Glasgow Bus Partnership

Transforming the public transport in the Glasgow City Region

Anderston/City/Yorkhill Area Partnership 2nd February 2023

Introduction

- Glasgow City Council have a plan to transform the way people get around the city region by improving public transport

- The first round of strategic improvements is being led by the Glasgow Bus Partnership (GBP) which brings together; the eight Glasgow City Region local authorities, Strathclyde Partnership for Transport, bus operators and passenger representative groups

- These improvements will compliment longer terms plans for the Clyde Metro programme, which is still in their early stages of development

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Vision and Aims

The vision of the GBP is of a Region where bus services form part of a network of connectivity, enhancing the opportunities and wellbeing of those who live or visit here - providing safe, affordable, enjoyable connections and reducing road congestion, noise and air pollution.

Aims of the Glasgow City Region Bus Partnership include:

- Improving bus priority mechanisms and reducing congestion to improve bus journey times and reliability
- Ensuring buses are given higher priority in any future city planning
- Improving the accuracy of real time passenger information and exploring options to introduce an integrated ticketing system

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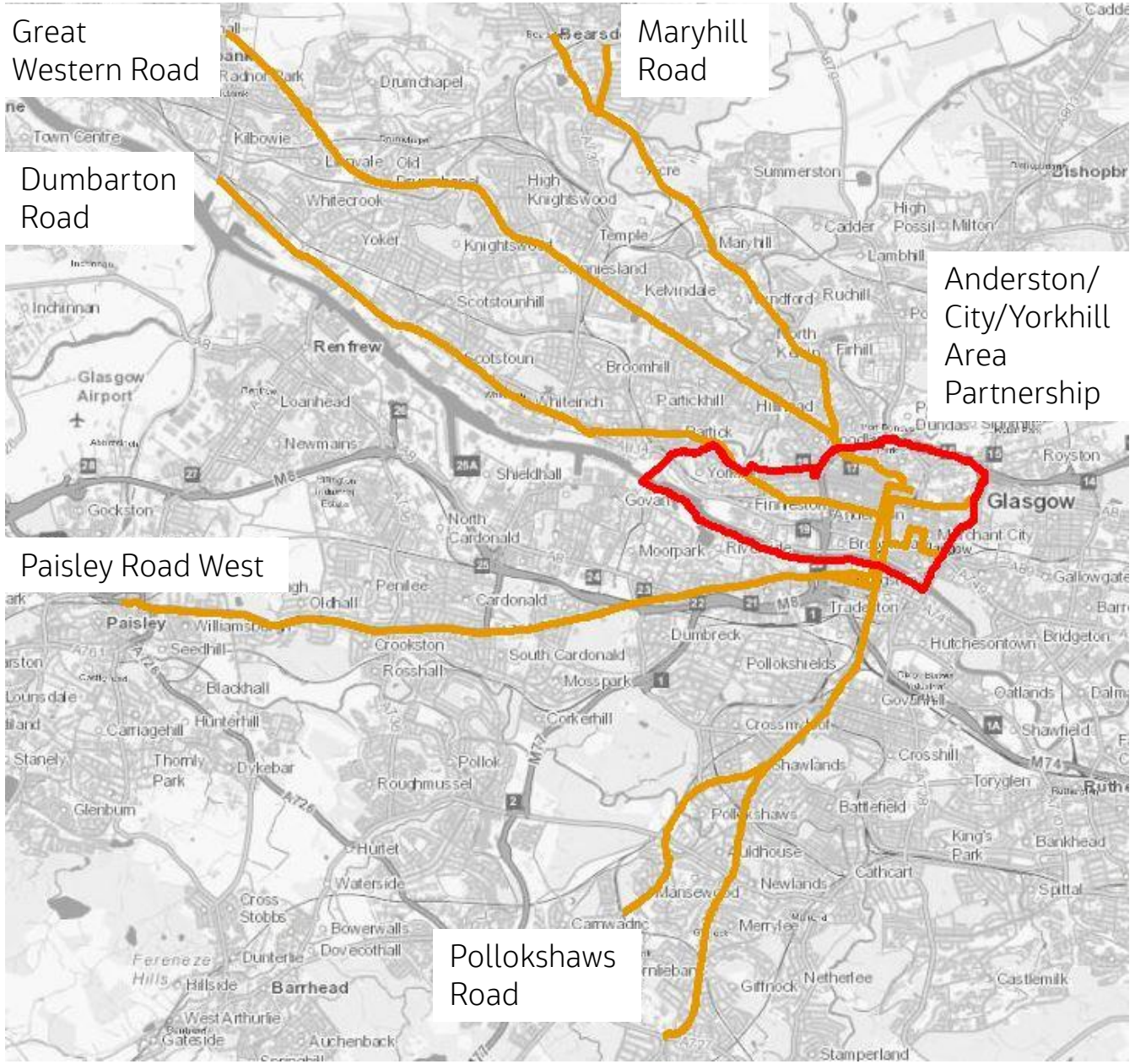
The Project

