



Glasgow City Council

City Administration Committee

Report by Cllr Angus Millar, Convener for Climate, Glasgow Green Deal, Transport and City Centre Recovery

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Item 3

17th September 2026

**TRANSPORT SCOTLAND GRANT ACCEPTANCE:
BUS INFRASTRUCTURE FUND 26/27**

Purpose of Report:

To seek Committee approval for the acceptance of funding from Transport Scotland through the Bus Infrastructure Fund for 2026/27 and to provide an update on the acceptance of Strathclyde Partnership for Transport capital funding for 2026/27.

Recommendations:

The City Administration Committee is recommended to:

- a) Approve the acceptance of external grant funding from Transport Scotland:
 - £3,630,000 of Bus Infrastructure Fund Tier 2 funding for 2026/27.
- b) Note that following funds were accepted in accordance with delegated powers:
 - £1,737,000 of Bus Infrastructure Tier 1 Funding for 2026/27.
 - £450,000 of Strathclyde Partnership for Transport capital funding for 2026/27.

Ward No(s):

Citywide: ✓

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

1. Introduction

- 1.1. Members will recall that the Bus Infrastructure Fund (BIF) and Strathclyde Partnership for Transport (SPT) grant funding provides support for the development, design and delivery of bus priority and supporting infrastructure projects across Scotland. In particular, the BIF now supersedes previous national funding models.
- 1.2. This report seeks committee approval for the acceptance of the 2026/27 bus funding awards and notes the programme of projects to be progressed through the funding.
- 1.3. A summary of the national and regional bus funds and their themes are provided below:

Funding Stream	Funding Theme	Fund Provider
Bus Infrastructure Tier 1 (Via GCC block grant)	Funding business as usual bus initiatives, such as monitoring and minor works projects	Transport Scotland
Bus Infrastructure Tier 2 (Via bid process)	Development, design and construction of major bus priority projects	Transport Scotland
SPT Capital Grant (Via bid process)	Design of local bus improvement interventions	Strathclyde Partnership for Transport

- 1.4. Each of these external funding streams is strictly for bus or sustainable transport projects and initiatives.

2. Background – Bus Infrastructure Fund (BIF)

- 2.1. The Bus Infrastructure Fund (BIF) is the Scottish Government's primary fund for the development, design and construction of bus infrastructure in Scotland. As noted above, this is aligned to a Tier 1 and Tier 2 model. Members will note that, delivering improvements to bus services through enhancing bus infrastructure aligns with the Council's sustainable transport objectives as outlined in the Transport Strategy. Improvements to bus infrastructure also make a significant local contribution to national priorities of eradicating child poverty; growing the economy; tackling the climate emergency; and improving Scotland's public services. Such priorities are reflected in the Council's Strategic Plan.
- 2.2. The Scottish Government's Bus Infrastructure Fund replaces the former Bus Partnership Fund and Community Bus Fund funding streams and is the primary national funding model in Scotland for bus infrastructure.

3. Bus Infrastructure Funding

- 3.1. The Scottish Government's Bus Infrastructure Fund (BIF) investment supports the development and construction of a wide range of bus infrastructure projects across Scotland - from bus lanes and bus priority signals to accessible features and transport hubs. These improvements are designed to shorten journey times, increase reliability, and improve integration with other modes of transport, ultimately encouraging more people to choose the bus over private vehicles.
- 3.2. Administered through a two-tier funding model, the BIF supports Local Authorities and Regional Transport Partnerships working collaboratively with bus operators to design and deliver infrastructure improvements that make bus travel more accessible, reliable, and attractive.

4. Bus Infrastructure Tier 1

- 4.1. Tier 1 funding of £20m has been distributed to all local authorities on a per capita basis based on levels of transport poverty. Glasgow's allocation for 2026/27 is £1,737,000. This will primarily be used for bus stop accessibility improvements across the city.
- 4.2. Tier 1 funding has been distributed through the General Capital Grant across all 32 LAs, using the following indicators and weightings: a. Rural dispersion – 50% b. Income deprivation – 30% c. Disability benefit recipients – 10% d. Population living in settlements of 10,000 or more – 10%.
- 4.3. Glasgow's allocation is a significant uplift on the 2025/26 year, which was £88,000 out of a total £10m Tier 1 Fund. This uplift is attributed to a change in Transport Scotland's distribution methodology, which previously did not support funding for major cities due to higher levels of existing public transport provision comparative to rural areas. The uplift in funding reflects Glasgow City Council's advocacy for additional resources to support bus infrastructure improvements in the city.

5. Bus Infrastructure Tier 2

- 5.1. Tier 2 funding has been made available to Voluntary Bus Partnerships that were previously undertaking work through the Bus Partnership Fund when it was paused. To access this, Local Authorities and Regional Transport Authorities were asked to submit a list of prioritised projects that they wished to take forward on behalf of their Partnerships. Through the Glasgow City Region Bus Partnership, the Council works together with its partners (including neighbouring local authorities, SPT, bus operators and passenger groups) to address the challenges to bus travel and improve network connectivity across the City Region. This work includes exploring funding opportunities and identifying priority projects for investment.
- 5.2. Projects selected for funding bids were agreed by Voluntary Bus Partnerships and required to contribute to the main objectives of the Tier 2 awards. These objectives are:

- To improve the quality of bus infrastructure and perceived safety;
- To make it easier to access bus services;
- To improve integration between bus and other modes of transport; and
- To make bus journeys shorter and more reliable.

