



## Glasgow City Region City Deal: Strathclyde Bus Improvement Programme (SBIP) - Proposal for SBIP pilot and integration with East Dunbartonshire Council's Place and Growth Programme

**Committee** Strategy and Programmes

**Date of meeting** 22 November 2019

**Date of report** 4 November 2019

### Report by Assistant Chief Executive

#### 1. Object of report

To update the Committee on a proposal for SPT, East Dunbartonshire Council (EDC) and Glasgow City Council (GCC), as part of the Glasgow City Region City Deal, to work together to refocus SPT's Strathclyde Bus Improvement Programme (SBIP) towards a pilot focused within EDC and GCC areas through integration with EDC's Place and Growth programme.

#### 2. Background

- 2.1 Further to earlier reports<sup>1</sup>, members will recall that as part of the Glasgow City Region City Deal, SPT as sponsor had taken forward a project entitled the Strathclyde Bus Improvement Programme. The SBIP, which was allocated a 'holding figure' of £30million as part of the original City Deal announcement, was a strategic project focused on delivering a step-change in bus services and infrastructure on corridors across the city region area.
- 2.2 To that end, SPT had undertaken significant work, including with council partners, to develop a Strategic Business Case (SBC) for approval by the City Region Cabinet. Having submitted two versions of the SBC (in March 2015 and December 2016), and having undertaken a further review in early 2019, the Cabinet instructed the City Deal Programme Management Office (PMO) to liaise with SPT to identify a way forward for the SBIP.
- 2.3 Dialogue subsequently took place between SPT and the PMO, during which it was agreed that the scale of the challenges facing the bus market of the west of Scotland would require significantly more than the £30million allocation to the SBIP to address them. Indeed, it is worth highlighting that the original proposal put forward by SPT for consideration at the initial stages of development of the City Deal programme was for a much wider range of measures with a total cost of £295million.

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<sup>1</sup> Section 3.2.3 of this report: [http://www.spt.co.uk/documents/latest/SP300819\\_Agenda8.pdf](http://www.spt.co.uk/documents/latest/SP300819_Agenda8.pdf)

### 3. Outline of proposals

- 3.1 Following further discussions with the City Deal PMO, SPT proposed that in order to deliver positive progress on the SBIP, a more appropriate initial use of the allocated funding would be to focus it on a pilot of infrastructure improvements within one specific area, with the view that this pilot would serve as an exemplar and evidence for further future investment on corridors across the region.
- 3.2 In April 2019, EDC presented their proposal for a Place and Growth programme to the City Region Cabinet and following this, engaged with SPT to identify how better to align it with public transport provision. Discussions identified a range of shared priorities and benefits that could be delivered by aligning the proposed Place and Growth programme and the SBIP, as well as strengthening links to the ongoing City Deal-supported development in the north of the city around the Sighthill area.
- 3.3 Specifically, significant potential for alignment and integration of the SBIP and Place and Growth programme was identified through the proposed investment in the infrastructure of the A803 route corridor to Junction 15 on the M8, and the Bishopbriggs Relief Road and its links to the A80. By extending the scope of the proposed works along the A803 to improve bus connectivity to and from Glasgow, this could deliver strategic benefits for bus on that corridor and provide a useful focus for a proposed pilot/exemplar.
- 3.4 Through integration of the SBIP within the Place and Growth programme, and owing to the additional investment which will be made by EDC to the Place and Growth programme elements of an integrated project, requiring EDC's local approval for capital expenditure, it was agreed that EDC should lead on the development of the integrated project's SBC. It is worth highlighting that any investment made through the new integrated project is additional to SPT's capital programme and will not impact on their ability to invest to improve transport across the region.
- 3.5 The initial scope of the integrated SBIP Pilot/Place and Growth Programme would seek to deliver:
  - a more integrated bus route corridor along the length of the A803 from East Dunbartonshire into north Glasgow and to and from the city centre;
  - Improvements to the connectivity and transport links between key employment sites along the Bishopbriggs Relief Road; and
  - improved accessibility to road, residential and transport developments, public services and retail opportunities in north Glasgow around Robroyston.
- 3.6 EDC believe that progressing the Place and Growth Programme on this basis could improve the delivery of the economic benefits of the original business case presented to the City Region Cabinet, as well as highlighting the links of the project to public transport improvements, particularly bus travel and a key bus route corridor. Specific focus in this regard will be given to:
  - improvements in journey time (including bus priority measures),
  - service reliability,
  - quality of infrastructure,
  - integration with other modes (including active travel and park and ride),
  - accessibility,
  - information (including real-time),
  - demand management (reducing reliance on private car trips),

- delivering the high level project objectives including economic growth and improved access to employment opportunities; and
  - supporting behavioural change to make public transport a more attractive option for people in both East Dunbartonshire and Glasgow.
- 3.7 In tandem with delivering these step-change improvements, a key outcome of the bus element of this project will be to demonstrate transformative partnership working between councils, SPT, operators, Transport Scotland and others to a higher level than previously experienced, thereby setting the standard for improving corridors across the city region in future.
- 3.8 Successful delivery of the pilot will enable SPT to develop a 'lessons learned' exercise which will assist in informing future investment decisions and links with the developing Regional Transport Strategy. It is worth emphasising that, provided there is successful delivery of the SBIP pilot as part of the EDC Place and Growth project, SPT and councils will seek to incorporate further corridor improvements into future capital investment programmes, including City Deal projects should further funding become available.
- 3.9 Indeed, it is worth highlighting the recent announcement by the Scottish Government in their Programme for Scotland 2019-2020 (the Programme for Government (PfG)) regarding an additional £500m investment in bus infrastructure. Further details are awaited in regard to the allocation of this funding, but it is likely to focus on supporting any Bus Service Improvement Partnerships arising from the new Transport Bill, and Transport Scotland's Managed Motorways project. Both of these initiatives have relevance for the SPT/EDC/GCC project, and also wider regional bus connectivity measures, and could be a potential avenue for additional funding for bus improvements in the city region, complementing the City Deal. SPT and local authority partners will therefore work in partnership to seek to maximise investment in bus in Glasgow City Region and the wider SPT area through the PfG and other sources as necessary.
- 3.10 A joint report proposing this new way forward was presented to and approved by the Glasgow City Region Cabinet on 8 October 2019<sup>2</sup>. In terms of next steps, EDC working with SPT and GCC will lead the development of a Strategic Business Case – which will include detail of the planned pilot - for presentation to City Region Cabinet in December 2019.

#### **4. Conclusions**

A high standard of sustainable transport access is an essential mark of a successful region, and through this pilot as part of the wider Place and Growth programme, EDC, SPT and GCC believe that it will act as a proof of concept in delivering a transformational step change in access on other corridors across the region. The learning from this pilot will be invaluable in making the case for further investment in sustainable transport corridors across the region in future.

#### **5. Committee action**

The Committee is recommended to note the contents of this report.

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<sup>2</sup> <http://www.glasgow.gov.uk/councillorsandcommittees/submissiondocuments.asp?submissionid=94980>

## 6. Consequences

Policy consequences	<i>In line with the RTS.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>None at present.</i>
Risk consequences	<i>None at present.</i>

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