



Glasgow City Council

Environment, Sustainability and Carbon Reduction City Policy Committee

Report by Executive Director of Neighbourhoods and Sustainability

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BUS PRIORITY RAPID DEPLOYMENT FUND (BPRDF)

Purpose of Report:

To update Committee on the application submitted by Glasgow City Council on behalf of the Glasgow City Region Transport Transition Plan Group to the Bus Priority Rapid Deployment Fund (BPRDF).

Recommendations:

It is recommended that Committee notes the content of the report.

Ward No(s):

Citywide: ✓

Local member(s) advised: Yes No consulted: Yes No

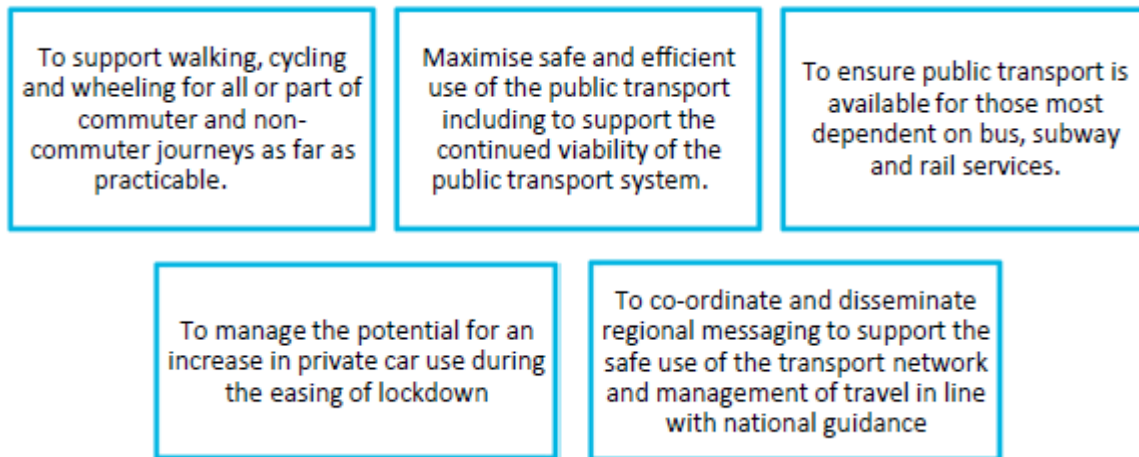
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1. Introduction

- 1.1 The purpose of this report is to update Committee on the application submitted by Glasgow City Council on behalf of the Glasgow City Region Transport Transition Plan Group to the Bus Priority Rapid Deployment Fund (BPRDF).

2. Background

- 2.1 The Glasgow City Region (GCR) Transport Transition Plan (TTP) Group was formed in May 2020, co-chaired by Glasgow City Council and Transport Scotland.
- 2.2 The group brings together 8 local authorities in the City Region, Transport Scotland and Strathclyde Partnership for Transport (SPT) to plan a co-ordinated response to the transport and travel challenges presented by Covid-19 for the region and to support the national Transport Transition Plan.
- 2.3 The GCR TTP Group has set five objectives to support the region through the transition and easing of lockdown in line with the Scottish Government's phased Route Map. The objectives are as follows:



- 2.4 To date, the group has worked innovatively and collaboratively in supporting delivery of these objectives, responding quickly to the Spaces for People programme securing nearly £10m in funding across seven Local Authorities for a wide range of measures that support physical distancing and active travel. The Environment, Sustainability and Carbon Reduction City Policy was recently provided with an update on Spaces for People on [8 September 2020](#).
- 2.5 Whilst Spaces for People will significantly improve safe opportunities for walking, wheeling and cycling, there will inevitably be essential journeys that will be undertaken over a distance that may not be viable by active travel modes alone. In particular, as the transition period continues, it is expected that more people will need to make longer journeys, especially cross-boundary journeys, by local bus. In addition, many may also need to use the local bus for shorter journeys for accessibility reasons or through lack of access to a bike.

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2.6 The group has therefore focussed on identifying corridor-based measures and actions that aim to ease local bus capacity issues and ensure a good level of accessibility is maintained for people who need to use public transport whilst physical distancing is in place. Bus operators have also been pro-actively engaged in the discussion.

3. Bus Priority Rapid Deployment Fund (BPRDF)

3.1 On 16 July 2020, the Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, announced a £10 million fund to support the rapid deployment of bus priority infrastructure by local authorities.

3.2 The Bus Priority Rapid Deployment Fund (BPRDF) aims to help areas of Scotland with the highest concentration of congestion to implement temporary measures, including bus lanes or gates, which make bus journeys quicker and more reliable for passengers. It is hoped that this in turn will support the bus industry by incentivising bus trips ahead of private vehicle journeys.

