Glasgow Bus Partnership (GBP) Steering Group Meeting **Minutes of Meeting**

Monday 22nd August 2022 - 2pm to 4:30pm

Attendees: Inde	ependent Chair:	Joan Aitken	(JA)
-----------------	-----------------	-------------	------

GCC: (SML) Stephen Macleod

Deborah Paton (DP) Steve Gray (SGR) Stephen Gibson (SGB) Lindsay Richardson (LR) Thomas McMenamin (TM)

EDC: Renfrewshire: Alastair Scott (AS) SPT: Bruce Kiloh (BK) FirstGroup: **Duncan Cameron** (DC)

Graeme Macfarlan (GRM)

McGills: Ralph Roberts (RR) Stagecoach: Fiona Doherty (FD)

Fraser Smith (FS)

West Coast Motors: Murray Rogers (MR) Vedran Becirbasic **Transport Scotland:** (VB)

Craig Cameron (CC)

Sustrans: Matt Davis (MD) BUS: Greig Mackay (GM) Jacobs: Andrew Kelly (AK)

Stuart Turnbull (ST)

Steer: Andy Barker (ABK) Community Transport: Graham Dunn (GD)

Apologies: Angus Bodie, Glasgow City Council

Christine Francis, Glasgow City Council

Colin Craig, West Coast Motors

Colin Napier, McGills

Colin Park, South Lanarkshire Council Daniel Spencer, Transport Scotland (DS)

Davina Bright, Sustrans Donald Booth, SPT

Eric Lesley, Transport Scotland

Gail MacFarlane, Inverclyde/West Dunbartonshire Councils

Gary Wood, North Lanarkshire Council Gerard Hannah, Renfrewshire Council

Gordon Dickson, SPT

Jane Corrie, East Renfrewshire Council Jennifer Ruddick, Transport Scotland (JR) John Shelton, East Renfrewshire Council Kevin Argue, Glasgow City Council

Lesley Ann Biggam, North Lanarkshire Council Liam Greene, West Dunbartonshire Council

Murray Rogers, West Coast Motors

Paul White, CPT

Sharon Morrison, West Coast Motors Sharon Wood, Transport Scotland Stephen Herron, Renfrewshire Council Steven Walker, Inverclyde Council Stuart Laird, South Lanarkshire Council

Item	Discussion/Decision	Actions
1.	 Welcome and apologies JA reiterated the importance for GBP members to attend Steering Group meetings 	
2.	 Minutes of the Previous Meeting dated 20th June 2022 and matters arising not otherwise on the agenda Actions of the Minutes of the Previous Meeting dated 9th May 2022 were reviewed by attendees Minutes of the last GBP Steering Group Meeting were approved. SML to upload this onto the GCC website JA asked DP for an update on TRC. Colleague currently out of office and DP to follow-up. BPF Strategy Award out to tender Harjinder Gharyal (Clyde Metro Team) to attend future GBP Steering Group meetings regularly. 	SML DP
3.	 Bus Rapid Deployment TROs 2020 – which to keep for bus priority DP provided an update on Bus Rapid Deployment TROs – expiring soon. GCC trying to gather evidence on the effectiveness of these TROs. Feedback was requested from GBP members on the effectiveness of these – time of essence given expiry of temporary orders looming DC asked DP if she was looking for specific data. DP confirmed that a data request has also been made to SPT. BK to follow-up with GD 	URGENT - operators
4.	 Case for Change report and briefing AK provided an update on GBP works with a presentation Case for Change Report Feedback received from partnership and being actioned for updated report Feedback to follow from Transport Scotland on TPOs. Meeting to be arranged to finalise Data Now received from partnership members Follow up discussions may be needed as we process the data Option Development and Preliminary Appraisal Now ongoing based on Case for Change report and feedback Detailed Appraisal and Strategic Business Case Data and tools being set up to allow qualitative analysis Streetspace Allocation Framework Spatial analysis nearing completion, to be discussed with GCC and partners in September Awaiting specific feedback from TS on TPOs AK presented high-level options at this stage based on: Bus Priority Links Kerbside Operation Junction Improvements Network Solutions AK also presented supporting options: Ticketing / Dwell Time Improvements Enforcement ABK presented case studies on bus priority measures implemented in Leeds, Manchester etc. Transport schemes along bus corridors are difficult to deliver (evidence-based) Focus on each of the five bus corridors in Glasgow and potential options to deliver bus priority: <i>Dumbarton Road, Great Western Road, Maryhill Road, Paisley Road West and Pollokshaws Road</i> Four packages of measures presented for each bus corridor Each package of measures to be assessed in terms of cost, deliverability etc. to identify which one would have the most benefits through infrastructural changes and therefore the preferred option	
	 preferred option AK to share the slides of the high-level options with Workstream A and GBP Members. DP: Some SRTM modelling has already been undertaken for the Glasgow Transport Strategy work. Summary benefits highlighted. 	AK

