

Item 6

8th October 2019



Glasgow City Region - City Deal

Cabinet

Joint report by Assistant Chief Executive, Strathclyde Partnership for Transport (SPT) and Chief Executive of East Dunbartonshire Council

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SPT Strathclyde Bus Improvement Programme (SBIP) Update: Proposal for SBIP Pilot and Integration with EDC's Place and Growth Programme

Purpose of Report:

To update Cabinet on a proposal which will see SPT, EDC and GCC collaborating to:

- refocus the City Deal Strathclyde Bus Improvement Programme (SBIP) towards a SBIP Pilot Project focused within East Dunbartonshire Council (EDC) and Glasgow City Council (GCC); and
- use SBIP to support the complementary EDC Place and Growth Programme including leveraging an additional funding contribution from EDC into the overall City Deal Programme.

Recommendations:

Cabinet is asked to:

1. note the content of this report and the work which has already been undertaken to develop collaborative partnership working between EDC, SPT and GCC;
2. note the opportunity to leverage an additional funding contribution from EDC into the overall City Deal Programme;
3. approve the proposal to refocus the Strathclyde Bus Improvement Programme (SBIP) towards a SBIP Pilot integrated with East Dunbartonshire Council's Place and Growth Programme, with this integrated project retaining the status afforded by the Assurance Framework 2019 to projects on the 'Initial Project List';
4. approve the request to transfer Project Sponsor status to EDC;

5. approve the request for EDC to progress with the development of the Integrated SBIP Pilot/Place and Growth Programme SBC; and
6. note EDC's intention to submit the SBC to Cabinet in December 2019 for approval.

1. Purpose

- 1.1 To update the Chief Executives' Group on a proposal which will see SPT, EDC and GCC collaborating to:
- refocus the City Deal Strathclyde Bus Improvement Programme (SBIP) towards a SBIP Pilot Project focused within EDC and GCC; and
 - use SBIP to support the complementary EDC Place and Growth Programme, including leveraging an additional funding contribution from EDC into the overall City Deal Programme with a revised integrated SBC to be submitted by EDC.

2. Background

- 2.1 The Assurance Framework 2019 includes the Initial List of Projects which were assembled during the Programme Assembly exercise in 2013/14. The list includes the Strathclyde Bus Improvement Programme with SPT as the proposed Project Sponsor.
- 2.2 The City Deal Programme Business Casev2.4 shows that, as at the end of March 2019, the SBIP remains the only project from the Initial List not to have a Strategic Business Case (SBC) approved.
- 2.3 SPT has previously submitted two draft SBCs – in March 2015 and December 2016 – and undertook a further review in early 2019.
- 2.3 At the meeting on 4th June 2019, Cabinet was advised that the Chief Executives' Group (CEG) on 29th May 2019 instructed the PMO to engage with SPT to determine the progress on the development of the '*Strathclyde Bus Investment Programme*' (SBIP) project.
- 2.4 The Director of Regional Economic Growth met with SPT to discuss progress and to determine whether there was an ongoing strategic need for the project. SPT advised that both the Connectivity Commission and the Regional Strategic Assessment recognised the need for significant improvement in bus patronage across the Region. However, given the scale of the challenge, the provisional (subject to approval of business case) City Deal allocation of £30m would not deliver the improvement which is required to transform bus services across the City Region and that a significant additional investment would be required. Indeed, the original project proposal which was put forward by SPT prior to the signing of the City Deal was based upon a package of initial transport project proposals estimated to cost up to £295m.
- 2.5 SPT is of the opinion that the most effective use of the project budget for the SBIP would be to utilise it to deliver a focused set of interventions to support bus infrastructure and increase passenger usage within a specific area, with this serving as a pilot study for a more ambition future programme of investment of the scale previously envisaged in 2013/14.

- 2.6 This proposal recognises that concerted effort will be required alongside the pilot to identify the funding required for full SBIP roll out across the Region.