3.3 Eligible temporary bus priority measures for the BPRDF include:

- Reallocation of road space to bus.
- Reallocating parking or loading.
- Bus lanes.
- Bus gates.
- Traffic light prioritisation.
- Bus stops, waiting facilities and signage to support the temporary measures.
- Management support e.g. for related planning, procurement, regulations and evaluation.

3.4 On 7 August 2020, Glasgow City Council, on behalf of the GCR TTP Group, submitted an application to the BPRDF.

4. BPRDF Application

4.1 Based on the key strategic bus corridors identified from the transport demand and capacity analysis undertaken as part of exercises to inform the Transport Transition Planning process, the TTP Sub-Groups with support and input from public transport operators, identified a long list of potential options to support the efficient movement of public transport across the Glasgow City Region during the transition out of lockdown.

4.2 In developing interventions for the application, particular consideration was given to options which could:

- Facilitate improved bus operations and journey times and reliability on cross-boundary routes;
- Integrate with existing and proposed active travel and public transport networks, including Spaces for People proposals;

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- Improve access for communities ranked amongst the most deprived in the region according to the Scottish Index of Multiple Deprivation; and
- Offer the potential to address known historic congestion issues (which may reasonably be expected to return post-lockdown), as well as known or emerging TTP issues.

- 4.3 The list of measures submitted as part of the application are outlined in Appendix 1.
- 4.4 Collectively, through implementation of the interventions proposed, a 10% reduction in bus journey times on key corridors during the AM and PM peak is targeted, in addition to greater reliability for bus scheduling.
- 4.5 Glasgow City Council, on behalf of the GCR TTP Group, was notified that it had been successful in its application to the BPRDF on 24 August 2020 and received confirmation that it is to receive £1,007,390 from a total of £1,800,225 allocated to the GCR TTP Group.

6. Next Steps

- 6.1 The implementation of bus priority interventions will be critical to reducing the impact of congestion on buses, discouraging significant increases in private car travel (a recognised risk associated with concerns around physical distancing) and influencing future behavioural change as the country emerges from lockdown.
- 6.2 Due to the short timescale for delivery it is considered that the focus should be on local authorities progressing the design and development of measures in their region (as opposed to a joint authority) using existing contract frameworks to procure and deliver projects. Accordingly, it has been agreed that each authority will procure and deliver projects lying within their area.
- 6.3 However, building on the successful partnership working to date, it is proposed that a BPRDF Working Group be set up to support the delivery of the proposed interventions. While the ultimate design, procurement and delivery of interventions will be the responsibility of the respective local authorities – who will be required to comply with their own road design standards and other statutory requirements – establishing the BPRDF Working Group will aid the delivery of schemes.
- 6.4 Bringing together officers from across each of the region's eight local authorities, the Working Group will ensure a co-ordinated approach to ensure that relevant data, information and lessons learned are shared, and best practice in the design and delivery of schemes. This ongoing commitment to engagement will be particularly important to support the delivery of cross-boundary schemes.
- 6.5 The Working Group also provides an opportunity to reinvigorate the Glasgow Bus Partnership, with representatives from the bus companies in the region included in meetings as appropriate. Involvement of operators through the

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delivery stage will be valuable as it will allow live feedback to be obtained on the impacts of interventions, which will help to identify any changes required as well as informing the monitoring and evaluation of interventions taken forward. Furthermore, this monitoring and evaluation may help support future funding decisions to invest in successful permanent bus priority solutions.

- 6.6 Monitoring and evaluation will be crucial to gauge progress towards objectives and demonstrate the value of interventions through evidence-gathering. The focus of monitoring and evaluation will be to understand the impacts of options to assist with the transitioning out of lockdown. This will be undertaken by the 31st March 2021. The proposed measures can only remain in place for a maximum period of 18 months. A formal Traffic Regulation Order would require to be promoted if we want the measures to remain in place beyond this period.
- 6.7 Potential data/indicators to be considered as part of the monitoring the impacts of interventions proposed through the BPRDF include:
- Changes to bus running journey times and reliability;
 - Traffic levels and congestion data;
 - Traffic counts, including automatic counters and SCOOT data;
 - Number of on-board bus passengers using bus operator on-board capacity app outputs;
 - Bus operator and user feedback.
- 6.8 Updates will be provided to Committee as appropriate and as the interventions progress.

7. Policy and Resource Implications

Resource Implications:

- Financial:* Glasgow City Council has received £1,007,390 of the £1,800,225 allocated to the GCR TTP Group from the BPRDF.
- Legal:* The project team will need to draft and make various Temporary Traffic Regulation Notices and Orders in order to implement the measures.
- Personnel:* The interventions will be delivered using both existing and external staff resources for both design and construction.
- Procurement:* Procurement and delivery of interventions will be the responsibility of the respective local authorities – who will be required to comply with their own road design standards and other statutory requirements.

