



Partick Interchange Bus Station Redevelopment – progress update

Date of meeting 31 March 2017

Date of report 3 March 2017

Report by Assistant Chief Executive (Operations)

1. Object of report

The object of this report is:

- to provide an update on the Partick Interchange Bus Station Redevelopment project; and
- to recommend approval to enter into a lease of adjacent land with Glasgow Harbour (Byron Street) Ltd to facilitate the redevelopment.

2. Background

- 2.1 Partick Interchange/Station provides a key facility for rail, bus, subway and cycle and as such is a major connecting hub for journeys across Strathclyde and beyond. The interchange facility is used by approximately 2.8 million rail passengers and just under 1 million subway passengers per year. The bus station patronage has experienced significant increase in recent years primarily due to the opening of the Queen Elizabeth University Hospital, with up to 42 westbound bus services per hour using Partick at peak times (eastbound services mainly use stops on Dumbarton Road). A layout plan at Appendix 1 shows the existing arrangements.
- 2.2 From a wider perspective, members will also be aware that there is considerable redevelopment underway and planned as part of the Glasgow Harbour Masterplan and Clyde Waterfront City Deal initiative. This includes significant expansion of local housing stock (particularly student flats) and proposed retail and leisure offerings, which are anticipated to further increase demand for travel by Rail, Subway and Bus respectively. The improvements at Partick Interchange are therefore crucial to the on-going requirement to deliver improved access to employment, learning, retail and leisure opportunities, and act as a catalyst to wider regional economic development.
- 2.3 SPT has invested significantly in recent years on major improvements to the rail and subway elements of Partick Interchange. However, the ability to make significant improvements to the bus area has remained a challenge primarily due to the limited land available and constraints from surrounding properties. This report sets out an approach that will now allow significant improvements to be made to the bus area via a proposal to lease an area of land from the adjacent landowner, Glasgow Harbour (Byron Street) Ltd.

3. Outline of proposals

3.1 Existing facilities

The existing layout at Appendix 1 highlights the current constraints for the bus station area with the surrounding properties, most notably the supermarket car park to the south and tenement block to the north. These key physical constraints then give rise to limited available space for service operations, bus stances, layover slots and passenger facilities. This is further complicated by the requirements for other vehicular access to the area for the supermarket car park, servicing of the tenement properties, shops and taxis.

3.2 Options

Various alternative layout options have been considered over a lengthy time period for the redevelopment of the bus station at Partick and assessed against key criteria including scope to deliver improved passenger facilities, and impact on bus operations, pedestrian access, safety, integration, affordability and deliverability. A number of detailed discussions have been undertaken with key stakeholders, notably Glasgow Harbour and Glasgow City Council (GCC) to ensure it takes account of the wider masterplan and improvements being proposed for the area. From this analysis a preferred option for the bus station area was established and is shown at Appendix 2.

3.3 Proposed layout and facilities

The drawing at Appendix 2 shows the proposed layout of the redeveloped bus station. This will provide a much enhanced bus station with greatly improved passenger facilities, and increased operational capacity to accommodate current and future growth. A further objective to separate bus movements from general traffic has been achieved by creating a specific lane for general traffic between Vine Street and Merkland Street, allowing the full operational area to be restricted to buses only, thus improving pedestrian safety. Access to shops, services and adjacent developments by walking and cycling will also be greatly improved, as will integration with rail and Subway, supporting and encouraging onward interchange trips by bus.

The proposal incorporates a 'Drive In, Drive Out' (DIDO) style arrangement which can accommodate six stances in total, three along the southern side of the bus station and a further three stances on a central island. This represents one additional stance compared to the current arrangements. Design has been assessed via swept path analysis, which confirmed the bus station can accommodate a range of buses including single deck, double deck, articulated and coaches. The new layout capacity, in terms of bus and passenger throughput, has been assessed against current and likely future demand.

The proposal incorporates significantly enhanced passenger facilities, including the following features:

- High quality shelters with improved weather protection
- Real Time Passenger Information displays
- High access kerbs
- Improved LED lighting
- Improved safety features
- Improved public realm

3.4 Co-ordination with other works

SPT is also working closely with GCC and ScotRail to deliver improved cycle storage facilities in the vicinity of the footpath between Partick Interchange and Beith Street. Relatedly, GCC is currently undertaking public realm enhancements to this area, further improving access by walking and cycling. These works have been co-ordinated with the proposed works required for the bus station area.