We are working to develop a set of proposals which will transform bus travel within the Glasgow City Region, starting with these five corridors:

1. **Paisley Road West;** (Glasgow Central Station to Paisley Gilmour Street Station)
2. **Dumbarton Road;** (Clydebank Railway Station to High Street Station)
3. **Maryhill Road;** (Bearsden Cross and Boclair Road via Canniesburn Toll to Glasgow)
4. **Great Western Road;** (Kilbowie Roundabout to High Street)
5. **Pollockshaws Road;** (Glasgow Central Station to Shawlands, then Pollockshaws Road to Thorniebank Railway Station and Kilmarnock Road to Eastwood Toll

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Five corridors



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Indicative project timeline

Stage 1: Define June 2022 – August 2022

Sought feedback on bus travel along the 5 corridors, this helped us understand the issues, problems and opportunities, informing future stages.

Stage 2: Develop and Design September 2022 – March 2023

Develop an Outline Business Case and Concept Corridor Designs

****Funding Gateway****

Stage 3: Detail (subject to approvals and funding)

All drawings and information will be prepared to enable the project to be delivered on the ground.

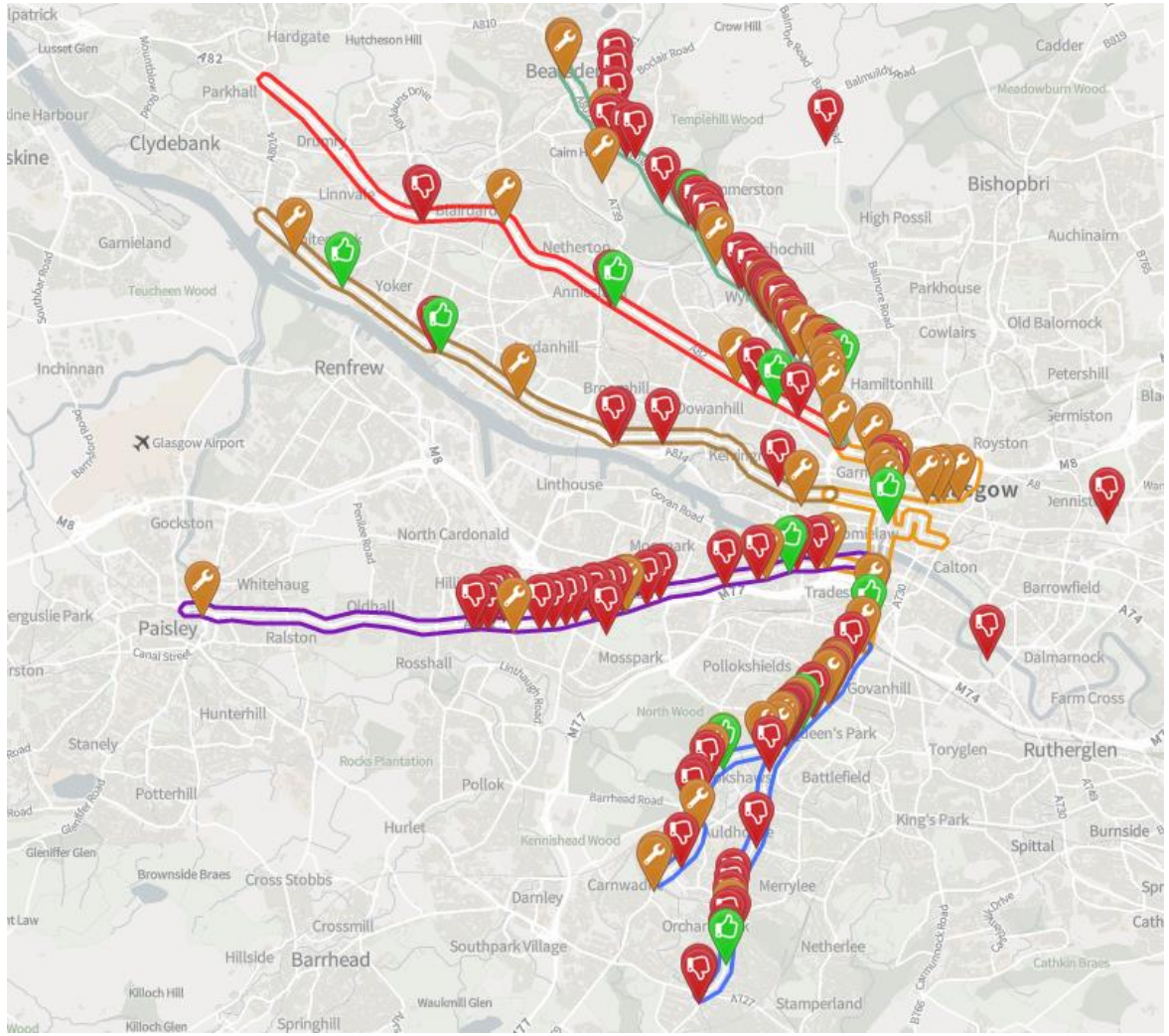
Stage 4: Deliver (subject to approvals and funding)