3. Potential to Integrate with EDC's Place and Growth Programme

- 3.1 During a discussion at the Glasgow City Region Cabinet meeting on 12th February 2019 East Dunbartonshire Council (EDC) indicated their intention to submit a Strategic Business Case (SBC) for a project, to be considered should further funding become available.
- 3.2 On 9th April 2019 the Cabinet considered a draft Strategic Business Case from EDC for its 'Place and Growth Programme'. The SBC set out the need for focused investment in transport, business infrastructure and land remediation, alongside co-ordinated investment by the private sector as catalysts for sustainable economic growth within East Dunbartonshire and Glasgow City Region. Details of the strategic and economic case of the SBC were set out in the report and appendix that was submitted to the Cabinet in April 2019.

4. Shared Strategic Priorities: 'Place and Growth Programme' and 'Bus Improvement Programme'

- 4.1 Following the presentation of EDC's SBC to Cabinet in April 2019, officers from EDC engaged with SPT to discuss how they could ensure that the employment opportunities being planned within the Place and Growth Programme could be accessible by public transport, and how they could secure improvements in bus patronage from EDC residents commuting to the City and employment locations in the north of Glasgow.
- 4.2 These discussions have identified a number of shared priorities and benefits that could be delivered by aligning the proposed Place and Growth Programme and the SBIP, as well as strengthening links to the ongoing City Deal supported development in the north of the city around the Sighthill area.
- 4.3 The alignment is most evident through the proposed investment in the infrastructure of the A803 route corridor to J15 on the M8, and the Bishopbriggs Relief Road and its links to the A80. By extending the scope of the proposed works along the A803 to consider improved bus connectivity to and from Glasgow, this would deliver on a key strategic priority for SPT. The discussions have indicated that investing in bus connectivity on this route would develop links to other key sites along the road of this bus route corridor, including to:
- the ongoing City Deal supported regeneration works at Sighthill;
 - further and higher education opportunities at Collegelands, Glasgow Kelvin College;
 - primary health services at Stobhill Hospital and the Royal Infirmary; and
 - a range of employment and retail opportunities along the A803 and Bishopbriggs Relief Road
- 4.4 As part of the development of EDC's Local Transport Strategy (LTS), the final draft of which was recently approved for consultation, discussions have also

been ongoing with local bus operators regarding the challenges and opportunities they face operating in the area and the wider city region. Through these discussions it is evident that there is a very clear opportunity for EDC to deliver its programme ambitions whilst working with SPT to contribute towards local transport priorities, namely:

- Attractive, seamless, reliable travel;
- Improved connectivity;
- Access for All; and
- Reduced emissions

- 4.5 The discussions between EDC, SPT and GCC have identified that there is an opportunity to deliver a step-change in access by bus on these radial corridors, bringing wider societal benefits including inclusive growth, access to employment, and reduced emissions.

5. Proposed Next Steps

- 5.1 Section 12.2.4 of the Assurance Framework 2019 states that *“where a Project is proposed that would require collaborative working across two or more Member Authorities and/or Third Parties, those Member Authorities or Third Parties will elect a lead. The lead shall be responsible for preparing and submitting the Business Case.”*
- 5.2 It is proposed that, owing to the additional investment which will be made by EDC to the Place and Growth Programme elements of the integrated project, requiring EDC’s local approval for capital expenditure, EDC should lead on the development of the integrated project’s SBC.
- 5.3 It should be noted that this is additional to SPT’s capital investment programme and will not impact on their ability to invest to improve transport across the region.
- 5.4 A joint officer working group, involving representatives from each of the organisations, has already been established with invitations extended to Transport Scotland. The Terms of Reference for the group are attached at Appendix 1.
- 5.5 Should permission be granted by Cabinet to progress with further planning of the integrated project, the future SBC, which will be submitted to Cabinet in December 2019, will provide full details of the planned pilot.
- 5.6 The initial scope of the Integrated SBIP Pilot/Place and Growth Programme SBC, reflecting the partnership discussions, would pilot a programme of localised investment that would seek to deliver:
- a more integrated bus route corridor along the length of the A803 from East Dunbartonshire into north Glasgow and to and from the city centre;
 - improvements to the connectivity and transport links between key employment sites along the Bishopbriggs Relief Road; and,

- improved accessibility to road, residential and transport developments, public services and retail opportunities over the local authority border in north Glasgow around Robroyston.