5.3. A key aim of the Bus Infrastructure Fund, particularly for Tier 2 funding, is that Local Authorities and Regional Transport Partnerships work in partnerships with bus operators to deliver improvements and benefits for bus passengers in their area.

5.4. The sum of £3,630,000 is being sought from the Bus Infrastructure Fund for 2026/27 to progress the following projects:

Project Name	Brief Project Description	Funding sought from Bus Infrastructure Fund
Bus Priority Corridors (Package B+)	Bus priority interventions plus supporting measures along the following corridors: • Paisley Road West • Pollokshaws Road • Dumbarton Road • Great Western Road • Maryhill Road	£1,750,000.00
AI Optimisation	Introduction of virtual loops and AI capability at traffic signals along the following corridors: • Paisley Road West • Pollokshaws Road • Aitkenhead Road	£650,000.00
Mobility Hubs	Mobility Hub feasibility study including a Park and Ride locations feasibility study for the Glasgow City Region.	£205,000.00
Review of Glasgow City Region Bus Lane Times of Operation and Enhanced Enforcement	Review of existing operation times to see what current peak period sites can be moved to 7am to 7pm. New bus lane cameras for Bridgeton Cross. Review legislation and explore opportunities for cameras to be installed on buses.	£200,000.00
Glasgow A803 Corridor Study	Bus priority improvements on the A803, focusing on the section	£275,000.00

	between St Rollox and Junction 15 of the M8.	
Auldhouse Road Traffic Signal Improvements	Revised junction design.	£25,000.00
SEC Bus Link	Appraisal for the construction of a new bus link through the SEC Campus and on to Glasgow Harbour.	£150,000.00
City Centre Bus Resilience Network Improvements	Creation of additional temporary stops and routes on strategic bus diversion routes.	£50,000.00
Bus Stop Interchange Enhancements	Creation of a high-quality city centre stops, including reconfigured bus stops, potential saw tooth layout, carriageway changes and supporting public realm works.	£250,000.00
Total		£ £3,555,000

5.5 Additionally, the Glasgow City Region Bus Partnership will receive a £75,000 grant to support the continued development and coordination of partnership activities that underpin the delivery of Bus Infrastructure Fund (BIF) projects across the region. The funding will support programme management, stakeholder engagement, partnership governance, business case development, data collection and monitoring activities, as well as collaborative working between local authorities and bus operators to identify and develop future infrastructure schemes. These activities are essential to securing future investment, coordinating project delivery and ensuring a consistent regional approach to improving bus services and infrastructure. This takes the total award from BIF Tier 2 to **£3,630,000**.

6. SPT Funding 2026/27

- 6.1. The Economy, Housing, Transport and Regeneration City Policy Committee was advised earlier this year through the Bus Workstreams Update report that Strathclyde Partnership for Transport (SPT) capital funding had been secured for 2026/27 to support a programme of bus and public transport accessibility interventions across the city. A copy of this report can be found [here](#).
- 6.2. The sum of £450,000 has been granted from SPT capital funding for 2026/27 and accepted into the capital budget under delegated authority to progress the following projects:

Project	Purpose	SPT funding 2026/27
Bus lane enforcement cameras	Installation of fixed bus lane enforcement cameras at Hotspur Street, Dumbarton Road and Victoria Road to strengthen compliance and support improved bus journey time reliability and network performance.	£150,000.00
Southern City Centre Bus Hub	Design work for the proposed Southern City Centre Bus Hub at Osborne Street / King Street to support a coordinated, high-quality interchange.	£150,000.00
Subway accessibility improvements	Targeted accessibility improvements around Glasgow Subway stations to enhance pedestrian access, interchange quality and inclusivity.	£150,000.00
Total		£450,000.00

7. Policy and Resource Implications

Resource Implications:

<i>Financial:</i>	£3,630,000
<i>Legal:</i>	GCC Legal Services to conduct due diligence.
<i>Personnel:</i>	No personnel issues.
<i>Procurement:</i>	Works will be procured according to Standing Orders.

Council Strategic Plan: Supports Grand Challenge 3: Fight the Climate Emergency in a Just Transition to a Net Zero Glasgow and Mission 1: Deliver sustainable transport and travel aligned with the city region.

Equality and Socio-Economic Impacts:

<i>Does the proposal support the Council's Equality Outcomes 2025-29? Please specify.</i>	Yes, this proposal supports the outcomes through: Outcome 2 - Disabled people, black and minority ethnic people and older people have an improved experience in accessing services that meet their needs through more regular and systematic involvement in design of service delivery across the Council Family.
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Outcome 6 - The importance of tackling social isolation and loneliness is recognised and prioritised through our work with partners.

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

Positive impact.

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

Yes. Thriving public transport is central to achieving the region's long-term strategic priorities for climate change, spatial & economic development, improved health, and tackling poverty.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

Yes. The proposal supports the Climate Plan through actions:

3B – “Develop Climate Resilient Transport systems.”

What are the potential climate impacts as a result of this proposal?

Encouraging use of sustainable transport modes will have a positive impact.

The projects will improve Glasgow's urban environment and connectivity, thus leading to an increase in sustainable travel methods and reduced carbon emissions.

Making travel by sustainable modes easier, more accessible and attractive will support modal shift away from the private car, reducing carbon emissions from the transport sector.

Will the proposal contribute to Glasgow's net zero carbon target?

Yes. Increased use of sustainable transport modes will contribute to net zero.

Privacy and Data Protection Impacts:

Are there any potential data protection impacts

Y.

as a result of this report
Y/N

If Yes, please confirm that Yes.
a Data Protection Impact
Assessment (DPIA) has
been carried out

8. Recommendations

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