Working alongside stakeholders, the project would be delivered on the ground.

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Understanding issues, problems and opportunities

- Interviews with key stakeholders including; bus operators, Bus Users and Strathclyde Partnership for Transport (SPT)
- Interrogating bus journey data
- Comments from the public via Placecheck website



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Placecheck findings

Issues/problems

- Bus delays at traffic signals/junctions
- Too many parked cars
- Speed of drivers
- Poor crossing opportunities between bus stops
- Lack of bus lane enforcement

Opportunities

- Improve access to bus stops
- Improve bus stop design (level boarding, digital displays)
- Placemaking improvements
- Extend bus lane times and locations
- Integrate with walking and cycling infrastructure improvements

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Measures being considered

We have ambitious targets for 20% bus journey time reduction on each corridor, and up to 50% bus journey time reduction within Glasgow city centre during peak time.

We will have to deliver these targets through a series of strategic measures along each of the five corridors. These measures could include:

- Upgrading traffic signals
- Improving junction design
- Addressing congestion hot spots

We have a suite of measures that we are evaluating. If deployed appropriately, they will make bus travel quicker, easier and more reliable along each of the five corridors.

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Bus priority improvement measures

a) **Bus gates and bus only streets:**
Signage in the road to indicate that only buses (and possibly cycle and taxis) permitted beyond that point

b) **Segregated bus lanes:**
Bus lane physically separated from general traffic lanes

c) **Bus lanes:**
Traditional bus lanes, usually for specific times of the day

d) **Virtual bus lanes:**
Buses mix with general traffic, but general traffic is held at a red signal in advance of the mixed section, with buses therefore able to skip the queue. Usually put in place where a bus lane comes to an end and can't be accommodated after that

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Junction improvement measures

a) **Amended carriageway / junction geometry:**
Physical redesign of the junction, usually to accommodate new bus lanes

b) **Bus priority at junctions:**
Normally very limited physical works, with traffic signals providing priority

c) **Signal optimisation:**
Co-ordinating the signals to favour bus progression between junctions

d) **Reallocate traffic signal time:**
Giving more green time to bus movements and less green time to side roads

e) **Remove / rationalise signals:**
Cutting back on number of movements that are signalised, to give more time to bus movements

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Kerbside improvement measures

a) **Parking / loading restriction:**
Reduced times / lengths of kerb where parking and loading are permitted

b) **Bus layby removal:**
Usually replaced with bus stops in the same lane as the bus lane / traffic lane

c) **Rationalise bus stops:**
Move bus stops to be equally spaced apart from each other, to avoid having too many too close

d) **Bus stop accessibility improvements:**
Ensuring kerbs are suitable for boarding by all passengers, and buses can access the kerbs properly

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Network solution measures

a) **Closure / restrictions of side road or banned turns:**
Preventing traffic making all movements to lessen conflict with bus movements

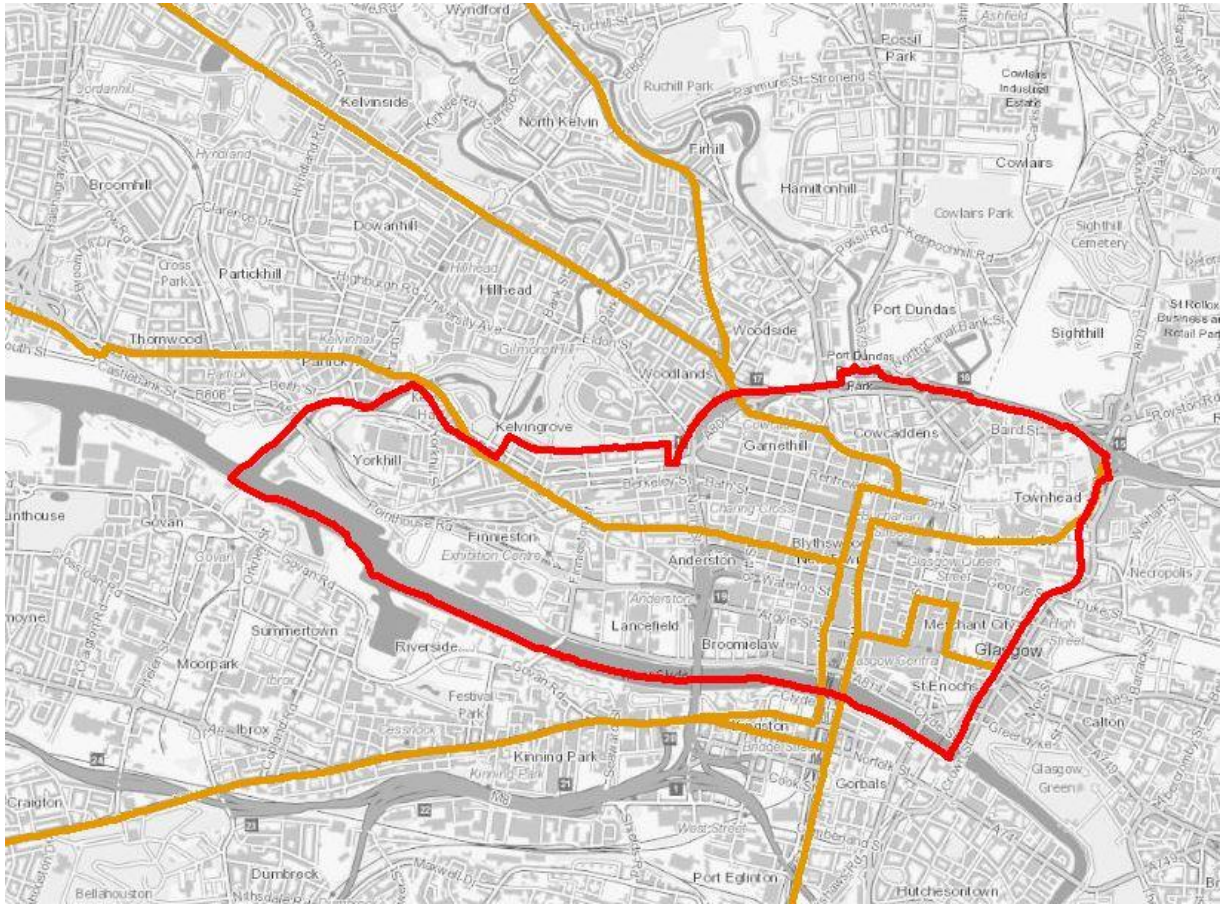
b) **Re-route buses and/or traffic:**
To lessen conflicts between them on the same streets

c) **One-way traffic operation or bus contra-flow:**
To create more space for bus priority by reducing traffic lanes. Contra-flow would allow buses only to operate in the opposing direction

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Feedback and next steps

1. What do you think about the measures we're evaluating?
2. Where do you think each of these measures might work best?
3. Where do you think these measures wouldn't be appropriate?
4. Is there anything else you think we should be considering?



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