Item 4

17th November 2026

Glasgow City Council

Economy, Housing, Transport and Regeneration City Policy Committee

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NIGHT BUS HUBS UPDATE & CITY REGION NIGHT BUS PARTNERSHIP STUDY

Purpose of Report:

To update the Committee on progress in delivering Night Bus Hubs in the city centre and developing a city-region night bus study in partnership with Strathclyde Partnership for Transport (SPT).

Recommendations:

That Committee note the contents of this report.

Ward No(s): Citywide: ✓

Local member(s) advised: Yes ☐ No ☐ consulted: Yes ☐ No ☐

1 Background

1.1 Members will be aware that a range of working groups supports the Glasgow City Centre Task Force in delivering the shared ambitions of the Council and its public- and private-sector partners. These include the City Centre Transport Subgroup (CCTSG).

1.2 The CCTSG's principal objective is to improve public transport provision and enhance the attractiveness of Glasgow city centre, particularly in support of the night-time economy.

1.3 Further priorities include promoting the city centre, improving transport and delivering a positive end-to-end journey experience. The development of Night Bus Hubs is central to these objectives, and this report provides an update on progress.

2 Project Development

2.1 The Night Time Economy Sub-Group to the City Centre Task Force was formally established in 2024, comprising representation from various external stakeholders with an interest in the city's night-time industries. Chaired by Mike Grieve (NTIA Scotland Chair and MD of the Sub Club) this group was responsible for developing a new vision for Glasgow's night-time economy. The resulting document, Nightshift: Glasgow, was officially launched at the Arthouse Hotel on 13 July 2026 with formal introductions by the Leader, Susan Aitken, and Cllr Angus Millar.

2.2 Nightshift: Glasgow promotes a cohesive 6pm to 6am city strategy, recognising nightlife as an essential part of Glasgow's economy, culture, and urban infrastructure. The aim is to create a safer, more vibrant, and better-supported night-time environment for businesses, workers, residents, and visitors.

2.3 Transport and accessibility is a key component of any successful night time economy. Attitudinal surveys undertaken by the CCTSG in 2024 identified growing concern about the availability and cost of travel home, and the limited provision of public transport, as barriers to visiting the city centre at night.

2.4 Night bus services operated by First Bus and McGill's are currently the only public transport available in the city centre between midnight and 4.00 am on Friday and Saturday nights. However, passenger numbers remain low and the services are underused.

2.5 At a national level, the introduction of the £2 fare cap for bus services in the Strathclyde region signifies the easing of a particular barrier to transport. With the reduced fare in place on Nightbus services operated by both First Bus and McGills. In addition, passengers can also travel on Nightbus services using concessionary travel schemes such as the under 22 free bus travel scheme.

2.6 Whilst the financial barriers are important, it is recognised that infrastructure and safety also need to be improved in order to attract more people to consider using the bus.

2.7 In partnership with SPT and bus operators, Council officers have developed the Night Bus Hub concept to raise awareness of existing services and improve wayfinding at bus stops. The hubs are intended to support city centre footfall and the night-time economy while increasing use of night bus services.

3 Additional Public Transport Improvements

3.1 As members are aware, Glasgow City Council has no responsibility for the provision of public transport services. The Scottish Government through ScotRail operate rail services across the country, SPT operate the Subway and buses are commercial operations, led by private operators. Despite the lack of statutory responsibility, the Council continue to work with our transport partners to realise improvements across the network, some of which are critical to the success of the night time economy.

3.2 Glasgow City Council are the lead Authority of the Glasgow City Region Bus Partnership, our work commits to improving bus travel across the region, with an emphasis on providing Bus Priority. The Council have recently been awarded significant grant funding through the Bus Infrastructure Fund to take interventions forward.

3.3 The Council continue to roll out Active Travel commitments through the City Network – a network of safe and segregated cycle routes across the city. We are seeing real uptake in cycling, with monitoring stations showing a 74% rise in cycle journeys over the last two years.

3.4 Glasgow City Council are also at the heart of proposals for Clyde Metro, a mass transit network which will become a transformational project across the City Region.

3.5 As part of our work with partners, we welcome the announcement by SPT to extend Subway opening hours. Indeed, this specifically answers Policy 22, action 22A of the Glasgow Transport Strategy - *Continue to encourage SPT to prioritise exploration of extending opening hours of Subway on Sunday evenings to ensure this is an option for workers and visitors*. Similarly, as part of the Council's Strategic Plan, Grand Challenge 3, Mission 1 notes: *Advocate for extended Subway opening hours including later opening on Sundays and to better serve shift workers and the nighttime economy.*

4 Night Bus Hub Locations

4.1 Following detailed consideration by the CCTSG, including Police Scotland, Night Bus Hubs will be introduced at existing bus stops on Sauchiehall Street at the Garage, Hope Street at Watt Brothers, and Union Street. The locations have been agreed with SPT and bus operators, and the hubs will launch on Friday 23 October 2026. Appendix 1 shows the locations.

