathclyde Concessionary Travel Scheme Committee was set up in 1999 to determine concessionary fares and criteria applicable for concessionary travel on subway, rail services and on ferry services within the Strathclyde scheme area. It determines which of those services and routes qualify for a concessionary fare. The SCTS is open to people aged 60 over, plus many disabled people if they live permanently in the area covered by the scheme. The scheme is administered by SPT.		
<b>Statutory Powers</b>	Founded on the provisions of the Transport Act 1985, which allows transport authorities to make concessionary transport schemes in certain circumstances, the Committee is required to make arrangements for the proper administration of the Scheme and its financial affairs, manage its affairs to secure economic, efficient and effective use of resources and to safeguard its assets and approve the Statement of Accounts.		
<b>Members of the Strathclyde Concessionary Travel Joint Committee</b>	The joint Committee consists of 13 Elected Members representing the 12 constituent unitary authorities in the west of Scotland, together with the Chair of SPT.		
	Current NLC Member: Cllr William Goldie		
<b>Principal Activities</b>	Administering concessionary travel for the over 60s and disabled persons (and in certain cases, concessionary travel for companions).		
<b>Key Performance Indicators</b>		<b>2021/22</b>	<b>2022/23</b>
	Disabled National Entitlement Card on Issue to NLC residents	8,688	8,207
	Disabled National Entitlement Card Renewals (NLC residents)	2,793	2,659
	Disabled National Entitlement Card First Time applications (NLC residents)	469	918
<b>Contribution to The Plan for North Lanarkshire</b>	<ul style="list-style-type: none"> <li>Improve the health and wellbeing of our communities</li> <li>Improve economic opportunities and outcomes</li> </ul>		
<b>Financial Overview</b>	<b>2021/22 Actual £000s</b>	NL Council Contribution 2021/22 (£573k) 2022/23 (£572k)	<b>2022/23 Actual £000s</b>
	2,645	Payment to operators	3,415
	302	Corporate costs	319
	<b>2,947</b>	<b>Cost of Services</b>	<b>3,734</b>
		<b>Financed by:</b>	
	(7)	Financial and investment income and expenditure	(104)
	(4,076)	Taxation and non specific grant income	(4,059)
	(1,136)	Deficit on provision of services	(429)
	0	Other comprehensive income and expenditure	0
	<b>(1,136)</b>	<b>Total comprehensive income and expenditure</b>	<b>(429)</b>

Strathclyde Concessionary Travel Scheme Website:  
[www.spt.co.uk/travelcards/concessions](http://www.spt.co.uk/travelcards/concessions)