	311077	
	Dumbarton Road the most challenging bus corridor (to implement changes) due to number of 'high streets' and limited space along the route	
	RR/DC: Passenger numbers are going to be crucial in deciding bus routes (e.g. areas where there is high footfall) risk of unintended consequences	
	• Query about the 'Managed Motorways' study and how this is progressing. CC to raise this	СС
	with colleagues at Transport Scotland and update the GBP once he finds out Next steps:	
	 Planning for a successful Gateway Review: early engagement with Transport Scotland on TPOs; any other preparatory discussions needed in advance of SBC submission in November 2022 	
	 Meaningful stakeholder engagement on actions: revised briefing for Elected Members to be circulated; contact will be made with business representatives, local area partnerships (and community councils) to discuss emerging options Integration with other GBP Workstreams: Streetspace Allocation Framework – can be 	
	used to inform final packages; Clyde Metro – awareness of early development between projects; City Cycle Network and Liveable Neighbourhoods (Glasgow) – coordination between emerging designs	
	DP asked AK if the options put forward are consistent with the Streetspace Allocation	
	Framework. Going through this robust process will strengthen the case for bus priority (evidence-based)	
	DP: Streetspace Allocation Framework findings/evidence will help feed into the emerging GCC Parking Strategy	
5.	BSIP discussion – the vision, the processes and the timescale:	
	https://www.transport.gov.scot/media/48594/bus-service-improvement-partnerships-note.pdf	
	JA referred to the Terms of Reference of the GBP	
	Consultations on the provisions of the Transport (Scotland) Act 2019 underway, conditions in the Award Letter	
	All about working and bringing resources together, investment and getting the funding	
	 necessary to deliver bus infrastructure improvements This requires accountability which was envisaged in the Terms of Reference 	
	JA stressed the need to work towards a Partnership and decide which route to take – either	
	 towards a BSIP or voluntary partnership Any decision on a BSIP has to be made by the relevant local transport authority – not in 	
	power of the Steering Group (2019 Act)	
	Transport Scotland don't have the regulations at present – gives the GBP time to assess different partnership governance models	
	DC as operator voice – very willing to take partnership route forward	
	 JA to set up a group for a discussion on what needs to be done; identify paths going forward; identify paths going forward 	JA
6.	Workstreams	
a)	Feedback from GBP Workstream Chairs Meeting on 19 th August 2022 and questions to/from Chairs	
	• First meeting between Chairs of respective GBP Workstreams was held on Friday 19 th August 2022 – hugely useful discussion on the remits of each workstream and reallocated	
	them around where appropriate (e.g. who deals with vehicle standards specification) • SG – Workstream A: Next Workstream A Meeting is tomorrow (Tuesday 23 rd August 2022)	SG
	and SG is open to inviting bus operators to the next meeting when more detail on options should be received	
	AS – Workstream B: Transport consultant undertaking complex modelling on junctions in	
	Paisley Town Centre (to demonstrate how buses would navigate through them). Modelling taking longer than expected although the modelling results expected soon.	
b)	DC - Workstream C: Draft vehicle standard specification agreed and shared with all	
	operators within the partnership. Uncertainty facing all networks (post October funding) affects detailed network development opportunities until networks are rebased post December 22. In the meantime, Workstream C will continue to explore what data and	
	analysis might be available to understand required network expansion.	
	GRM – Workstream E: Contactless more or less completed along the pack. Essential that every operator provides this payment option. Capping also being explored through	

	 would be a game-changer. GlasGo Bus App being developed – to be put to the operators for their consideration and decision. Resource implications for operators especially smaller operators given trading conditions. View to going out to tender in September 2022. JA asked GRM to think about ways of increasing public awareness about these developments/ideas and the good work that is ongoing. JA – Workstream F: Looking at the passenger experience and identifying issues that is having a (negative) impact on bus users. Looked at safety on buses and at bus stops, crime etc. and the stats. Fortunately the numbers are not high but it highlights the environment that people are taking to and from the bus – i.e. it's not just about the passenger being on a bus. Work undertaken by Jess Pepper (Transform Scotland) and Molly Stewart (University of Strathclyde) revealed little awareness amongst students about the Under 22s free bus fares scheme. DP – Workstream G: Meeting held to scope out a logic map on inputs. Request put around the wider GBP for feedback on this but may have been premature. BK – Future Funding Bids Workstream: Waiting for works to be undertaken by the consultants before identifying any areas where we have missed out on (from the original bid application). Also opportunities to look at future funding streams like the Community Bus Fund. 	GRM
	 Data sharing agreement and data SML and Angus Bodie have been busy working with GCC Legal to draft up Data Sharing/Confidentiality Agreement. DP to share this draft Agreeement with the wider GBP to review in the near future. 	DP
7.	 Glas-go Bus Alliance – update FD provided an update on the Glas-go Bus Alliance (GBA) Last GBA Meeting was held on 4th August 2022 – DP attended and received positive feedback on the Glasgow Transport Strategy Focus of operators out with the GBA has been on the challenges facing the bus industry; looking at ways of making the bus networks as sustainable as possible GBA conscious that information provision at bus stops is not great. Meeting arranged tomorrow to move forward on information provision. September deadline needs to be met. Real commitment from GBA and SPT to have regular/three-monthly catch-up with each other – will help delivery Recruitment remains a challenge in the bus industry – has impact on service delivery and how well people want to use buses Next GBA meeting is next week 	
8.	To note consultations and funding streams	
a)	Glasgow City Centre Transformation Plan: https://www.glasgow.gov.uk/city-centre-transformation-plan Seven-week public consultation underway	
b)	SPT Regional Transport Strategy: https://www.spt.co.uk/spt-across-the-region/what-we-are-doing/regional-transport-strategy/vision/ BK: Consultation underway.	
c)	Scottish Government City Centre Economic Recovery Grant • DP provided an update on this to attendees	
9.	Date of next meeting • Monday 24 th October 2022 • 2pm – 4pm • SPT Office	
11.	AOCB None	