4.2 Working with McGill's, officers have developed and agreed distinctive branding to identify and signpost the hubs. The branding will be installed by SPT using existing bus stop infrastructure.

4.3 The hubs will operate from 11.00 pm to 4.00 am on Friday into Saturday and Saturday into Sunday. To enhance safety and reduce antisocial behaviour, two marshals will be deployed at each hub throughout operating hours during a one-year pilot jointly funded by the Council and the Let's Go Glasgow BID. Each location also benefits from a bus shelter, good lighting and CCTV coverage.

4.4 Officers will also seek to strengthen parking enforcement around the hub locations to protect bus access and service reliability.

4.5 Baseline footfall and passenger data have been collected and will be used to assess the pilot's performance. Both operators have agreed to provide monthly passenger data.

4.6 The operators, SPT, the Council and Let's Go Glasgow will coordinate promotional activity. A stakeholder photocall was held at the Sauchiehall Street Night Bus Hub on 13 October 2026.

4.7 All promotional materials will feature the agreed Night Bus Hub branding alongside the Let's Go Glasgow and Council logos. Appendix 2 contains the Night Bus Hub logos.

4.8 Officers will monitor the pilot with partners and report its findings to Committee in due course.

5 City Region Night Bus Partnership Study

5.1 Night-time public transport is essential to the night-time economy, providing access for visitors and shift workers. Limited late-evening and early-morning services can deter people from travelling to the city centre and elsewhere.

5.2 Officers welcome the independent Night Time Economy Commission and its role in advocating for improved night-time transport, building on existing collaboration between the Council, SPT and operators through the City Centre Task Force and other forums.

5.3 Officers welcome SPT's planned pilot of extended Subway hours and support regular late-night operation throughout the week. The Council also calls on ScotRail to consider additional late-night local and regional services in the Glasgow area.

5.4 Night buses are vital to the night-time economy. The Council will work with SPT and operators to explore expanding the network, recognising campaigns by Living Rent and Get Glasgow Moving for improved night-time services.

5.5 While significant work has identified gaps in the city region's daytime strategic bus network, no equivalent review exists for night buses. This evidence is essential to inform future network expansion.

5.6 The Council will therefore work with SPT on a night bus scoping study. The following key tasks and deliverables are anticipated to be part of the workstream:

- **Review policy and good practice:** Examine relevant research and comparable cities' approaches to night-time networks, delivery, funding, fares, information and safety.
- **Assess existing provision:** Map routes, coverage, operating times, frequencies, fares, patronage, hubs and connections with Subway and rail, distinguishing dedicated night buses from extended conventional services.
- **Assess current and potential demand:** Analyse travel patterns, footfall, night-time activity, employment, transport disadvantage and major destinations and events, recognising that limited provision may suppress patronage.
- **Research passenger needs and barriers:** Engage passengers, potential users and non-users on affordability, reliability, awareness, accessibility and safety across the whole journey.
- **Develop network options:** Produce at least one initial option and a preferred network, specifying routes, stops, hubs, operating periods, frequencies and interchange, including opportunities to extend existing services.
- **Identify service gaps:** Compare current provision with the preferred network, highlighting shortcomings in coverage, operating hours, frequency and connections, and distinguishing service modifications from new provision.
- **Assess operational and financial implications:** Estimate vehicle and staffing needs, operating costs, fare revenue and net funding requirements where information permits, with clear assumptions and sensitivity testing—not detailed procurement-level costing.
- **Identify delivery arrangements:** Examine commercial, supported, pilot and partnership approaches, alongside ticketing, information, infrastructure and safety measures; define partner responsibilities and key delivery dependencies.

5.7 Council and SPT officers will fund the study from the Council's Bus Infrastructure Fund Tier 1 allocation. The Study is anticipated to report in the second half of 2027.

5.8 Further updates will be reported to Committee.

Resource Implications:

Financial:	Night hubs undertaken in partnership with bus operators and SPT. GCC require to fund staff time directly associated with the intervention namely communication and parking officers. Night bus study being funded through external grant
Legal:	No legal issues anticipated
Personnel:	GCC Staff requirement include communication/awareness raising of Night Hubs, parking officer interventions, provision of Night Hub wardens and development of night bus study
Procurement:	Night Bus study will require external support which will be procured through the most appropriate framework. GCC to discuss procurement options with SPT

