1. Background

Glasgow City Council have a plan to transform the way people get around the city region by improving public transport and active travel options over the long-term.

This includes significant plans for Clyde Metro to be delivered over the next three decades or so as well as shorter-term strategic improvements to the city's bus and active travel network. One of those shorter-term strategic improvements is the Glasgow Bus Partnership's (GBP's) work to improve bus travel around Glasgow.

The GBP brings together as a voluntary partnership the eight Glasgow City Region local authorities, Strathclyde Partnership for Transport, bus operators (through their new alliance, GlasGo) and bus passenger representative groups to address current challenges to bus travel and to improve the passenger experience for communities across the Region.

The vision of the Glasgow City Region Bus Partnership 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

2. This Project

The project is governed by a Steering Group (chaired independently by Joan Aitken OBE and comprising representatives from each local authority and principal bus operators).

As part of its response to the climate emergency, the Scottish Government is committed to providing a long-term investment of £500m to deliver targeted bus priority measures on local and trunk roads. This is intended to reduce the negative impacts of congestion on bus services and address the decline in bus patronage. The investment takes the form of the Bus Partnership Fund, together with the roll-out of infrastructure for the trunk road network.

The Bus Partnership Fund will complement the powers in the Transport (Scotland) Act 2019, enabling local authorities to work in partnership with bus operators, to develop and deliver ambitious schemes that incorporate bus priority measures. The Fund will focus on the evidence of how bus services will be improved by addressing congestion, however, the partnership approach is also expected to leverage other bus service improvements to help tackle the climate emergency, reduce private car use and increase bus patronage.

Glasgow City Council will submit bid(s) to the Bus Partnership Fund on behalf of the GBP and has commissioned us, Jacobs Steer, to develop the evidence-base to allow the first funding bid during 2023.

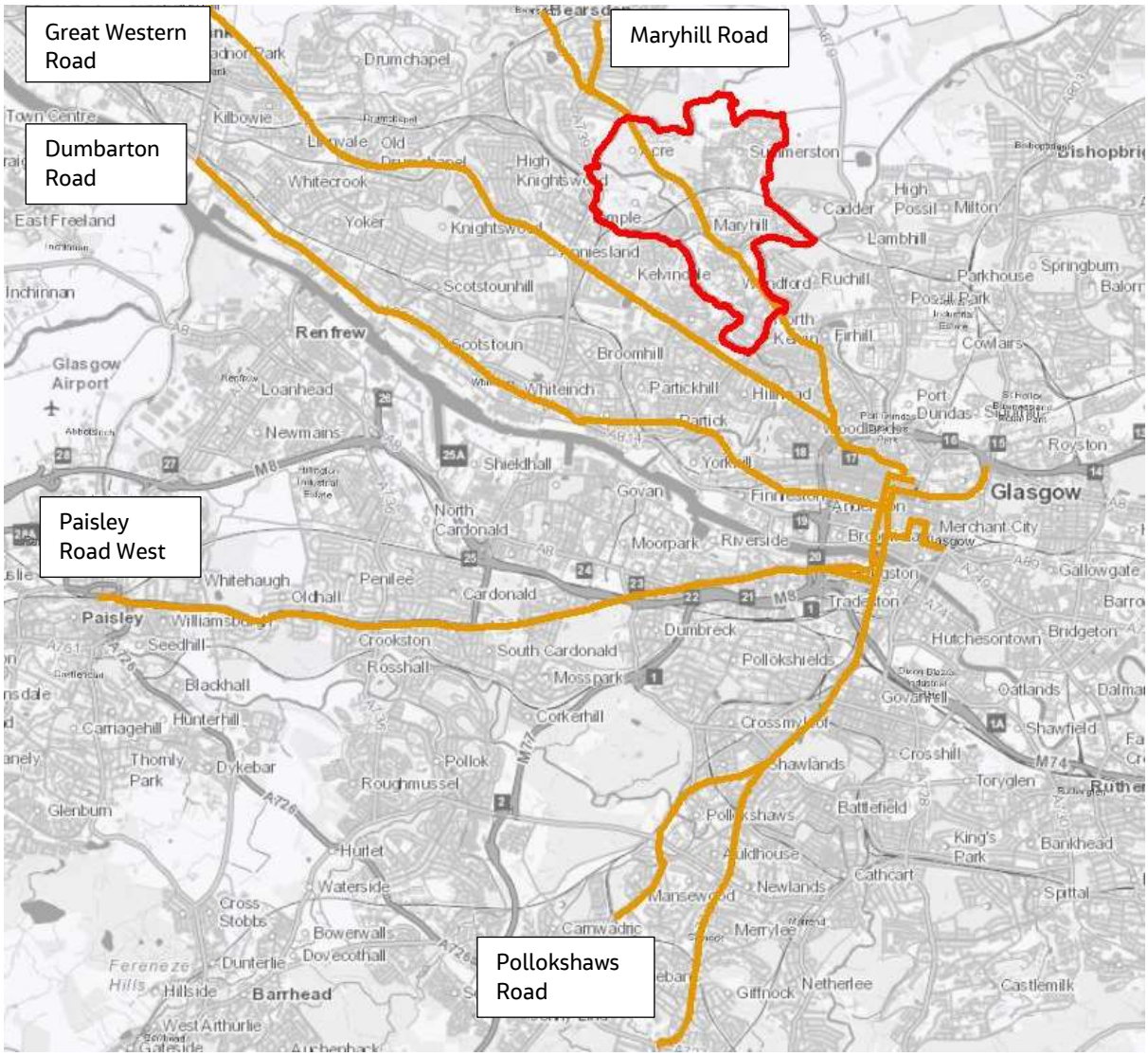
We are working to develop a set of proposals which will transform bus travel within the Glasgow city region, starting with these five corridors:

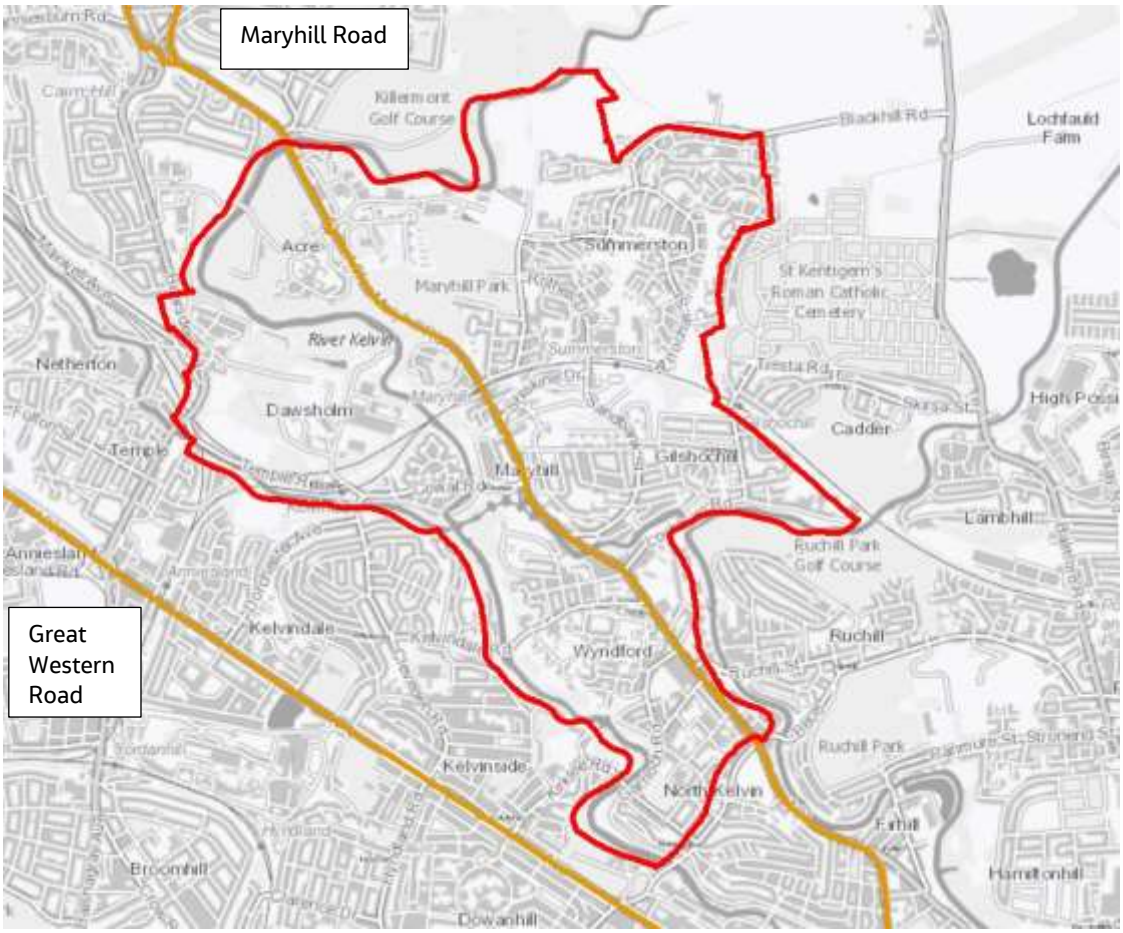
1) **Paisley Road West**; (Glasgow Central Station to Paisley Gilmour Street Station)
2) **Dumbarton Road**; (Clydebank Railway Station to High Street Station)