3.5 Alternative arrangements during construction

The construction works will necessitate the provision of temporary arrangements for bus services. The temporary arrangements have been discussed and agreed with GCC and bus operators and temporary bus stops will be provided on Dumbarton Road for this purpose.

3.6 Land requirements (see plan at Appendix 3)

The proposed layout for the redeveloped bus station requires two separate areas of land, namely a strip of land from the adjacent supermarket car park (Plot A) and a small triangular area (Plot B) adjacent to the station main entrance.

3.6.1 Land required from Glasgow Harbour (Byron Street) Ltd

The proposed new layout requires a strip of land adjacent to the current site which forms part of the Morrison's supermarket car park, owned by Glasgow Harbour (Byron Street) Ltd. During the development of the new layout the area of land was independently valued by SPT in order to inform negotiations for acquisition/lease of this land from the current owners. Detailed discussions with the land owner subsequently took place which resulted in a proposal whereby Glasgow Harbour (Byron Street) Ltd proposed an approach whereby they lease a site adjacent to the car park in Anderson Street (Plot C) to Morrisons, and thereby providing an alternative site for the relocation of car parking spaces displaced by the bus station development. It was confirmed that the cost of developing the site adjacent to Anderson Street for car parking was commensurate with the value of the strip of land required for the bus station redevelopment. Following further assessment, design and discussions, a preferred approach has been established by the parties, allowing for the transfer of the strip of land which forms part of the Morrison's supermarket car park to SPT via a 175 year lease (at an annual rental of £1), in return for the site adjacent to Anderson Street being developed by SPT to accommodate the displaced car parking spaces within Morrisons, adjacent to the bus station area. These works have therefore been included within SPT's contract as enabling works that require to be completed prior to commencing the main bus station works.

3.6.2 Land required from Partick Housing Association

In addition to the above, Partick Housing Association (PHA) own a small area of ground (Plot B), approximately 12 square metres, which is also required for the proposed development. SPT is in the process of finalising arrangements with PHA to arrange for title to be transferred and PHA has agreed this transfer at nil value to SPT, subject to SPT meeting their legal costs for the transfer.

Agenda 5

3.7 Next steps

The next key step in delivery of this project is to conclude a lease agreement with Glasgow Harbour (Byron Street) Ltd in order to facilitate the redevelopment of Partick bus station on the expanded site. At the same time SPT require to enter into a development agreement with Glasgow Harbour (Byron Street) Ltd and tenant, Morrison Supermarket for the undertaking of the construction works for the replacement car parking and the bus station itself.

4. Conclusion

The redevelopment of the Partick Bus Station project proposal has progressed well with the preferred layout option developed to the point that now requires formal agreement in respect of the land requirements.

5. Partnership action

The Partnership is recommended to:

- note the progress update; and
- approve SPT entering into a 175 year lease with Glasgow Harbour (Byron Street) Ltd for the strip of land in Morrisons car park.

