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Glasgow Bus Partnership (GBP) Steering Group Meeting

Minutes of Meeting

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

Attendees:	Independent Chair:	Joan Aitken	(JA)
	GCC:	Stephen Macleod	(SML)
		Deborah Paton	(DP)
		Steve Gray	(SGR)
		Stephen Gibson	(SGB)
		Lindsay Richardson	(LR)
	EDC:	Thomas McMenamin	(TM)
	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)
	Transport Scotland:	Vedran Becirbasic	(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	

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Item	Discussion/Decision	Actions
1.	Welcome and apologies <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 BK
4.	Case for Change report and briefing <ul style="list-style-type: none"> AK provided an update on GBP works with a presentation Case for Change Report <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Now received from partnership members Follow up discussions may be needed as we process the data Option Development and Preliminary Appraisal <ul style="list-style-type: none"> Now ongoing based on Case for Change report and feedback Detailed Appraisal and Strategic Business Case <ul style="list-style-type: none"> Data and tools being set up to allow qualitative analysis Streetspace Allocation Framework <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> Bus Priority Links Kerbside Operation Junction Improvements Network Solutions AK also presented supporting options: <ul style="list-style-type: none"> 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 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

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	<ul style="list-style-type: none"> • 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 with colleagues at Transport Scotland and update the GBP once he finds out • Next steps: <ul style="list-style-type: none"> ○ 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 	<p align="center">CC</p>
<p>5.</p>	<p>BSIP discussion – the vision, the processes and the timescale: https://www.transport.gov.scot/media/48594/bus-service-improvement-partnerships-note.pdf</p> <ul style="list-style-type: none"> • 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 	<p align="center">JA</p>
<p>6.</p> <p>a)</p> <p>b)</p>	<p>Workstreams</p> <p>Feedback from GBP Workstream Chairs Meeting on 19th August 2022 and questions to/from Chairs</p> <ul style="list-style-type: none"> • First meeting between Chairs of respective GBP Workstreams was held on Friday 19th 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 23rd August 2022) 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. • 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 Workstream E. McGills still testing. Commitment to looking at multi-modal ZoneCard – 	<p align="center">SG</p>