3) **Maryhill Road**; (Bearsden Cross and From Boclair Road via Canniesburn Toll to Glasgow Central Station)
4) **Great Western Road**; (Kilbowie Roundabout to High Street)
5) **Pollokshaws Road** (Glasgow Central Station to Shawlands then Pollokshaws Road to Thornliebank Railway Station and Kilmarnock Road to Eastwood Toll).

We have ambitious targets for 20% bus journey time reduction on each corridor, and 50% bus journey time reduction within Glasgow city centre during peak periods. We will deliver these targets with strategic interventions along these corridors, drawing from a suite of measures such as upgrading traffic signals, improving junction design and addressing congestion hotspots to reduce journey times and improve journey time reliability.

This will make bus travel quicker, easier and more reliable than using the car whether you're heading into the city centre or just to your local high-street.




Maryhill Road
Great Western Road
Killermont Golf Course
Blackhill Rd
Lochfauld Farm
Acre
Summerston
Maryhill Park
St Kentigern's Roman Catholic Cemetery
River Kelvin
Netherton
Dawsholm
Temple
Maryhill
Glasshill
Cadder
Lambhill
Ruchill Park Golf Course
Kelvindale
Wyndford
Ruchill
Kelvinside
North Kelvin
Broomhill
Dowanhill

3. The Measures Being Considered

We have a suite of options that we are assessing as part of the project which, deployed appropriately, will make bus travel quicker, easier and more reliable along all of the five corridors.

We have explained each of the options we are considering using below:

Bus priority improvements

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

Junction improvements

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) **Traffic-light signal optimisation:**
Co-ordinating traffic-light 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

Kerbside improvements

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

Network solutions

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

4. Feedback and Next Steps

As an Area Partnership, you have a uniquely expert view on your area. Wherever one of the corridors we are assessing runs through your area, we're keen to know:

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

Your feedback will be used to inform the Strategic Business Case (SBC) which will set out the preferred improvement options for each corridor.

Following approval of the SBC by Transport Scotland, we will prepare a more detailed Outline Business Case (OBC). The OBC will further develop the strategic, socio-economic, management, financial and commercial case for progressing the proposals.