6. Consequences

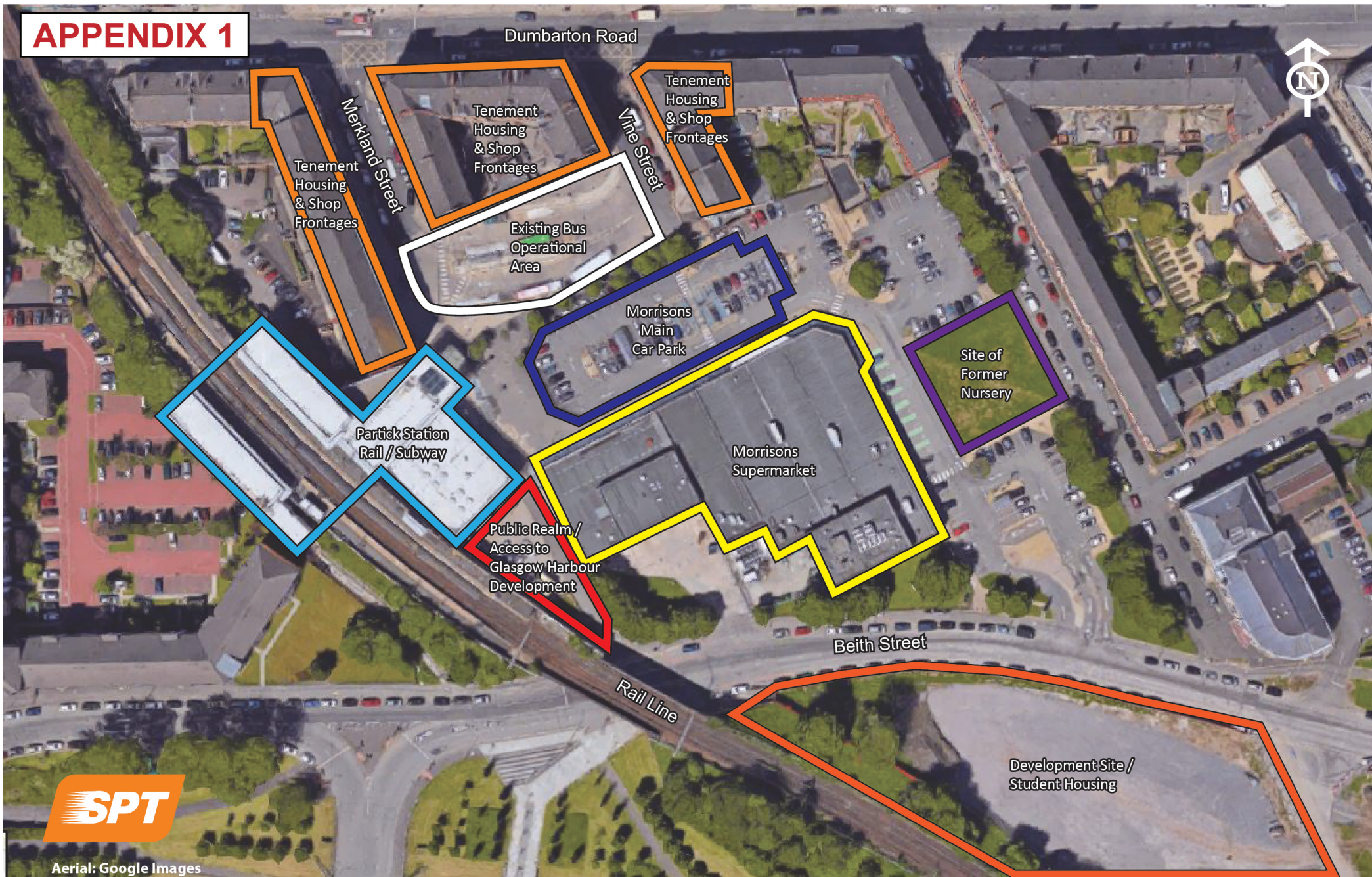
Policy consequences	<i>In line with the RTS.</i>
Legal consequences	<i>There will be a requirement for a lease between SPT and Glasgow Harbour (Byron St) Ltd and a formal land and development agreement between SPT, Glasgow Harbour (Byron St) Ltd and Safeway Stores Limited (Morrisons). Also required will be a Disposition from Partick Housing Association for the area of land currently under their ownership.</i>
Financial consequences	<i>Provision has been made in SPT's Capital programme for delivery of the project of £170,000 for 2016/17 and £3,000,000 for 2017/18.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>The redeveloped facility will provide improvements for equalities groups.</i>
Risk consequences	<i>The risks relating to the construction works and third parties will be contained within the overall project budget.</i>

