



Glasgow City Council

Wellbeing, Empowerment, Community and Citizen Engagement City Policy Committee

Report by Executive Director of Neighbourhoods & Sustainability

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BRIEFING NOTE ON THE PETITION: 'GET GLASGOW MOVING – WORLD CLASS TRANSPORT FOR GLASGOW'.

Purpose of Report:

To provide information on the Petition: 'Get Glasgow Moving – World class transport for Glasgow'.

Recommendation:

The Committee is requested to note the contents of the report.

1. Purpose of report

To provide information on the Petition – 'Get Glasgow Moving – World class transport for Glasgow'.

2. Background

Neighbourhoods and Sustainability would comment as follows on the above petition –

2.1 'A publicly owned bus company for Glasgow'

The delivery of a publicly owned bus company for Glasgow is currently not within the powers of Glasgow City Council. To achieve public ownership would require legislative change, along with a significant public sector funding commitment.

The Transport (Scotland) Bill, which is currently going through parliament, does propose a number of additional powers for Local Authorities in relation to the provision of bus services. This includes powers in relation to transport authorities delivering bus services but only where an adequate service is not being provided by private operators. These limited powers would not enable a local authority to run a commercially viable local bus operation.

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Further powers regarding local franchising and the establishment of partnerships with bus operators are also contained within the draft Bill and the Council is generally supportive of the proposals. Indeed two of the priorities in the Council's Strategic Plan 2017–2022 are to:

- 'Improve and refine the Statutory Quality Bus Partnership' (Priority 56).
- 'Explore the feasibility of a local bus franchising framework to deliver a more connected service across the city' (Priority 57).

The Council is committed to improving the service provided by buses within the city by all means currently within its power. With this in mind, in advance of the Transport Bill powers becoming legislation, a voluntary Bus Partnership has been set up with the major bus companies operating within the city. The collaborative working of Glasgow City Council, the bus operators, the current transport authority, other interested agencies and surrounding authorities, in the absence of a significant funding investment and a change to the regulation, is considered to be the best immediate solution to address the issues highlighted in the petition.

2.2 'Affordable, integrated ticketing with city-wide smartcard and daily price cap'

The Council is supportive of the development of an integrated smart ticketing option for public transport and indeed one of the priorities within its Strategic Plan is to 'explore, with transport providers, how to implement an integrated ticketing system' (Priority 56).

It is understood that the ticketing technology to deliver this solution presently exists and is being employed individually by various public transport operators. Passengers can already pay for some bus journeys on their credit card; rail and Subway passengers can pay for their travel via an electronic purse or most recently, use their mobile phone as the ticket; and day capping has also been in place on Glasgow's Subway for nearly 5 years now.

However, due to a number of issues including the wide range of private transport operators and the commercial pressures they operate under, an integrated smart ticket covering all public transport has still not been delivered. The Council will continue to work with SPT, public transport operators and Transport Scotland in order to achieve this.

2.3 'Bike-hire stations across the city with free access for concessionary card holders'

Glasgow City Council is committed to the development and expansion of the cycle hire scheme within the environs of Glasgow City Council's area. During 2016, the City Council conducted a European procurement exercise aimed at securing the future of the cycle hire scheme in Glasgow and guaranteeing the expansion and growth of the scheme. As such a strategic plan was developed and was included within the contract which will see the scheme expand to a

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minimum of 1000 cycles located at 100 individual locations over the duration of the contract. Since the current scheme launched in September 2017, we have delivered 19 additional hire locations, bringing the total available locations to 63. Hire locations are added at a rate of a minimum of 6 per year with opportunities for more to be added using external funding sources.

The current cycle hire operational contract (7+1+1yr duration) sees the City Council working hand in hand with its commercial partner (Nextbike UK) to develop the scheme. The commercial partner bears the costs for the operation/maintenance and expansion of the scheme. As such all decisions which affect the commercial viability of the scheme are made by Nextbike UK.

Glasgow City Council would be supportive of granting access to the scheme for concession card (National Entitlement Card) holders. The National Entitlement Card is operated and funded by the Scottish Government through Transport Scotland, and operational responsibility sits with Transport Scotland and not local authorities. The Council would however be happy to facilitate discussions between Transport Scotland and Nextbike to investigate the feasibility of moving forward with this. It should be noted however that as the scheme is operated by a private firm as a commercial entity, such a move would incur significant costs.

2.4 'A publicly owned Transport Authority for Glasgow, with power over the entire network'

The Leader of the Council established the Glasgow Connectivity Commission last year as an independent body to review transport issues affecting the city. The first report was published in December 2018 and dealt with issues under the jurisdiction of the Council. The second report will deal with issues not wholly within Council control and it is envisaged that it will contain recommendations regarding the governance arrangements for the provision of transport within the Glasgow area. The setting up of a publicly owned Transport Authority would require a change in legislation.

2.5 'A coordinated, long term vision and investment in the city's transport needs.'

The current governance arrangements with regards to transport strategy/vision involves a hierarchical approach with the National Transport Strategy, a Regional Strategy developed by the Regional Transport Partnership (SPT) and a Local Transport Strategy produced by Local Authorities.

With regards to Glasgow, SPT are currently updating the Regional Transport Strategy and, following on from the initial report from the Connectivity Commission, the Council intend to produce a 'Connectivity Plan' which will supersede our previous Local Transport Strategy. This will set out our strategic approach to how people and commodities move into and around our city every day. It will set out the long term vision and contain a number of strategic actions to ensure Glasgow's connectivity, accessibility,

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attractiveness, resilience and mobility align with our world class city ambitions. The approved strategy, which will be developed through significant stakeholder and public involvement, will be used to inform future investment priorities.

3. Recommendation

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