5.7 It is the view of EDC that progressing EDC's Place and Growth Programme on this basis could improve the delivery of the economic benefits of the original business case SBC presented to Cabinet, as well as highlighting the links of the project to public transport improvements, particularly bus travel and a key bus route corridor.

5.8 Specific focus in this regard will be given to:

- improvements in journey time (including bus priority measures),
- service reliability,
- quality of infrastructure,
- integration with other modes (including active travel and park and ride),
- accessibility,
- information (including real-time),
- demand management (reducing reliance on private car trips),
- delivering the high level project objectives including economic growth and improved access to employment opportunities; and
- supporting behavioral change to make public transport a more attractive option for people in both East Dunbartonshire and Glasgow.

5.9 In tandem with delivering these step-change improvements, a key outcome of the sustainable transport element of this project will be to demonstrate transformative partnership working between councils, SPT, operators, Transport Scotland and others to a higher level than previously experienced, thereby setting the standard for improving corridors across the city region in future.

5.10 Successful delivery of the pilot will allow SPT to develop a lessons learned exercise which informs future investment decisions and links with the emerging Regional Transport Strategy. It is worth emphasising that, provided there is successful delivery of the SBIP pilot as part of the EDC Place and Growth project, SPT and Local Authorities will incorporate further corridor improvements into future capital investment programmes, including city deal projects should further funding become available. This learning will inform the development of future transport policy and will be progressed via the work of the Transport and Connectivity Portfolio Group.

5.11 Indeed, it is worth highlighting the recent announcement by the Scottish Government in their Programme for Scotland 2019-2020 (the Programme for Government (PfG)) regarding an additional £500m investment in bus infrastructure. Further details are awaited in regard to the allocation of this funding, but it is likely to focus on supporting any Bus Service Improvement Partnerships arising from the new Transport (Scotland) Bill currently progressing through the Scottish Parliament, and Transport Scotland's Managed Motorways project. Both of these initiatives have relevance for the

SPT/EDC/GCC project, and also wider regional bus connectivity measures, and therefore could be a potential avenue for additional funding for bus improvements in the city region, complementing the City Deal. SPT and local authority partners will therefore work in partnership to seek to maximise investment in bus in Glasgow City Region through the PfG and other sources as necessary.

- 5.12 A high standard of sustainable transport access is an essential mark of a successful city region, and the partners anticipate that the development of a strategic quality transport corridor as part of this project will act as a pilot and proof of concept in delivering a transformational step change in access on other corridors across the region. The learning from this pilot will be central to making the case to Scottish Government for further investment in the Glasgow City Region.

6 Recommendations:

6.1 Cabinet is asked to:

1. note the content of this report and the work which has already been undertaken to develop collaborative partnership working between EDC, SPT and GCC;
2. note the opportunity to leverage an additional funding contribution from EDC into the overall City Deal Programme;
3. approve the proposal to refocus the Strathclyde Bus Improvement Programme (SBIP) towards a SBIP Pilot integrated with East Dunbartonshire Council's Place and Growth Programme, with this integrated project retaining the status afforded by the Assurance Framework 2019 to projects on the 'Initial Project List', while noting that, provided there is successful delivery of the SBIP pilot as part of the EDC Place and Growth project, SPT and Local Authorities will incorporate further corridor improvements into future capital investment programmes, including city deal projects;
4. approve the request to transfer Project Sponsor status to EDC;
5. approve the request for EDC to progress with the development of the Integrated SBIP Pilot/Place and Growth Programme SBC; and
6. note EDC's intention to submit the SBC to Cabinet in December 2019 for approval.