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APPENDIX 1



Aerial: Google Images

APPENDIX 2

Dumbarton Road

Vine Street

Merkland Street



Through Road (one-way) for Taxis/Vehicles to Merkland Street

Shelter / Canopy

Shelter / Canopy

Shelter / Canopy


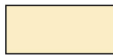


Shelter / Canopy

Morrisons Car Park

Partick Station Rail / Subway

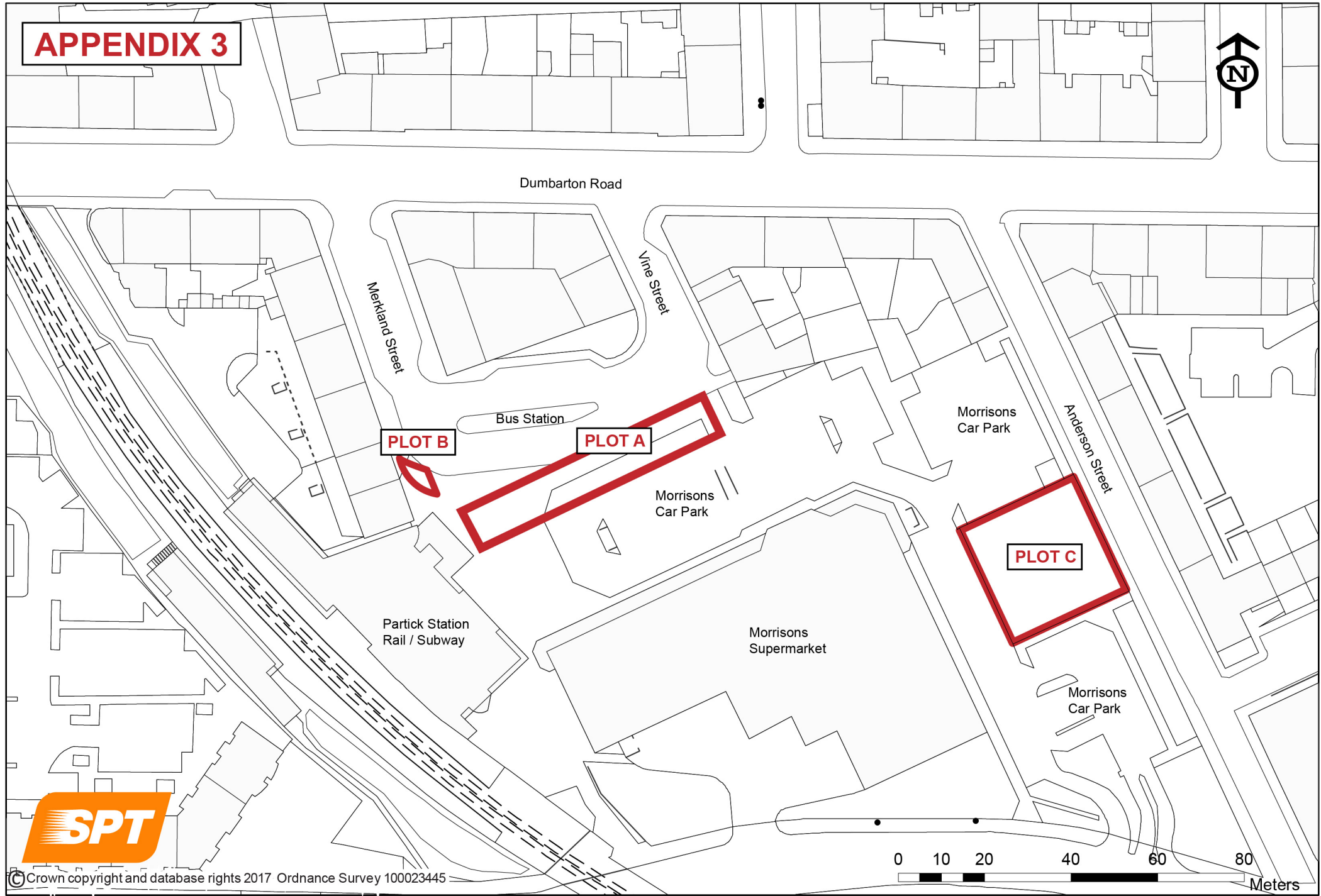
Morrisons Supermarket

Key:

-  Footway / Public Realm
-  Bus Station Operational Area
-  Through Road (one-way) for Taxis/Vehicles to MerklandSt
-  New Pedestrian Crossing Point



APPENDIX 3



PLOT B

PLOT A

PLOT C

