



Glasgow City Council

Briefing Note for Transport Scotland

6th December 2022



Glasgow Bus Partnership – 5 Corridor Improvements – Strategic Business Case – Summary

The Strategic Business Case for infrastructure improvements on five bus priority corridors in the Glasgow City Region was submitted to Transport Scotland for Gateway Review on 25th November 2022. This note provides a high-level summary of the outcomes, how it aligns to the wider work of the Glasgow Bus Partnership (GBP), and how these meet the Bus Priority Fund grant criteria set by Transport Scotland.

The five corridors are:

- Corridor 1 – Maryhill Road (BPF005-005)
- Corridor 2 – Great Western Road (BPF005-004)
- Corridor 3 – Dumbarton Road (BPF005-006)
- Corridor 4 – Paisley Road West (BPF005-008)
- Corridor 5 – Pollokshaws Road (BPF005-007)

Detailed Appraisal

Following completion of the Case for Change and Preliminary Appraisal reports (shared with the GBP and Transport Scotland in June 2022 and September 2022 respectively), a detailed appraisal was undertaken of four alternative packages of improvement options for each corridor. These were:

- Package A: Targeted interventions to resolve key infrastructure issues on each corridor
- Package A+ : As above, plus supporting ticketing and enforcement options
- Package B: Full corridor infrastructure interventions on each corridor
- Package B+ : As above, plus supporting ticketing and enforcement options

The appraisal of each package was undertaken against the established Transport Planning Objectives for the project, STAG criteria, cost to government and risk and uncertainty. The key outcomes from the appraisal were:

- Package B+ performs most strongly against assessed criteria, and is the package that is most likely to deliver 20% journey time reductions on each corridor
- Package A+ also performs well against most criteria, though with less journey time savings. It is likely to face fewer deliverability constraints on certain parts of the corridor
- The preferred option for each corridor is therefore to provide as much of Package B+ measures as can be accommodated (targeted to greatest areas of JT saving), but refined to include certain aspects of Package A+ at key sections of each corridor. This will be the basis for further development for concept design and the next stage of Business Case development (OBC)
- It is recognised that the 'Plus' aspects of each package are very important to deliver the benefits of each corridor. There is a limit to how much journey time savings can be delivered by running-time savings alone, and this will be significantly enhanced by measures to reduce dwell times and enhance enforcement

OFFICIAL

Strategic Business Case

Based on the emerging outcomes of the detailed appraisal, a Strategic Business Case (SBC) was developed to make the case for the continued investment in each of the five corridors. The SBC employed the five-dimension model required by Transport Scotland and HM Treasury Greenbook (strategic, economic, financial, commercial and management).

Both strategic and economic dimensions demonstrated strong potential for journey time reduction and other operational improvements in line with objectives of the project. The financial, commercial and management dimensions are set out at a higher level (as required for SBC stage), demonstrating a broad case for the continued development of the proposals and the management structures in place to support and deliver them, as well as the economies of scale that could result from delivering five corridors collectively.

Each corridor has been shown to deliver good value for money across each of the alternative packages assessed in the detailed appraisal. The early-stage construction cost estimates, inclusive of optimism bias, associated with Package B+ (which performed most strongly in the overall STAG appraisal) are:

• Corridor 1 – Maryhill Road:	£27.7m
• Corridor 2 – Great Western Road:	£17.7m
• Corridor 3 – Dumbarton Road:	£38.8m
• Corridor 4 – Paisley Road West:	£37.4m
• Corridor 5 – Pollokshaws Road:	£32.5m
Total	£154.1m

Alignment with Wider GBP Work

The development of the SBC has been guided by the GBP Steering Group, who are currently overseeing several related workstreams to improve bus services across the city region. In addition to infrastructure improvements, these include future network planning, ticketing and enforcement improvements. These workstreams will continue to be progressed in 2023, further strengthening the case for the improvement works as the corridors are developed to Outline Business Case stage. This work also aligns with wider GBP work and the BPF funded Strategic Bus Network Plan which has been commissioned and being undertaken by Jacobs for the Glasgow City Region. This commission will build on the corridor appraisal work and produce an SBC on wider network enhancements up to 2030 for buses, with cognisance of the future Clyde Metro scheme.

Grant Fund Criteria

The recommendations from the Strategic Business Case and the wider work of the GBP align to the grant funding criteria as follows:

To improve bus journey times and provide greater reliability, by prioritising bus over other types of traffic
Several alternative packages have been examined on each corridor, all with the potential to improve bus journey time and reliability using physical measures that prioritise bus over general traffic. The emerging recommendations of the SBC are to further develop the packages that have the greatest impact on bus journey time and reliability
To provide high-quality bus services which contribute to the four priorities of the NTS2 vision – to reduce inequality, take climate action, help deliver inclusive growth and improve health and well-being
To reduce inequality – improvements to the bus corridors have been demonstrated through the Glasgow Transport Strategy and Strathclyde Regional Transport Strategy to significantly contribute to local and regional objectives to reduce inequality. The objectives relating to this SBC and wider GBP work seek to ensure improved bus access and passenger experience as well as bus journey times

OFFICIAL

<p>Take climate action – the ambitious journey time and reliability improvements sought for these corridors will be a key contributor to the modal shift and car trip reduction targets set for the city as part of its climate emergency response</p> <p>Inclusive growth – the Case for Change set out by the SBC demonstrates the need for bus service recovery in the city and how growth in bus passenger access and uptake can contribute to the inclusive economic growth more widely in the city</p> <p>Improve health and wellbeing - improvements to the bus corridors have been demonstrated through the Glasgow Transport Strategy and Strathclyde Regional Transport Strategy to significantly contribute to local and regional objectives to improve health and wellbeing</p>
<p>To reduce congestion, through improved bus services</p>
<p>The recommendations emerging from the SBC will contribute to reduced congestion at key sections of the corridors where traffic restrictions are proposed, and more generally by encouraging modal shift. Reducing congestion and improving the quality of place is specifically set within the objectives of the SBC</p>
<p>To fit with the partnership area’s overall strategy for integrated transport, to encourage a modal shift from cars to more sustainable transport and reduce emissions</p>
<p>Improvements to the corridors are specifically referenced in the Glasgow Transport Strategy and Strathclyde Regional Transport Strategy, and the ongoing work examining future bus network improvements</p>
<p>To demonstrate partnership strength and commitment, including through ‘match in kind’ action and investment to further improve bus services, and working towards a Bus Service Improvement Partnership model</p>
<p>Partnership strength related to this SBC is demonstrated through the letters of political support included in the submission. More widely, the leadership of the GBP Steering Group and working groups are actively pursuing opportunities for match-in-kind proposals to support future funding bids and to strengthen the partnership across the city region</p>
<p>For the lead local authority and its partners to deliver the proposed developments effectively, with local political buy-in</p>
<p>The ability of Glasgow City Council and its partners to deliver the proposed improvements is clearly demonstrated in the Management dimension of the SBC, with letters of political support also included in the submission</p>

Next Steps

The Strategic Business Case has been submitted to Transport Scotland for Gateway Review during December 2022. The funding and resources are already in place to progress each corridor to Outline Business Case in 2023. No additional funding is sought at this stage. Assuming that sufficient evidence has been provided at this early SBC stage, the OBC work can commence upon completion of the Gateway Review.

OFFICIAL