Appendix 1: East Dunbartonshire Council, Strathclyde Partnership for Transport and Glasgow City Council - Collaborative Work Group Terms of Reference

Purpose	<p>To develop an integrated approach across the three partners to facilitate the delivery of a programme of traffic and transport measures within East Dunbartonshire and the north of Glasgow to support inclusive growth and access to employment through:</p> <ol style="list-style-type: none"> 1. Delivery of phase 5 of the Bishopbriggs Relief to complete the route through East Dunbartonshire and Glasgow north; and 2. Development of the A803 and supporting public transport infrastructure to create a key bus route corridor between East Dunbartonshire and Glasgow City Centre, serving the north of Glasgow and a range of key retail, regeneration, health and education facilities <p>Officers from East Dunbartonshire Council (EDC) and Strathclyde Partnership for Transport (SPT) and Glasgow City Council will work in partnership on the development of the East Dunbartonshire City Deal project and SPT's public transport aspirations, as detailed in the approved East Dunbartonshire SBC. Transport Scotland will also be a key member of the group.</p> <p>Discussions will focus on the potential for incorporating elements of SPT's ambition to enhance key bus corridors into and from the city centre, specifically the A803 through East Dunbartonshire and Glasgow City with elements of East Dunbartonshire Council's approved Bishopbriggs Economic Regeneration Project.</p> <p>As well as the completion of the final phase of the Bishopbriggs Relief Road, the East Dunbartonshire Council approved Strategic Business Case includes the development of a bus park and ride within the Westerhill area of Bishopbriggs, one of East Dunbartonshire Council's key economic and retail sites, as well as route corridor improvements for public transport along the A803.</p> <p>A joint officer working group has been established between the Council and SPT and will look to involve officers from Glasgow City Council to consider how SPT's priority to improve public transport connectivity into and from the city can be incorporated into East Dunbartonshire Council's City Deal project. The work is also being reflected within East Dunbartonshire's Local Transport Strategy and provides the basis for the partners developing a local bus improvement partnership and plan, similar to that already developed between SPT and North Lanarkshire Council.</p>
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	<p>The joint officer working group will be established between EDC, SPT and GCC to consider how SPT's priority to improve public transport connectivity into and from the city can be incorporated into East Dunbartonshire Council's approved City Deal project and to support the Partnership's 2018/19 – 2020/21 Delivery Plan focus on:</p> <ul style="list-style-type: none"> • Attractive, seamless, reliable travel; • Improved connectivity; • Access for All; and • Reduced emissions <p>The project will:</p> <ul style="list-style-type: none"> • focus on the potential for incorporating elements of SPT's ambition to enhance key bus corridors into and from the city centre, specifically the A803 corridor through East Dunbartonshire and Glasgow City; and • Seek to integrate elements of East Dunbartonshire Council's approved Bishopbriggs Economic Regeneration Project related to the A803 route corridor with the development of GCC's Sighthill regeneration project.
Remit	<p>The Overseeing Group will meet on a monthly basis and direct the work of the technical working group. It will advise on reporting requirements within respective organisations, and into the City Region PMO.</p> <p>The Technical Working group will develop the scope of the Project for consideration by the Overseeing Group. This work will help inform a Project Initiation Document and Strategic Business Case for future submission to the City Region. This work will involve regular meetings (expected between 2 -4 weekly), information sharing, document preparation and identification of any supporting information, data gathering or analysis that is required to support this process.</p>

Membership	<p>This collaborative working arrangement will consist of two groups.</p> <ul style="list-style-type: none"> • Overseeing Group • Technical Working Group (accountable to the Overseeing Group) <p>Overseeing Group:</p> <ul style="list-style-type: none"> • Thomas Glen EDC • Valerie Davidson SPT • Andy Waddell GCC • Evonne Bauer EDC • Thomas McMenamin EDC, • Transport Scotland (to be confirmed) <p>Technical Working Group:</p> <ul style="list-style-type: none"> • EDC – Jennifer Horn, David Gear, Christopher McGeough, Alistair Kyle or Isla Hamilton • SPT – Bruce Kiloh, Gordon Dickson, Martin Breen • GCC - Christine Francis • GCC City Deal project rep TBC • Transport Scotland (to be confirmed)
Accountability	<p>The Overseeing Group is not directly accountable to an organisation or individual. Members of the group will however report within their respective organisations, and the group will agree reports and documentation submitted as part of various reporting within different organisations, including the City Region.</p>

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