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Council Strategic Plan: The interventions support a number of Strategic Plan priorities:

54 - Invest in roads and pavement maintenance, improving conditions, residents' satisfaction and contributing to active travel networks. Ensure community involvement in local decision making about this investment.

55 - Prioritise sustainable transport across the city.

65 - Build high quality, inclusive active travel infrastructure, investing a minimum of 10% of our transport infrastructure budgets in cycling and walking to make Glasgow an excellent cycling and walking city.

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2017-22

Generally supportive of the stated outcomes.

What are the potential equality impacts as a result of this report?

The interventions presented directly support delivery of the National Transport Transition which itself has been subject to an ongoing EQIA process. Equality considerations have been a key criteria used within the Assessment Framework applied to understand the potential impact of options on improving public transport accessibility for protected characteristic groups and to priority destinations. Further consideration will be given to equality related issues, including EQIA screenings, as part of the design and development phase of options.

Please highlight if the policy/proposal will help address socio economic disadvantage.

In developing interventions, particular consideration was given to options which could improve access for communities ranked amongst the most deprived in the region according to the Scottish Index of Multiple Deprivation.

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Sustainability Impacts:

Environmental: The interventions will bring positive environmental benefits and help mitigate the risk in the short term of an increase in private car use, with the potential to make some of the temporary measures permanent, if successful. The introduction of the LEZ had seen a decrease in NO2 emissions in Glasgow at the start of 2020. This, coupled with a further reduction in emissions during lockdown, presents a unique opportunity to build upon more sustainable travel behaviours and pursue interventions which lock-in longer term air quality and carbon reduction benefits, supporting a number of policy areas, including the need to take climate action; a priority of the National Transport Strategy (NTS2).

Social, including opportunities under Article 20 of the European Public Procurement Directive: The interventions will have a positive impact on bus users with a reduction in bus journey times. A 10% reduction in bus journey times on key corridors during the AM and PM peak is targeted through the interventions, in addition to greater reliability for bus scheduling.

Economic: The interventions will have a positive economic impact – investment on the city regions network of corridors will enable access to key opportunities.

Privacy and Data Protection impacts: None.

8. Recommendations

It is recommended that Committee notes the content of the report.

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Appendix 1:

REF	MEASURES
GCC1	Pop-up bus lane on the A803 from Atlas Road to Castle Street
GCC2	Signal improvements on the A803 at Springburn including loop repairs, SCOOT validation and bus priority
GCC3	Pop-up bus lane on the Clydeside Expressway (offside from Finnieston Street to M8, citybound direction only)
GCC4	Pop-up bus lanes on King George V Bridge (incl. Commerce Street from Nelson Street)
GCC5	Signal improvements on the King George V Bridge including SCOOT optimisation and bus priority
GCC6	Signal improvements on the strategic bus corridors in the city centre including loop repair and signal timing review
GCC7	Pop-up bus lanes (with flow) on Bothwell Street between West Campbell Street and Hope Street; and Renfrew Street between Cambridge Street and Renfield Street
GCC8	TTRO for parking / waiting restrictions along the A803 from Kirkintilloch to Glasgow City Council boundary
GCC9	Signal improvements on the A803 (from Kirkintilloch to Glasgow City Council boundary) including design, ground works and installation
GCC10	Pop-up bus lane on the A814 from Mountblow Road to Kilbowie Road (both directions of travel, including bus gate at Mountblow)
GCC11	Signal improvements on the A814 From Mountblow Road to Kilbowie Road including SCOOT optimisation
GCC12	Pop-up bus lane on the A761 from Linwood Toll to the boundary with Glasgow City Council (discrete sections of route will require alternative measures)
GCC13	Pop-up bus lane on the A77 through Giffnock Town Centre
GCC14	Pop-up bus lane from Neilston Road to Braehead via Renfrew
GCC15	Pop-up bus lane from High Street at Andrew Avenue to King's Inch Road
GCC16	Pop-up bus lane from Clarkston Toll to Sheddens Roundabout

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GCC17	TTRO for parking / waiting restrictions from the A770 at Greenock to the A78 at Glasgow including refresh of lining and signing
GCC18	Pop-up bus lane outside Bellahouston Park (both directions) including removal of parking adjacent to the park and police offices
GCC19	A77 Signal Improvements (Linked to Giffnock Pop-up Bus Lane)
GCC20	Pop up bus lanes both directions on Barrhead Road between Crookston Rd and Brockburn Cres
GCC21	Monitoring & evaluation
GCC22	Communications
GCC23	Remediation