Council Strategic Plan:	Specify which Grand Challenge (s) and Mission (s) the proposal supports. Where appropriate the relevant Commitment can also be listed. Grand Challenge 3, Mission 1 Grand Challenge 4 Mission 1
Equality and Socio-Economic Impacts:	EqIA under development
Does the proposal support the Council's Equality Outcomes 2025-29? Please specify.	Yes. Proposal is being specifically developed to ensure a safer, more welcoming environment for all late night bus users
What are the potential equality impacts as a result of this report?	Positive impacts for all, including those of protective characteristics as bus hubs provide a safe environment for those wishing to use late night transport
Please highlight if the policy/proposal will help address socio-economic disadvantage.	Proposal will make late night public transport more appealing could result in people being less dependent upon private taxis

Climate Impacts:

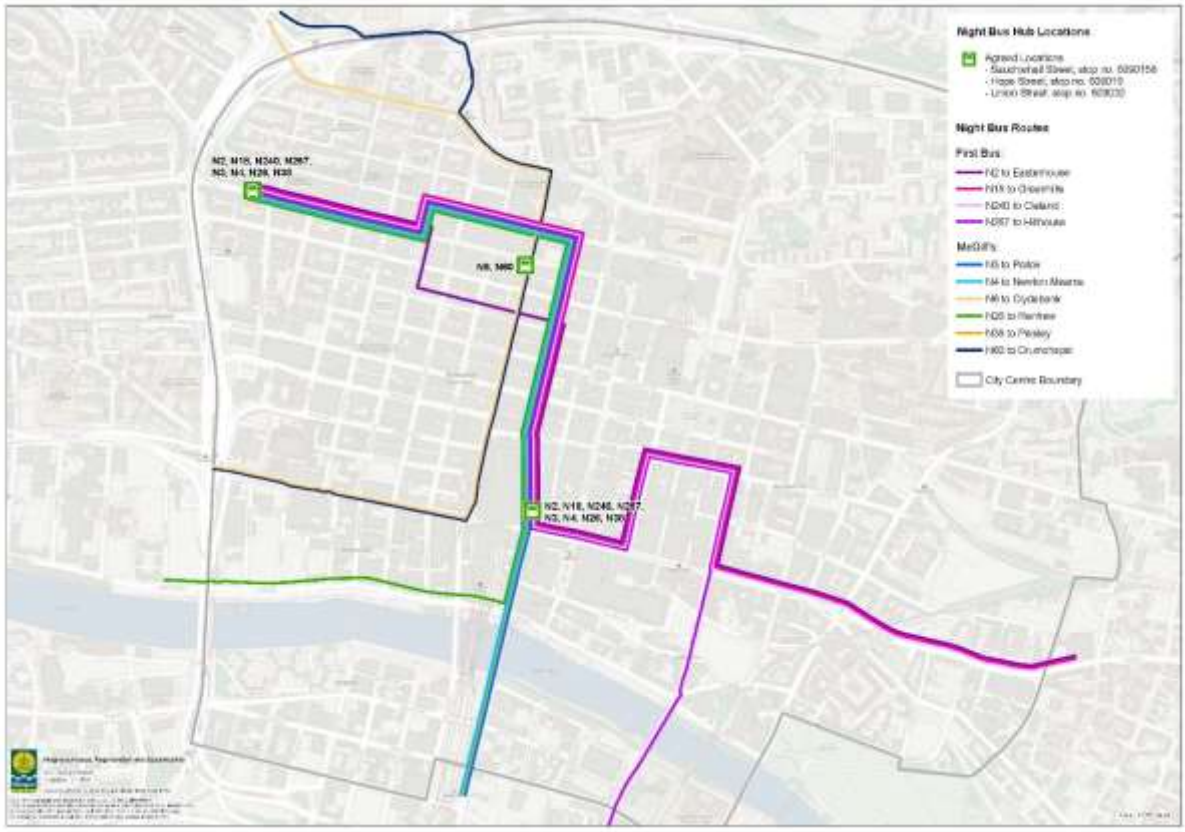
Does the proposal support any Climate Plan actions? Please specify:	Yes, Transport Objectives 1 and 2, specifically, Deliver measures to increase attractiveness of active travel and public transport and reduce car vehicle kilometres in Glasgow, Improve the bus and rail network City Partners to continue to support objectives and commitments of the Glasgow City Region Bus Partnership and engage with transport operators, neighbouring local authorities, Transport Scotland, SPT and interest groups to deliver the aims of the GCRBP and support the delivery of bus improvement measures.
What are the potential climate impacts as a result of this proposal?	Potential to increase use of public transport
Will the proposal contribute to Glasgow's net zero carbon target?	Yes. If people choose to use bus instead of driving, this can contribute to net zero target

Privacy and Data Protection Impacts:	No
Are there any potential data protection impacts as a result of this report Y/N	
If Yes, please confirm that a Data Protection Impact Assessment (DPIA) has been carried out	

6 Recommendations

That Committee note the contents of this report.

Appendix 1 – Night Bus Hubs and Services Map



Appendix 2 – Night Bus Hubs Branding

Logo:

NIGHT BUS HUB

Favicon: