



Glasgow City Region City Deal: Strathclyde Bus Investment Programme – Final Strategic Business Case

Date of meeting 7 October 2016

Date of report 21 September 2016

Report by Assistant Chief Executive (Operations)

1. Object of report

To recommend approval of the key elements of the Strathclyde Bus Investment Programme (SBIP) Final Strategic Business Case (SBC) for submission to the Glasgow City Region City Deal for approval.

2. Background

2.1 Members will recall from earlier reports to the Strategy and Programmes Committee¹ that SPT submitted a Draft SBC for the SBIP to the Glasgow City Region City Deal in March 2015 within the deadline specified by the City Deal Programme Management Office (PMO). In preparing the Draft SBC, SPT was advised that a 'holding figure' of £30m had been allocated for the SBIP.

2.2 The project elements of the Draft SBC were:

- City region bus hubs and interchanges;
- Strategic corridor improvements, including Park and Ride;
- Smartcard; and
- Regional Real-Time Passenger Information.

2.3 Since the submission of the Draft SBC, officers have continued to further develop the proposals in line with due process.

3. Outline of proposals

3.1 As the SBIP is one of the key regional projects of the City Deal, SPT has sought to engage with partners, particularly councils, in further developing the proposals to ensure that the SBIP is as complementary as possible to other City Deal projects. In doing so, it is anticipated that this will maximise opportunities for generating sustainable economic growth, an aspiration central to the success of the City Deal.

3.2 In line with City Deal guidance, SPT's initial step in developing the Final SBC was to identify demand-based sectors across the city region where attention could be focused for future delivery of the SBIP. An exercise was then undertaken to profile each of the

¹ See http://www.spt.co.uk/documents/sp270315_agenda8.pdf

Agenda item 6

sectors in relation to current transport services, socio-economic issues, route hotspots, congestion points, current development proposals and other factors, which has helped to build a base position from which the SBIP could be refined to create a complementary, deliverable programme of interventions.

- 3.3 Officers have also met with each of the City Deal councils to ascertain in detail their aspirations for the SBIP within the context of complementing the overall City Deal programme. In addition, SPT officers also presented an update on the SBIP to the City Deal Chief Executives Group to raise the profile of the project and received useful feedback.
- 3.4 Building on this engagement, officers are in the process of preparing the full Final SBC for the SBIP which will be submitted to the City Deal PMO within their deadline of 28 October. Work is ongoing on this, but the following key elements of the Final SBC have been developed and are as follows:

Key Elements of the Strathclyde Bus Investment Programme – Final SBC

<i>Sector</i>	<i>Bus Hubs and Interchanges</i>	<i>Strategic Corridor Improvements (Challenge Fund, Infrastructure)</i>	<i>Real Time Passenger Information</i>
Glasgow – Clydebank - Dumbarton	Clydebank and Partick Interchanges		Yes
Glasgow - Drumchapel			Yes
Glasgow – Bishopbriggs / East Dunbartonshire / Kelvin Valley			Yes
Glasgow - Cumbernauld			Yes
Glasgow – East End – North Lanarkshire (incl. Coatbridge, Airdrie, Maxim, Eurocentral)	Coatbridge Bus Hub	Yes	Yes
Glasgow – East Kilbride / South Lanarkshire	Lanark Interchange	Yes	Yes
Glasgow – Newton Mearns			Yes
Glasgow – Barrhead (via Darnley / Nitshill)		Yes	Yes
Glasgow – Erskine – Bishopton - Inverclyde			Yes
Lanarkshire Orbital (North Lan- South Lan)		Yes	Yes
Renfrewshire Orbital		Yes	Yes
Glasgow City Centre	City Centre South Bus Station, Stirling Road Bus Hub, and Buchanan Bus Station Redevelopment.		Yes

- 3.5 Members attention is drawn to the fact that the above key elements will form the focus of initial SBIP investment (subject to due process and necessary approvals) and that

Agenda item 6

the SBIP will seek to address the totality of investment required across the city region. Some projects not on the above list may be delivered through other funding streams, be brought forward for inclusion at a later date, or as part of a reallocation of City Deal funds.

- 3.6 The Smartcard element which was part of the Draft SBC is not specifically included within the Final SBC as funding and development of this key workstream at this stage is being undertaken by SPT, Nevis Technologies and other partners. However, as members are aware, the delivery of smartcard across all modes remains a key priority for SPT and where opportunities arise to integrate smartcard with wider SBIP delivery and/or funding, officers will seek to ensure progress these as necessary.
- 3.7 It is worth highlighting that some projects may have already been developed by SPT and partners – for example, the bus facility at Partick Interchange – and could in future also attract funding from SPT’s capital programme or other sources. SPT is keen, given the flexibility of the bus network and services in being able to support future development, that the SBIP retains an element of fluidity and flexibility in order to adapt to meet future demands, projects and interventions.
- 3.8 The ‘Challenge Fund’ element of Strategic Corridor Improvements will seek to encourage bus operators to further develop and enhance the network through the provision of funding for initiatives e.g. new vehicles. The details of how this Challenge Fund will operate are in the process of being developed.
- 3.9 It is also worth noting that, where possible, SPT will seek to ensure that partners or those who benefit from SBIP investment become members of any future Statutory Quality Partnership (or any variation thereof) for their area or the region e.g. the Strathclyde Bus Alliance.
- 3.10 On a separate but related note, SPT has also engaged with Ayrshire councils and partners regarding the emerging Ayrshire Growth Deal. SPT has submitted an Ayrshire-focused variation of the SBIP proposal for consideration as part of the Growth Deal and awaits further details as to next steps for this important initiative.

4. Conclusion

The Glasgow City Region City Deal provides a significant opportunity for delivering a step-change in sustainable economic growth across eight council areas of the west of Scotland. The SBIP is a key regional part of that, and SPT will seek to leverage the best possible return for the £30m investment allocated. The SBIP Final SBC is the next stage in working towards delivery, and officers will continue to liaise with relevant partners to ensure that the SBIP is a key factor in the successful delivery of the City Deal. Officers will submit the Final SBC based on the key elements of the SBIP noted above and keep the Partnership informed of future developments as and when they happen, including developments in relation to the Ayrshire Growth Deal.

5. Partnership action

The Partnership is recommended to approve the key elements noted in section 3.4 which will form the basis of the SBIP Final SBC to be submitted to the City Deal for approval within deadline of 28 October 2016.

Agenda item 6

6. Consequences

Policy consequences	<i>In line with the Regional Transport Strategy.</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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