

Bus workstreams – Progress and response to consultation noted – Recommendation to City Administration Committee.

4 There was submitted a report by the Executive Director of Neighbourhoods, Regeneration and Sustainability regarding an update on workstreams related to bus in Glasgow, including Glasgow City Region Bus Partnership (GBP) workstreams, the Free Public Transport Pilot Scoping Study, the City Centre Electric Shuttle Bus Study and bus infrastructure projects, advising

- (1) that the GBP brought together a voluntary partnership, the 8 Glasgow City Region local authorities, Strathclyde Partnership for Transport (SPT), bus operators and bus passenger representative groups the purpose of which was to address current challenges to bus travel and to improve the passenger experience for communities across the City Region;
- (2) that the Bus Partnership Fund, which was managed by Transport Scotland had first been announced as part of the 2019 programme for Government whereby as part of its response to the climate emergency, the Scottish Government committed to investing £500m over 5 years to deliver targeted bus priority measures on local and trunk roads;
- (3) that this Council on behalf of GBP had been awarded £3.655m with £1.655m of the grant funding specifically for Glasgow and the remaining £2m being allocated to projects led by Renfrewshire Council;
- (4) that each business case took a holistic view of how changes to strategic bus corridors could deliver on wider policies and aspiration, including the Glasgow Transport Strategy and in addition to these business cases funding would also be provided to develop a wider bus network plan and associated strategic business case;
- (5) of the strategic bus network plan research which had been carried out on a Glasgow and Strathclyde Strategic Bus Network plan;
- (6) that recommendations for the future delivery of the regional bus network had been published by SPT, and the Council as a key stakeholder had an opportunity to feed into this process along with the wider public and that a draft response to the consultation was, as detailed in Appendix A to the report;
- (7) of bus co-ordination group and behaviour change campaigns;
- (8) of the outcome of the Free Public Transport Scoping Study and that a costing model which had been developed to calculate the estimated cost of operating the pilot in Glasgow had concluded that to provide free transport for 9 weeks for those aged between 22 and 59 would cost approximately £95.7m, excluding back office and administration costs;
- (9) that indicative costs had been prepared for the 6 options for introducing a free electric city centre circular bus service to connect transport interchanges and

key gateway locations, however at present no funding had been secured to take this forward;

- (10) of SPT funding and the Community Bus Fund; and
- (11) of Transport Scotland's Fair Fares Review work which had been published in March 2024 which had set out a number of recommendations which included developing a proposal for a flat-fare bus fares pilot for an area based scheme.

After consideration, the committee

- (a) noted
 - (i) the progress of work related to bus in Glasgow; and
 - (ii) a proposed response to the consultation on SPT's Strathclyde Regional Bus Strategy business case work in Appendix A to the report; and
- (b) agreed to recommend the proposed response to the consultation to the City Administration Committee on 9th May 2024, where agreement could be sought on the response before sending it to SPT.